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Pacific Islands Monthly



NOVEMBER, 1963
VOL. 34. NO. 4.

The News Magazine Of The South Pacific

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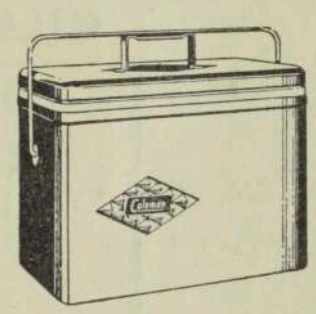
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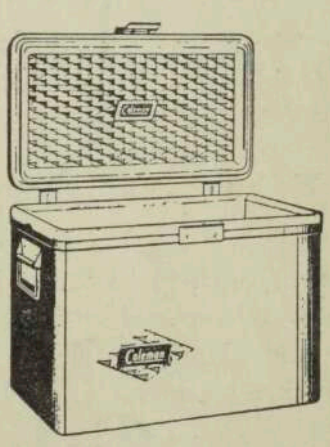
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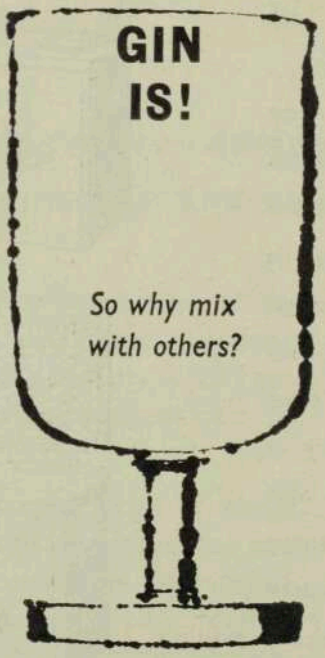
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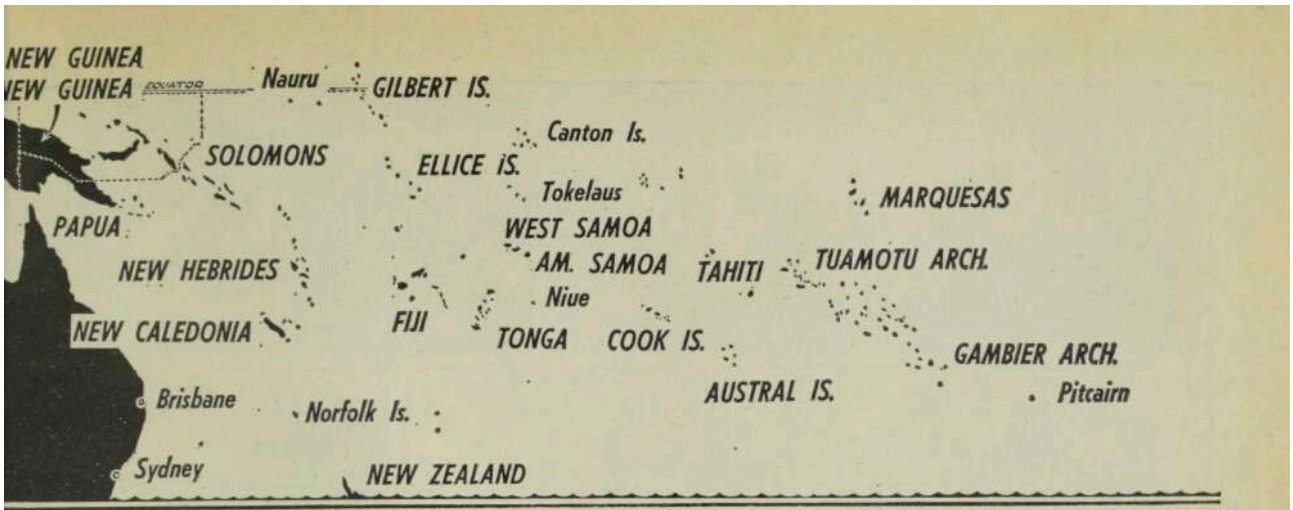
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THE COVER: On October 17, three su vivors of a gruelling 60-day, 2,200 mi drift voyage from the Northern Coc Islands to Erromanga, New Hebrides, wer brought to Vila in the ship "Airwave The three men are (from left) Tupo Papai, Teehu Makimare and Toka Tuh Dr. R. Greenhough, British Medical Offic in Vila, is seen examining them. Th photo was taken by Reece Discombe. Se story, page 10.

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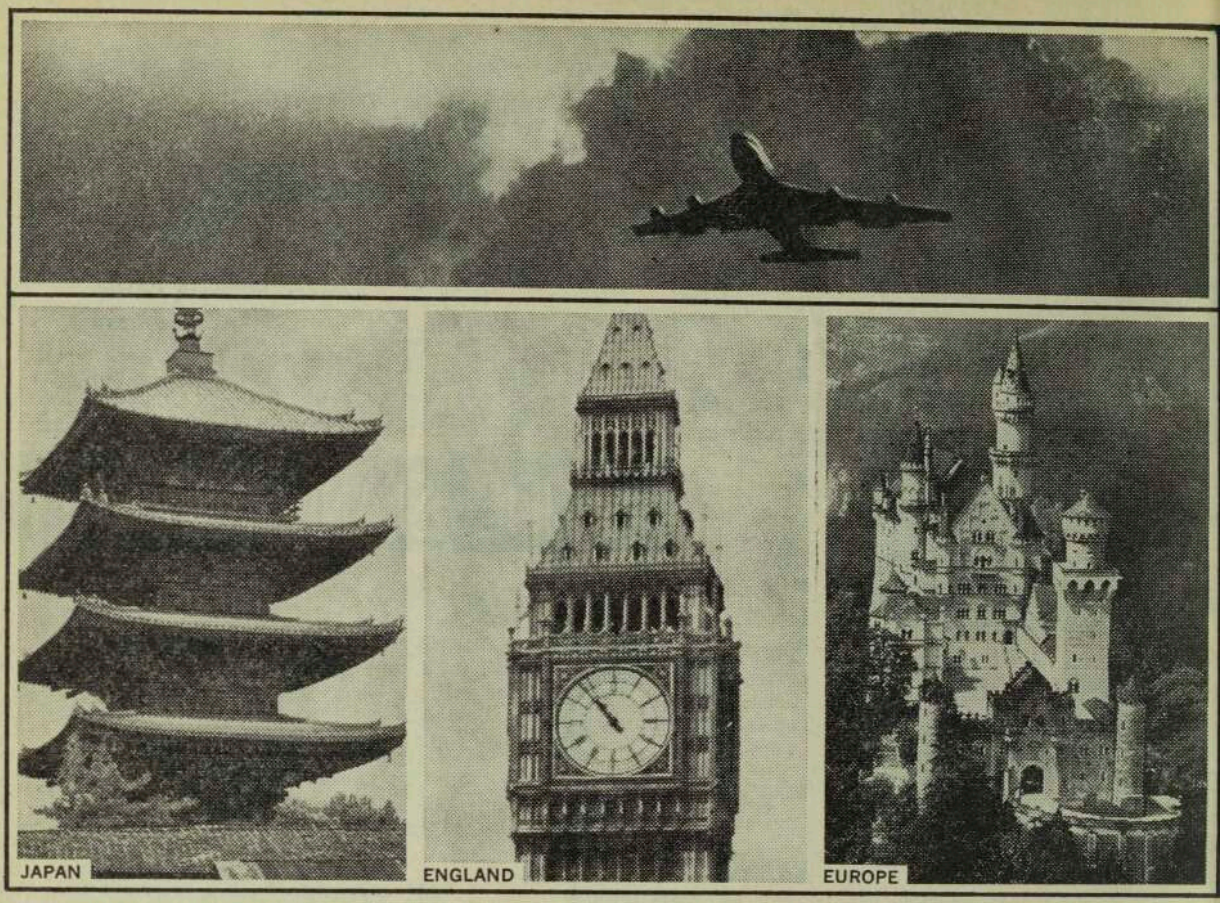
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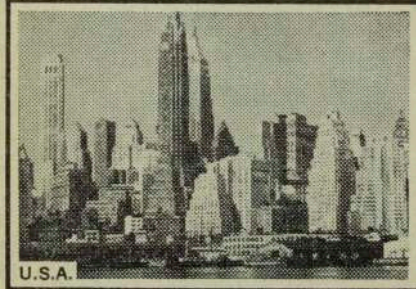
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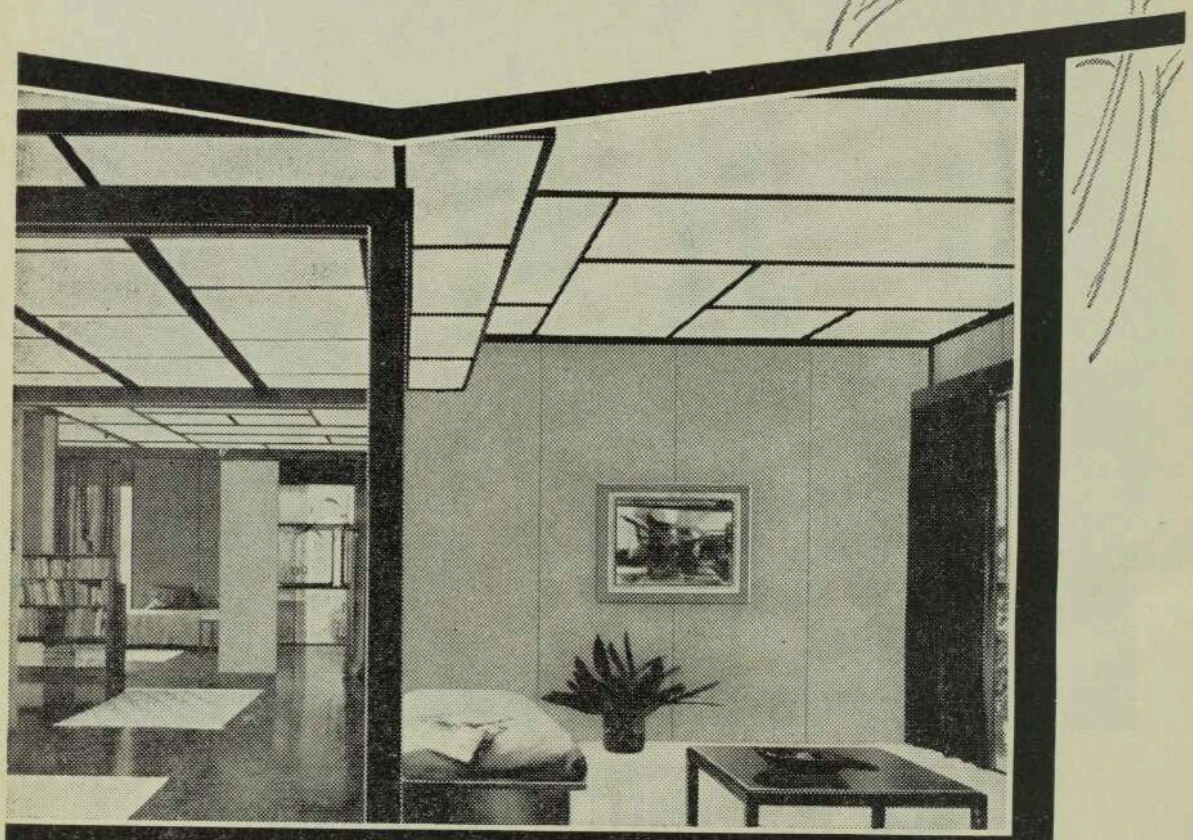
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New Faces, New Enthusiasm, At South Pacific Commission's Twenty-fifth Session

Technical difficulties prevented Western Samoa taking its place at the 25th session of the South Pacific Commission as the first independent Polynesian state to become a full SPC member.

THE session was held in Noumea in October.

Only a month or two earlier everybody had expected that Samoa was certain to be admitted to membership by October. Western Samoa's Prime Minister Fiame Mataafa had arranged to be in Noumea for the big occasion of Samoa's first attendance.

The conference chairman, the Western Pacific High Commissioner, Sir David Trench, told the session that progress towards "the desirable end" of admitting Samoa had been made and he hoped the remaining formalities would be swiftly completed. Meanwhile he welcomed Western Samoa's observer, Lauofo Meti, and told him that everything would be done at the session to reduce to a minimum the disabilities caused by "the present transitional situation".

Although she had no vote, Western Samoa later took an active part in discussions.

"Will Be Admitted Soon"

Nobody expects that it will be very long before Samoa is finally admitted. There is no disagreement about her admission—the delay is due to the fact that the SPC's charter has to be altered to admit Western Samoa and some member countries want the future pattern of the session to be agreed on firmly now, and other necessary changes made to the charter while it is open.

General agreement on the new direction that the SPC will take was made at a conference between the five member governments in London in July (*PIM* Aug., Sept.). But the London proposals have to be ratified and this is a complicated matter when five governments are involved. The other main proposals include reorganisation of the Research Council and the institution of another body called the Regional Council. The Regional Council will be composed of delegates elected by Islands legislatures, which means a big proportion of delegates would be indigenous people.

The proposals also suggest a new formula of financial contributions to the SPC, which would give everybody, particularly the US, a bigger percentage of contributions following the withdrawal of the Netherlands.

Financial Formula

The formula was taken into account at the Noumea session, which approved an increased budget for the year—of £250,000. But this is conditional on the US being permitted by Congress to raise its grant.

The Noumea session was a successful and enthusiastic one, depite the fact that the London proposals had not yet taken effect. Feeling seemed to be that the SPC was on the threshold of bigger things, but was, anyhow, finally making progress as a real driving force in the Pacific.

Many of the old faces were gone at this session—being replaced by new men taking part for the first time. Among the new faces were those of Oren E. Long, of Hawaii, replacing Dean Knowles A. Ryerson, the retired Senior US Commissioner, and Mr. R. S. Swift, replacing Mr. Dudley McCarthy, former Senior Australian Commissioner, now in New York. Other old hands who were gone were the former Secretary-General, Mr. T. R. Smith, and Mr. C. G. McKay, of New Zealand. Among the many new faces in the teams of alternate commissioners or advisers were Mr. William Estall, a member of the Executive Committee of the Cook Islands Legislative Assembly, and Ratu Edward Cakobau, of Fiji.

The Commission made a practical examination of the work programme.

Among other things the Commission this year will continue to support the investigation going on in French Polynesia for a simple and inexpensive means of supplying drinkable water through solar stills; will try to organise production of textbook on nutrition; inquire about establishing a training centre on reef and lagoon fishing; continue the two boat-building courses and possibly promote a third one in Polynesia; plan for a second training course in home economics in Suva in 1965; and plan a training course (in Suva in 1964) on the practice of community education methods.

SPC To Look At Coconut Market

The South Pacific Commission decided at its 25th session in Noumea in October that it would investigate the marketing possibilities of coconut by-products and other produce in the Pacific.

It would investigate the practibility of a regional economic information service and of establishing a training centre in the technique of processing coconut products and by-products.

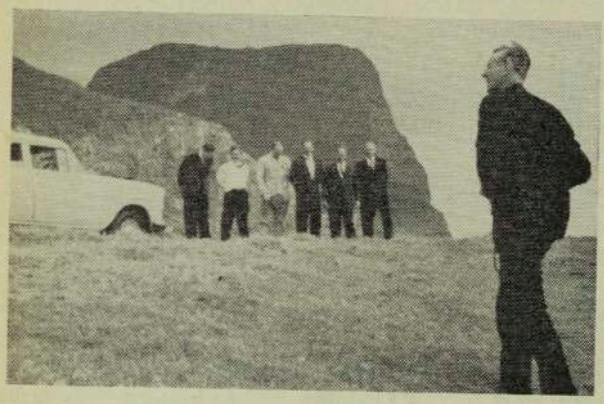
The SPC decision is particularly important in view of the recommendations of Lord Silsoe in a copra report released in October *(see page 57).*



An SPC community education training centre just opened in Suva is part of the development of a permanent community training centre in the South Seas. The current course is on home economics. Here at the official opening are Fiji's Director of Education, Mr. J. G. Rodgers, Miss Marjorie Stewart, SPC women's interests officer, and Dr. Richard Seddon, SPC executive officer for social development.

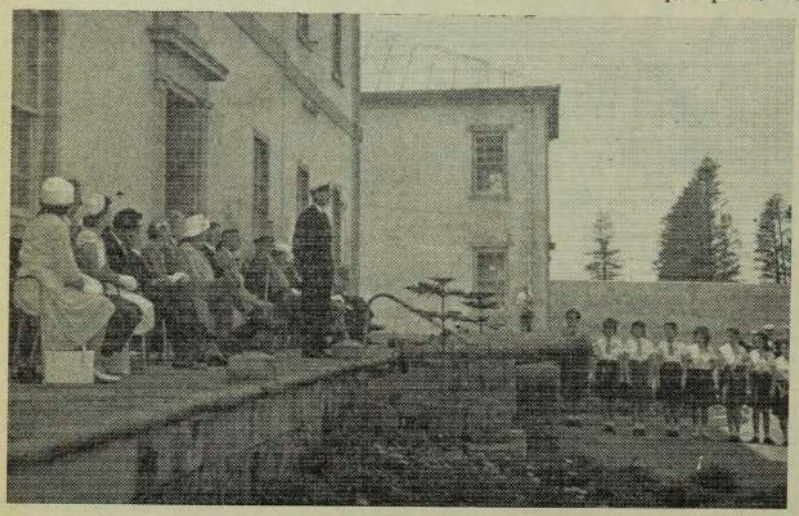
Photo: Stan Whippy





VICE-REGAL VISITOR

● *Lord Howe Island's rugged scenery provided an attractive backdrop for Clive Wilson when he took the above two pictures of Australia's Governor-General, Lord de L'Isle, having a "look-see" round the island during his recent visit in HMAS "Sydney". Lord de L'Isle is in the foreground in the second of the two photos. Below he is seen addressing the people of Norfolk Island from the platform of the Administration building at Kingston during his earlier Norfolk Island visit on the same voyage.—Photo: M. Hoare.*



Advisory Council Inaugurated

FAMILY PLANNING URGED TO COPE WITH GEIC POPULATION PROBLEM

People in the Gilbert and Ellice Islands Colony will have to plan their families if they want to ensure that succeeding generations are not reduced to a miserable subsistence level.

THE GEIC Resident Commissioner, Mr. V. J. Andersen, said this in Tarawa on September 30 at the inaugural session of the colony's recently-established Advisory Council.

Mr. Andersen said the colony's growing population was a major problem.

Preliminary figures for the census taken in April showed a gross figure of nearly 50,000 compared with 36,000 only 16 years ago.

As some 600 people had emigrated to the BSIP during this period and most of the existing population was in the lower age groups, an even more alarming increase could be expected in the future unless family planning was practised.

Mr. Andersen said other problems facing the Colony were:

● The limited extent, mal-distribution, and poor quality of the land.

● Geography—the islands being scattered over two million square miles of the remotest part of the Pacific, with some of the islands subject to severe drought, lacking safe natural harbours, and without fresh-water rivers or streams.

● Lack of economic resources. (The phosphate at Ocean Island will be exhausted in 15 to 25 years' time, and, so far as is known, land in the Colony is capable of growing only coconuts economically.)

● Lack of revenue and employment opportunities when phopsphate production ceases. (The export of phosphate brings in about half the Government's revenue and Ocean Island provides employment for about one-third of the Colony's labour force. Nauru, which will probably cease production about five to 10 years after Ocean Island, provides another third of the present employment opportunities).

● The need for improvements to social and other services. In general government services are not yet fully adequate.

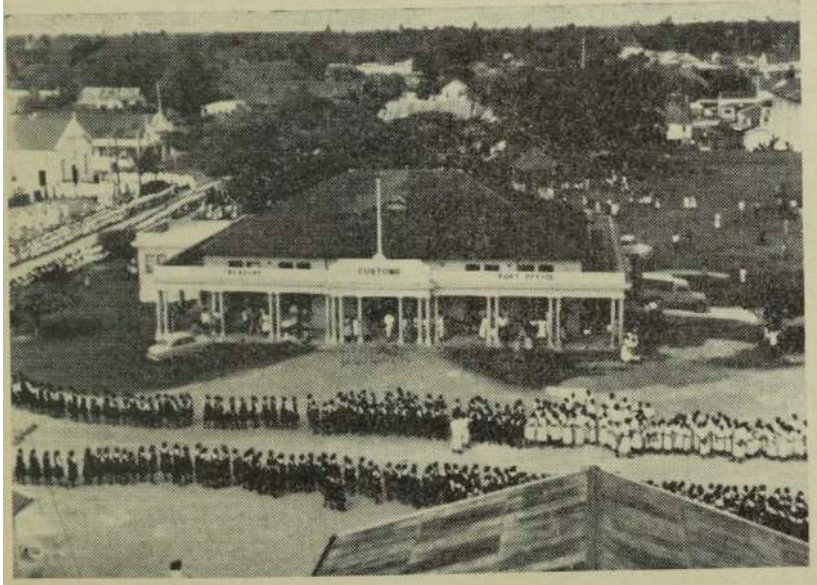
Mr. Andersen said that even if the hard facts of geography could not be altered, many of the other difficulties could be reduced, if not eliminated, by proper planning, judicious use of revenues, hard work, enlisting the wholehearted support of the people of the Colony, and by the continuation of overseas assistance, particularly from the UK.

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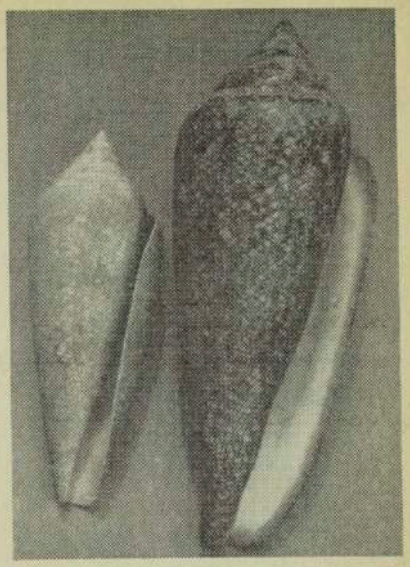
News In Pictures



● Two natives of Papua-New Guinea were on hand to explain features of two exhibits displayed at the Melbourne Royal Show in September by Australia's Department of Territories and the Administrations of P-NG and the Northern Territory. Here one of the natives, 21-year-old Masi Kotauga, an assistant patrol officer in training, describes a model "haus tambaran" to a young visitor.



● The route from the Royal Palace at Nukualofa to Tonga's Parliament House was lined with about 4,000 schoolchildren on September 25 when Queen Salote drove to Parliament to close the 63rd session of the Legislative Assembly. Some of the children—probably the biggest number to attend such a function—are seen below. Photo: Hettig.

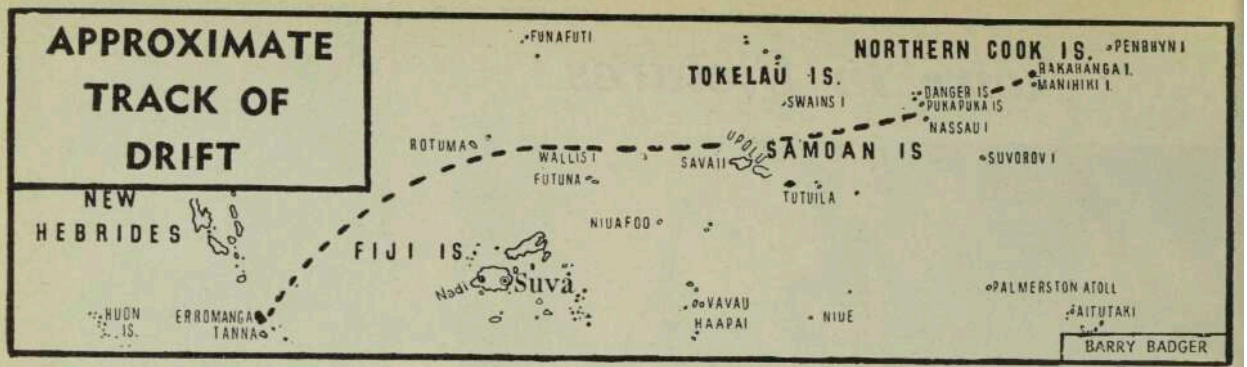




One Good Seashell Deserved Another

Conus gloria maris is the kind of shell that everybody would like to find, but few do. Shell collectors offer big money for such rarities. So there was great excitement in October when Mrs. Ann Appleton, of Rabaul, found one on a local beach. The whole shell collecting world took an interest. She was offered as much as 1,000 dollars for the shell. The publicity flushed out the surprising information that George Edwards, of the Duke of York Islands, near Rabaul, had owned a conus gloria maris for the last five years. What was more, it was larger, far superior, and he intends to keep it. On latest reports there is now a boom on the entire Rabaul shell market, and local natives are asking outlandish prices for any old shell at all! Above are the happy owners with the shells that started all the fuss, photographed by M. R. Hayes, of Rabaul.

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20-MILE CROSSING HAS CLAIMED MANY LIVES

Treacherous winds and currents in the 20-mile crossing between Manihiki and Rakahanga have claimed many lives, and have started a number of remarkable drift voyages since a single Polynesian family first settled on Rakahanga in the middle of the 14th century.

The early inhabitants of Rakahanga planted coconuts on Manihiki, divided the land among themselves, and as their numbers increased, moved from one atoll to the other according to the food supply.

The voyages were made in double sailing canoes, with the Magellan Clouds as guide, because the atolls are too low to be seen from each other.

It was a voyage between the two atolls that went awry that led to the first effective European contact with Manihiki and Rakahanga. This was in 1849 when the London Missionary Society's vessel "John Williams" called at Manihiki to land some people who had been blown off their course en route to Rakahanga and were picked up 80 miles away by a whaler.

Three years later, at the instance of native preachers who arrived from Aitutaki, the inhabitants agreed to abandon their voyages between the two atolls because of the loss of life they caused.

However, this agreement never seems to have been rigidly adhered to as a number of canoes were blown away on the Manihiki-Rakahanga "run" later in the century.

Occupants of canoes who lived to tell the tale turned up weeks later in Aitutaki and Nassau (Cook Islands), Nukulaelae (Ellice Islands), Swains Island (American Samoa) and Niuatoputapu (Tonga).

However, none of these drifts was anywhere near as long as that of the "Te Aroa".

Epic Drama In Open Boat

THREE COOK ISLANDERS SURVIVE 2,200-MILE DRIFT TO ERROMANGA

Three men were recovering in hospital in Vila, New Hebrides, at the end of October from the privations of a terrible, 60-day drift voyage in a 17 ft. open boat, which took them about 2,200 miles across the Pacific.

THE men, all Cook Islanders, drifted from Rakahanga (Cook Islands) to Erromanga (New Hebrides) with very little food and water, and without sighting a single ship or island.

Three other men died on the voyage, and a fourth died soon after the boat reached Erromanga.

The three survivors are: Teo Nakimaro, 32; Toka Tuhe, 36; and Tupoa Tapai, 38.

Those who died on the voyage were: Enoka Dean, the 43-year-old captain, who was married with nine children; Kita Marsters, 28, married, with one child; and Tom Tangimetua, 24, married with one child. The man who died at Erromanga was Taia Tauraki, 42, married, with two dependent children.

The seven men set out on August 17 to make the 20-mile crossing from Rakahanga to their home at Manihiki. Their boat, *Te Aroa*, had a sail but no engine.

Air Search

During the crossing, a strong wind blew up, forcing them into the open sea; and although they had a compass, and knew they were going the wrong way, they had no option but to drift before the wind.

An RNZAF Sunderland flying boat, alerted by the Cook's Administration, searched the Manihiki-Rakahanga area soon after *Te Aroa* was reported missing, but saw no trace of her.

Nothing was heard of the boat until October 17 when Teo Nakimaro, Toka Tuhe, Tupoa Tapai, and Taia Tauraki struggled ashore at


LATE FINAL EXTRA

Daily Mirror

Four dead!

3 SURVIVE AMAZING 2200-MILE DRIFT

DAILY MIRROR EXCLUSIVE

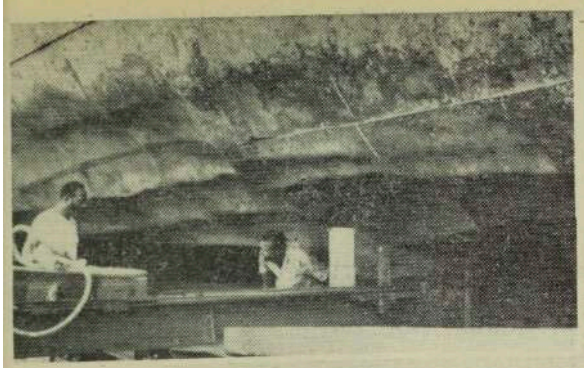
Three men staggered ashore in the New Hebrides today after a nightmare drift of 66 days in a 17ft. open boat.

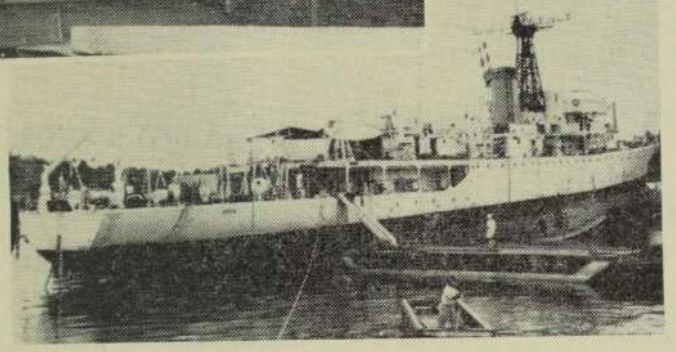
Three other men died in torment as the boat drifted 2200 miles across the Pacific.

TWINS FACING BLINDNESS OR DEATH—PAGE 3

This was how Sydney's "Daily Mirror" featured the story of the "Te Aroa's" drift voyage.

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RN SHIP DAMAGED: When HMS "Cook" struck a submerged reef in Fiji in October and was badly damaged, she needed attention urgently. Trouble was that the "Cook" was 2,600 tons, and the Suva slipway was for 1,000 ton ships. So all hands, including the Suva Fire Brigade, got to, moved everything that could be moved and pumped out flooded compartments, to reduce the "Cook" to 1,600 tons. She was then carefully hauled up the slipway cradle, finally ending, as seen in the picture below, with the bow on the slips and a 60 foot overhang in the harbour. More than 40 steel plates were then replaced on her hull. (See p. 95).—Photo: S. Whippy.

Port Narevin, on Erromanga's east coast, after the boat had run aground on a reef. Teo and Tupoa were then almost blind through lack of food.

The four survivors, who were virtually naked, were found by a native called Peter, who took them to a village at Dillon Bay, on the west coast of the island.

Taia Tauraki was so weak that he had to be helped by his companions; but he died soon after reaching Dillon Bay. Teo and Tupoa recovered their sight after food and rest.

At Dillon Bay, the village elder, Matthew, took care of the three survivors and arranged for a radio message to be sent to Vila, about 60 miles north.

It was then arranged for the *Airwave*, a small ship owned by Mr. Tom Lowe, of Vila, and skippered by a visiting yachtsman, Mr. David Field, to call at Dillon Bay and bring the survivors to Vila.

Doctors On Hand

The *Airwave* reached Vila on the morning of October 24—and because the New Hebrides has neither newspapers nor a radio station, few people there were aware that there was anything remarkable about her passengers.

Among the few who were on hand to meet the *Airwave* were the Senior British Medical Officer, Dr. W. H. Rees, and Dr. R. Greenhough, who found the Cook Islanders in surprisingly good condition considering the terrible privations they had endured.

However, the men were immediately transferred to the Paton Memorial Hospital.

Well-known Vila personality Reece Discombe, who is a mechanic, deep sea diver, marine salvage expert, electrician, photographer and racing car driver all rolled into one, proved that he was also a "red hot" journalist by obtaining first news and the first interview with the *Te Aroa's* survivors and telephoning details of their epic voyage to *PIM*, which passed on the news to Sydney newspapers.

Discombe told *PIM* that *Te Aroa* had had food and water aboard when she left Rakahanga for Manihiki on August 17, and that the men had carefully rationed this during the first three weeks of their drift.

Then the boat capsized in a storm, spilling the men and all the remaining food, and water into the sea. By this time, two of the men—Tom and Kita—were so weak that they were unable to regain the boat; and Enoka, the captain, was only able to clamber aboard again with the help of his companions.

However, Enoka died three days later and his body was cast overboard.

Aircraft Sighted

The day after Enoka's death, an aircraft passed over *Te Aroa*. The four survivors, in vain, waved frantically with clothes tied to the ends of their oars.

From then until they were cast ashore at Erromanga, the men in the open boat had no food apart from an occasional flying fish that fluttered aboard and two coconuts that they fished from the sea. Their only water was what they could catch in a piece of canvas.

Being strongly religious, the men took it in turns to read chapters from Bibles they had with them and to pray for their families and themselves.

All seven crew members of the *Te Aroa* were married and they had 22 children among them.

Several weeks after they disappeared, the Cook Islands Legislative Assembly opened a fund for their wives and children, and almost £2,500 was raised.

In Vila, the recently-formed branch of the Red Cross Society supplied the three survivors with clothes.

The three men are booked to fly from Vila to Nadi by Fiji Airways on November 6 to connect with flights to Rarotonga.

● A picture of the survivors appears on the front cover.

STREAMLINED P-NG ARMY

Australia is making plans to enlarge and streamline Papua-New Guinea as a military area. More regular troops will be stationed there and the Pacific Islands Regiment will be enlarged.

On October 10, Papua-New Guinea was gazetted as a Military District. This upgrades it from an Area Command, which had previously come under the control of Northern Command in Brisbane. The upgrading means a move towards greater autonomy and greater co-ordination of all Army movements in P-NG.

The increased Australian military interest in P-NG follows the Indonesian takeover of West New Guinea and developments in Malaysia.

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Grow Your Own

From Fred Dunn, in Noumea

The Rotary Club of New Caledonia has set itself the rather formidable task of instilling a love of trees into the youth of the country. It has just inaugurated a programme of distributing tiny Cook pines (above) to any school child who wishes to plant one. Acceptance of the tree entails a promise by the child to care for it for at least a year. A specially printed folder with each tree explains how to look after it.

The young trees are being supplied by the Government Forests Department and the Rotary project comes at a time when the Department is undertaking a huge tree planting programme. Many thousands of trees of different kinds have been planted in the wastelands surrounding the lake of the Yate River hydro scheme.

The Rotary Club proposes next year to invite children to plant coconut palms.

About the only criticism that can be offered to the laudible Cook pine planting scheme is that the happy acquirer is permitted to plant his tree wherever he sees fit. It may have been better to ask him to plant it along Noumea's beaches or on the town's denuded hills.

Certainly the Cook pine is not the sort of thing to put in your front garden. It is big and quick growing and some mothers may object to junior planting his tree in her dahlia patch.

Tropicalities

Pitcairn Island, the tiny, isolated home of the *Bounty* mutineers and their descendants for nearly 175 years, may be nearing the end of its romantic history. This is because the Pitcairners—by reputation strongly attached to their home soil—don't seem to want to live on the island now, and are leaving it almost literally in droves.

AT the end of September, Pitcairn's population was the smallest it had been since the early 1880's. More departures are imminent; and the Pitcairners, themselves, have begun to talk of the end.

The end could well come in the next couple of years as France prepares its atomic testing centre at Mururoa Atoll, some 500 miles away.

In the nine months from December 31, 1962, to the end of September, Pitcairn's population dropped from 128 to 98—or by almost 25 per cent. Now there are barely enough able-bodied men to man the long boats which are Pitcairn's life-line to the outside world.

Pitcairn's adult, able-bodied population, in fact, is now only a little larger than it was when the *Bounty* mutineers settled on Pitcairn in January, 1790. There were then 15 men (nine mutineers and six Polynesians), 12 Polynesian women, and one child. Now there are 19 men and 17 women between 16 and 60 years of age; 13 men and 13 women over 60; 31 children and five temporary residents. The number of men needed to man a long boat is 14.

According to veteran Pitcairner Roy Clark, who has lived on the island since 1909, there are several reasons why the islanders are deserting their homeland.

Clark, who is American-born, and is the most articulate and thoughtful of present-day Pitcairners, has expressed his views in recent letters to *Pitcairn Miscellany*, the island's roneoed monthly newspaper.

He says the Pitcairners are clearing out because of:

- The menace of radio-active fall-out from France's proposed atomic testing centre at Mururoa.
- Insufficient ships calling at the island to enable the Pitcairners to obtain enough money, through the sale of their curios, to maintain the standard of living they have become accustomed to.
- The lure of high wages and a more exciting life in New Zealand.
- Dissatisfaction over the fact that 15 families on the island receive Government pay while the other 14 do not.
- Ever-increasing sickness, which has necessitated the departure of some islanders to New Zealand, from where they are reluctant to return.
- Too much hard work for the few able-bodied men remaining on the island.
- Blights, destructive insects and weeds which are making it increasingly difficult to obtain food from the soil.
- Termites and wood borers that are wreaking havoc in the island dwellings. (The termites were introduced into Pitcairn several years ago in a church organ, a gift from New Zealand).
- Lack of trees for lumber to enable the islanders to repair or rebuild their houses. (Two hundred years ago, Pitcairn was covered with trees, but clearing and burning have since practically denuded it).
- Complaints by both young and old that Pitcairn holds no future for them.

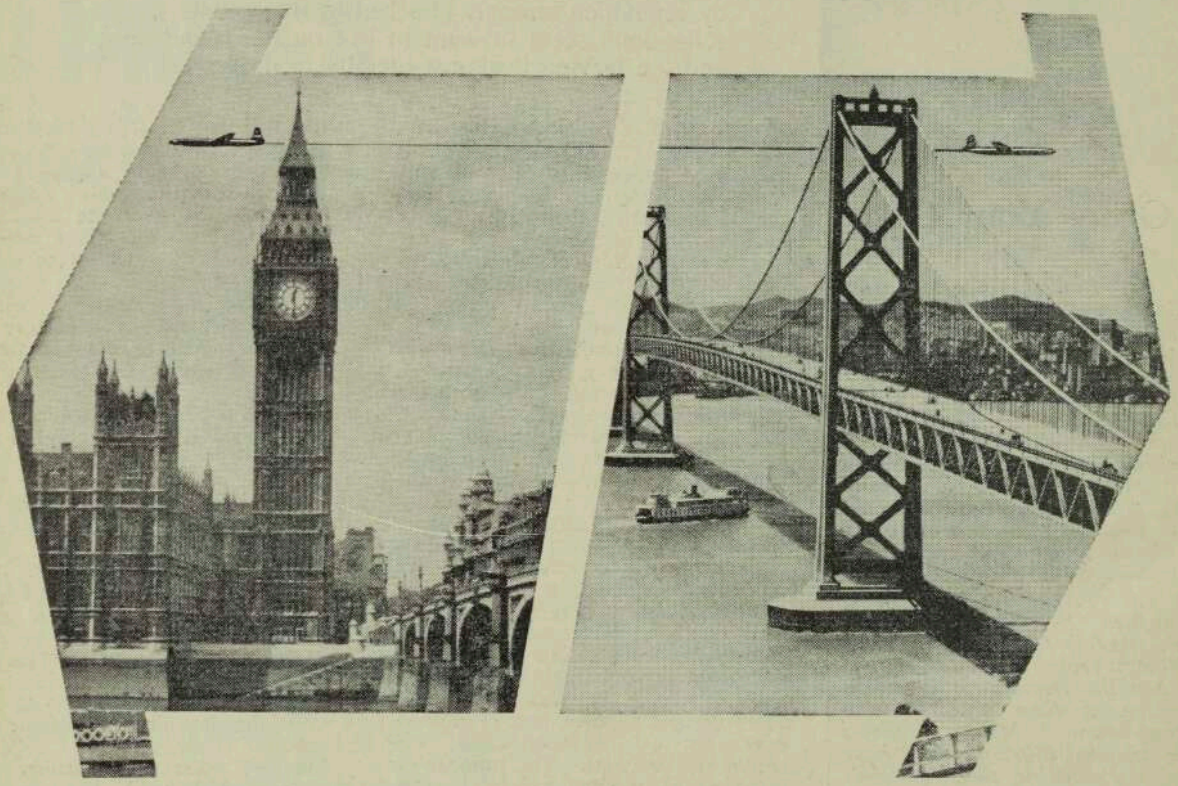
In one of his most recent letters to *Pitcairn Miscellany*, Clark said it could be plainly seen that the only future for Pitcairn was decadence.

"Pitcairn," he went on, "has not escaped the general downfall of civilisation, and has entered a vortex of unrest and uncertainty that, so it would seem, cannot be unravelled so as to restore peace and contentment and a well-balanced political and ecclesiastical situation."

Clark's statement on the lack of ships calling at Pitcairn was amplified in the same issue of *Pitcairn Miscellany* by its editor, Mr. S. A.

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PITCAIRN ISLAND HISTORY IN FIGURES

Despite the bloody murders of Pitcairn's early history, the island's population more than trebled itself in the first 41 years of settlement.

From 28 in 1790, the population grew to 87 in 1831, in which year it was transferred to Tahiti where 22 of the Pitcairners promptly died of unaccustomed diseases.

On being returned to Pitcairn late in 1831, the remaining 65 multiplied with Victorian prolificness—their numbers reaching 194 by 1856. The whole 194 were then transferred to Norfolk Island. Sixteen of them, stricken with homesickness, returned to Pitcairn in 1858, and 27 more followed in 1863.

The 43 "patriots" more than doubled their numbers by 1879, and by 1914, Pitcairn's population was 140. It continued to increase steadily until the peak figure of 233 was reached in 1937.

Since then, with occasional exceptions, Pitcairn's population has become smaller each year.

Recent population figures are: 1954 (136); 1955 (143; 1956 (161); 1957 (152); 1958 (136); 1959 (146); 1960 (146); 1961 (126); 1962 (128); July 31, 1963 (108); September 30, 1963 (98).

Kinder, who is the island's school master.

"Pitcairn," he said, "is facing a serious financial problem. Due to the removal of the New Zealand Shipping Company's passenger ships —each of which carried up to 400 passengers on this route—the income of the individual members of the community has been reduced drastically.

"Whereas, two years ago, we had regular calls from both the New Zealand Shipping Company's ships and the four Shaw Savill ships—*Ceramic, Corinthic, Gothic* and *Athenic*—the latter are the only ones that come our way today.

"The maximum passenger complement in each of these vessels is about 50, but on numerous occasions, they travel with considerably fewer than capacity; and recently one of them sailed with only five passengers on board."

Mr. Kinder said that to maintain the standard of living that had been achieved over the years through the sale of curios, it seemed as if the islanders would have to turn to other means of making money—and he suggested that coffee-raising and dried bananas were two potential industries.

In an editorial on Pitcairn's future, Mr. Kinder agreed with Clark that, with the island's population likely to be reduced even further by departures to New Zealand, decadence did seem to be the island's only future.

"But," he said, "will this prove to be the case? Since the founders of the community landed here from the *Bounty*, there have been several times when the island has faced predicaments of a similar nature—although not through the same causes —and surmounted them."

● See "Last of the McCoys Dies on Pitcairn", page 125.

Cups of Tea and Hard Work Build CWA

ALTHOUGH few visitors to Papua-New Guinea can fail to notice the part beer plays in the social life of the Territory, its monuments to tea-drinking are not so conspicuous. But they exist.

Port Moresby's £20,000 Country Women's Association building was not all built by drinking tea—but tea helped. The work of CWA in P-NG began in 1951, when the Territory was still in its active stage of post-war rehabilitation; and when the demand for accommodation by families on the move was in inverse ratio to what was available.

The inaugural meeting of the Port Moresby branch of CWA was held that year and the ladies went to work soon after on fund raising the hard way. The Ela Protestant Church lent them their tin hut beside the church in Douglas Street. Members of the association soon turned it into tea and rest rooms which were worked on a roster system—roster-workers not only supplying their labour but the cakes and sandwiches as well.

By 1956 the CWA had saved enough money to approach the Minister for Territories for a subsidy and when the Australian Government weighed in with £4,500 an early start was made on the present building.

Subsequent additions have extended the pleasant bed-room block where out-of-town women and their children may live at modest cost while awaiting hospital treatment or conducting other business in the town; and now it has large meeting and recreation rooms that are used by the members and also hired out to other organisations to augment CWA income.

But the CWA still makes tea. In fact, it's making a great deal more tea now than it ever did before.

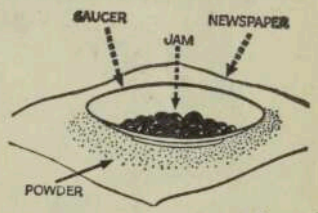
Not only is it still the only place in Port Moresby where, for the price of a few shillings, you can have morning tea or a light luncheon served with elegance and in pleasant surroundings, but the association goes in for such mammoth tea-making tests as supplying the morning and afternoon refreshments at meetings of the P-NG Legislative Council.

In this capacity theirs is the task of supplying buttered scones and sandwiches in such quantities that they fill even the hollow legs of the native observers at Legco, who obviously regard tea-breaks as compensation for having to spend the rest of the time clamped into headphones, listening to political speeches.

Although Port Moresby CWA was first in the field it was soon followed by others. Sogeri Branch was formed in 1951; Madang, NG, and Samarai, Papua, followed in 1953; Popondetta was formed in 1956; Goroka in 1961 and Wewak, NG, in 1962.

All these branches have their own buildings or are in process of getting them. All are dedicated to working for women, girls and children in the Territory, to providing a means whereby they can get together socially or to work together as a group; and to providing pleasant accommodation for outport women when they must visit the town centres.

The CWA held its first Territory-wide conference in Port Moresby



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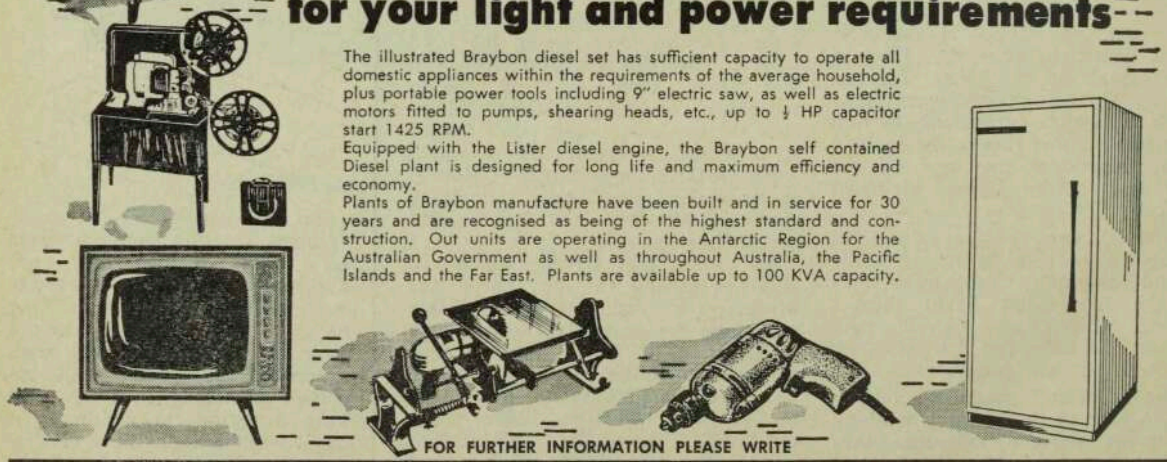


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rom September 10 to 12 this year hen all of the branches except amarai were able to send delegates o undertake a crowded programme f business and social engagements.

Twenty Papuan women were inited to attend the conference as bservers but although native women re eligible to join the association ew have as yet done so—most of hem preferring to join their own omen's clubs.

One of the resolutions passed at he conference was that every branch f CWA should extend the work it s already undertaking in helping ative women form their women's lubs and in giving them lessons in hild-care, cooking, and other omanly skills.

The Kukukuku Aren't What They Used To Be

THE old-time misogynists of the Australian gold-fields had a aying that when the women and goats arrived it was time to move on. The old-time miners of Morobe, New Guinea, could well have paraphrased it and said that when the Kukukuku were tamed it would be time for everyone to get out. Life then would surely have lost its old New Guinea flavour.

On this criterion the time could well be approaching. The Kukukuku (pronounced Kooka-kooka) still have their lapses but Nemesis in the way of civilisation seems to be catching up with them too, in a way that once would have been thought impossible.

These small people who inhabit a large area of Morobe District, New Guinea, and the Central District of Papua, were once regarded as the hatchet-men par excellence of P-NG, They put the fear of the devil into the early miners in Morobe—and that went double for the early miners' carriers who fell into Kukukuku ambushes all along the back-breaking tracks between Wau and Salamaua.

The Kukus were regarded as recalcitrant and untameable before the war and even after the war, when there was more patrol activity in the very heart of their country, progress was slow. Anthropologists, who usually try to see the best side of any primitive people, were unable to come up with any redeeming culture patterns for them.

The Kukukuku weren't artists; they didn't go for decorating themselves with Bird of Paradise feathers; dancing mostly left them cold. By and large, they were just *primitives* who liked to dress in anonymous bark cloaks and whose whole culture and hobbies revolved around fighting.

A lot of this now is, however, in the past tense. It was the thin edge of the wedge some years ago when Wau farmers induced some Kukukuku to pick coffee and some others were employed on local milk runs. But now they are actually signing on as contract labour and going away to work on plantations in Bougainville and New Britain.

There are currently about 800 on contract and they are reported to be good workers, indistinguishable from any other time-expired workers when they return home, and while away from their own districts, no trouble at all.

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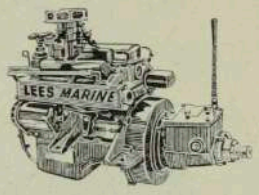
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suiting in the Territory, will take his place in the new House of Assembly when it meets for the first time about April next year.

About 25,000 of the 40,000 in the Kaindi open electorate are Kukukuku (the others are closely akin but deadly enemies), and unless they refuse to play at all, victory for any candidates of theirs should be a push-over.

Some Kukukuku are, of course still capable of—as the Pidgin expression has it—getting up no-good. This was the case with some of them near Menyamya a couple of years ago when they decided to go over to the Papuan side of the border and there teach a certain village something about political advancement. They "lined" the whole village—as the patrol officer does for census—and then fell upon them and butchered them. Only two people escaped—an old man who refused to come out of his house and got through the back of it when they later set it alight and a youth who left the line-up for private business of his own in the bush.

The murderers were finally rounded up near Menyamya and taken to Papua for trial, as the crime was committed there. They confessed and were found guilty but the Crown Law Department decided that the murderers had not been properly warned before they confessed and they sent the case to the Australian High Court where it got bogged down for two years.

Fortunately for the peace of mind of the murderers—who understand the law of an eye-for-an-eye and nothing about the intricacies of British justice—the original verdict was upheld.

They are now serving something like seven years in Papua.

Familiar P-NG Faces Will Be Missing

THE coming 12 months or so will be a vintage year for retirements amongst the top brass of Papua-New Guinea's public service.

Mr. Keith McCarthy, Director of Native Affairs, is due to retire towards the end of 1964; and Mr. H. L. Niall, who entered the service with him and is now District Commissioner, Morobe, is due for retirement about the same time. However, Mr. Niall will probably retire in January, 1964, to stand for election in the new House of Assembly.

Ivan Champion, a Territorian-true, born in Papua, and now Chief Native Lands Commissioner, will retire at the beginning of 1964. He is one of the last of a dying race of explorers. Between the wars there was little of Papua that he did not walk over.

On retirement, he is going South to live, but will be doing something peculiarly Ivanish—he is going back to sea as skipper of the old *Laurabada*.

Laurabada was for years the Papuan Government vessel and Ivan Champion was, for periods, her master. She was bought about nine years ago by private interests, has been completely reconditioned and will soon enter coastal and inter-island trading.

Mr. H. H. Reeve, now Assistant Administrator (Finance), formerly P-NG Treasurer, is also believed to be retiring next year; Mr. J. R. Foldi, District Commissioner, New Britain, reaches retirement in 1964, but will probably stay on for an extra 12 months; and Mr. D. E. MacInnes, Director of Lands, Surveys and Mines, "goes finish" to Sydney at the end of this year.

400TH ISSUE: Readers with a mathematical turn of mind may be interested to know that this is the 400th issue of PIM. The first issue appeared in August, 1930.

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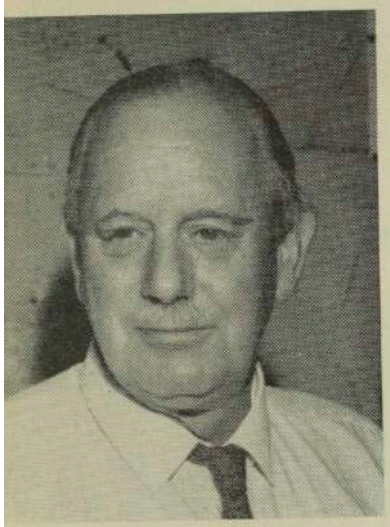
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Comparison, New Guinea Today is "Brash and Suburban"

Eccentrics And Adventure On The Grand Scale

When John Keith McCarthy says, towards the end of his book, that he is sensitive and proud of his friendship with the native people of New Guinea, he sets his final imprint upon *Patrol Into Yesterday*. Whatever else the book is—and it is sometimes acid, as a good book should be, but mostly it has a chuckle or a laugh never far beneath the surface—his sympathy with the people who now go by the unlovely name of New Guineans is abundantly clear.

WHEN Keith McCarthy became a patrol officer in New Guinea in '27 he could not know that he had e Native Affairs Department uivalent of the Field Marshal's iton in his knapsack. He became apua-New Guinea Director of ative Affairs a couple of years ago; it this book is not about that. In fact, it does not rate a mention.



J. K. McCarthy is one of that small number of New Guinea men who have become something of a legend in their own life time. His 36 years with the Department of Native Affairs, which he now heads, have covered the most eventful period in the big Territory's history. Here "PIM" reviews his long-awaited book on those years, "Patrol Into Yesterday", which is to be published by Cheshire, Melbourne, at the end of November.

The largest part of the book is a record of intimate, personal contact with the country and its people, both brown and white, and as such it is something of a milestone.

Although all dimensions of administrators on the Papuan side, from Romilly and Sir Peter Scratchley, in the 1880's, to Jack Hides and W. R. Humphreys in the late 1930's, went into print at the drop of a hat, there has been, until now, a remarkable silence from the men of the old New Guinea service.

In fact, amongst the personal accounts of Territory life, written by real Territorians, we can think of only two—Doris Booth's *Mountains, Gold and Cannibals;* and Mick Leahy's *The Land That Time Forgot,* and neither of these is with the Government.

Keith McCarthy's book should go a long way towards bringing the record up to date.

The Old New Guinea

It depicts, in its early sequences, a New Guinea that stopped with the war; a New Guinea compounded of isolation and lack of communications, when distance was measured in terms of a day's walk; when European men outnumbered European females three to one in the towns and by many times more than that in the bush; when disease and death were sudden and swift.

It was a time when the world cared little about what went on in New Guinea and the echoes from the occasional voices in the League of Nations did not reach there for months. It was a time when our world was smaller and fresher and younger. And so were we.

Apart from all this, it was a time and a place that produced a climate



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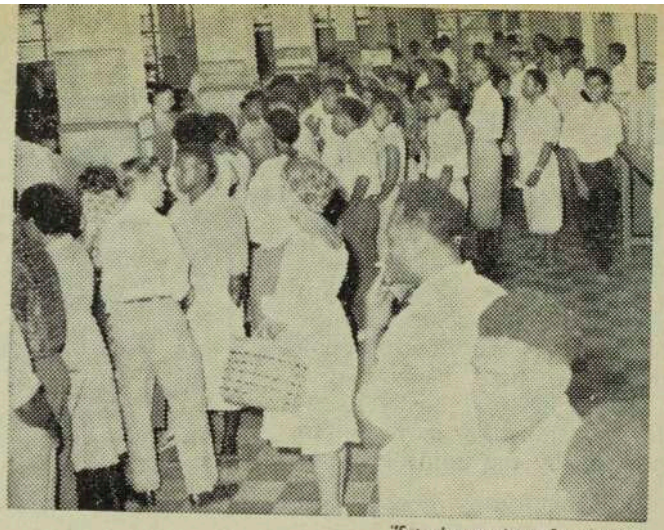


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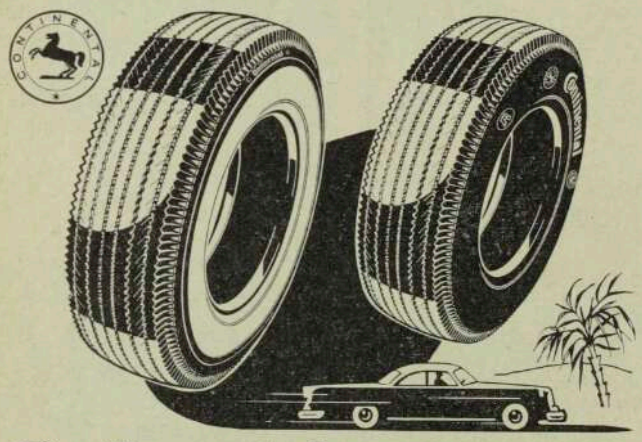
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which eccentrics on the grand ale could flourish. Today, by comarison, Papua-New Guinea is only rash and noisy and suburban.

Nostalgic Quality

It is this nostalgic quality which IcCarthy's book recaptures so well hat it will twist the hearts of oldmers and make even the Roundable planters of New Ireland (who articularly got under the skin of oung Patrol Officer JKMcC), weep nto their beer for the days now eyond recall.

McCarthy met his first Territoriansrue, in the shape of his cabin-mates, n his way to New Guinea on the old *Marsina*. There was Piggott, who preferred to be known as a barrister" ut turned out later to be a patrol fficer, too; Fowler, a trader—a "thin lderly man with brown spots on is face and hands"; and Schneider, Government surveyor's assistant.

Fowler always rose at 3 a.m. to have and had a box full of polished ut-throat razors to do it. He put he light on and this woke Schneider who demanded that it be put out.

" 'You're a Hun stinker,' said Fowler, apparently without rancour" —whereupon Schneider passed some ruder remarks about the quality of the razors.

" 'Ignorant Teuton,' said Fowler, 'These are the best Bengal razors on the market.'

"And to show how good they were," recounts McCarthy, "he cut a few hairs from the head of the still snoring Piggott as he lay in the lower bunk. But the razor couldn't have been perfect, for the action woke Piggott. He instantly fell back in horror at the sight of Fowler with a razor held so close to his face.

"Now an argument developed and it appeared to be getting serious so I lay quiet, hoping that I would not be noticed. Schneider suddenly produced a revolver from underneath his pillow and threatened to shoot the trader. Fowler turned, calmly cleaned his razor, and promised to cut Schneider's throat."

Eccentrics Galore

And so passed the first night. McCarthy was soon in the Territory and posted to Nakanai, to become overlord of 600 square miles of the wildest part of New Britain. A year later he got his first white visitor—Assistant District Officer George Ellis, an eccentric of a different kind.

The psychological kinks that eventually ended in tragedy were already apparent in Ellis in 1928 but he remained in New Guinea and in the service until 1942.

When Rabaul fell to the Japanese on January 23 of that year Ellis was ADO on the Sepik. The event set him to brooding more than ever and to drinking. At the time about 40 miners from all over the Sepik district were congregated at Angoram, on the river, and it was planned that they should be taken upstream and evacuated overland to the Highlands.

Ellis, for some reason, opposed the evacuation and regarded the men as deserters—although many of them had had to be ordered from their claims by Authority.

Ellis himself refused to leave. He hid large quantities of ammunition about the station and prepared to resist by force when the District Officer ordered ADO Jim Taylor to take over from him. He armed his police with rifles and there ensued a two-hour's shooting war before Taylor's party retired downstream to Marienberg.

When they returned two days later they found Ellis dead in his bungalow, with his revolver beside him; and that a party of native police had gone berserk in the bush, determined to kill all the white men on the river.

They did kill Patrol Officer R. B. Strudwick and three miners—Reg

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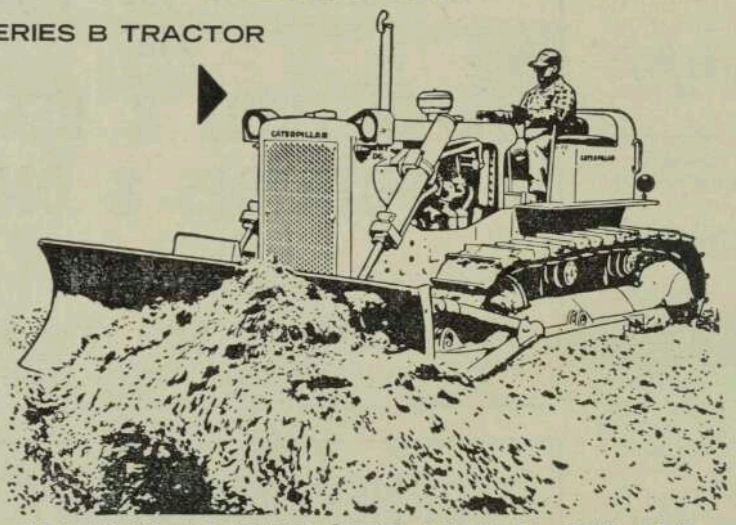
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Sorcery Remains A Power

"I have yet to find an answer to the problem of sorcery in New Guinea and I don't think anybody else has. It is often said that the replacement of paganism by Christianity will cause the power of magic to die, but, while this may be true, it will take a long time. There are, of course, many genuine Christians among the native people of New Guinea but the vast majority of the population—and I include even some ordained clergymen—retain a deeply implanted belief in their own world of the supernatural. Sorcery remains the supreme power influencing the lives of the people."
—*J. K. McCarthy, in "Patrol Into Yesterday".*

Beckett, Jack Mitchell and George Eichorn—before they were hunted down and arrested by another patrol.

Today such an incident would scream around the world in newspaper headlines. In early 1942, when most of the Pacific was fighting for its existence, it passed almost unnoticed. McCarthy himself did not hear about it until long afterwards because when the Japanese invasion began he was ADO at Talasea, New Britain, and in the first months of 1942 was wholly occupied in rounding up and rescuing the remnants of the 2/22nd Battalion who had been left to their fate.

The criminal negligence that produced the fall of Rabaul and its aftermath will never now be sheeted home to where it rightfully belongs. McCarthy's account of these dark days, when these hundreds of men, untrained in jungle survival, without medicine or the means of defence, dispirited and without morale, wandered or sat waiting to be picked up by Jap patrols in the New Britain bush, is perhaps one of the most gripping sections of this book.

He received the MBE for his part in rescuing these men—sometimes moving them almost by sheer physical force—but this is not mentioned in the book.

This war section leads on naturally to the post-war period of soberer worlds, a soberer McCarthy and certainly one with greater responsibilities.

* * *

One day in 1936 this reviewer was sitting in a camp on the Ulahau River, between the mountains and the

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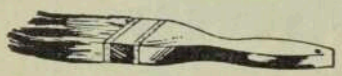
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Sepik coast, when a runner arrived with a note.

"Charlie Gough has been killed down in the kunai," another miner had written simply. "He tried to 'pull' a boy and the kanakas got him. You may be needed. I'll keep in touch."

However, G. W. L. ("Kassa") Townsend, then District Officer Sepik, was not the sort of man to need a posse of miners to help him do his work and no one was ever contacted. The thing was a week's wonder in the district and in due course we learned that the murderers had been apprehended and had got off with a few years' gaol.

No doubt we were suitably incensed at the time about the Administration's "softness", but I have never thought of Charlie Gough from that time until reading this book.

Gough's Murder

McCarthy was posted to Aitape in the mid-thirties and was one of the two European officers who accompanied Townsend on that occasion, found Gough's body, buried it, and ultimately tracked down the killers.

He had known Charlie before Charlie had turned briefly and tragically into a recruiter—he was, at that time, Aitape's lone European storekeeper.

"Gough . . . was successful in business," says McCarthy, "despite the fact that he could neither read nor write. He ran his accounts by making notches on sticks and by a system of pencil markings and he could provide you, at any time, with a true statement of your account.

" 'Like a bloody old-time cricket scorer at Hambledon,' said erudite Nick Carter [a planter in the district]. 'He's probably cutting a few more notches on the sly.'

"I learned later that things had been rather strained between Gough and Carter since Carter purloined the account 'books' which showed how much he owed Gough and attempted to substitute some notched sticks of his own. There had been an argument about just what was owed and Gough had threatened to bring in an auditor—presumably one skilled in woodwork—to settle it."

Another Point of View

But Charlie got restless storekeeping; he tried prospecting, without profit, and recruiting, with similar results. The 14-year-old boy, who was to lead to his murder, in fact broke his "duck" and Gough sealed the bargain with an axe, a knife and a lap-lap.

When the boy later deserted, taking the trade goods with him, Gough

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INTELLIGENCE GOES UNACKNOWLEDGED

"The innate good sense of the native people of New Guinea is Australia's good fortune," says J. K. McCarthy in his book, "Patrol Into Yesterday". "Many of them are uneducated and simple people according to Western standards, yet they have a natural intelligence that has often gone unacknowledged."

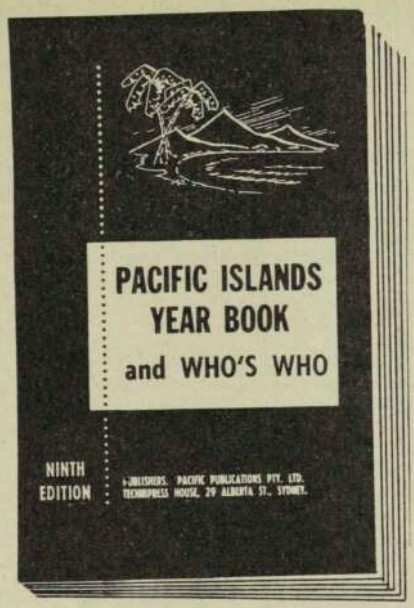
Mr. McCarthy makes the point that political education is not an alternative course to economic and social advancement, but is complementary to the other two. Australia has no option but to accept the fact in New Guinea that political education is part of a general education, and political aims cannot be retarded to keep pace with the economic growth of the country.

with his dander up, went in pursuit.

No damned boy, he said, was going to put it over him, even if it was technically uncontrolled country in which he technically had no right to be. [If I may interpolate into the McCarthy saga at this point, I might say that few of the dozen miners in that huge district, at that time, did not at some time trespass on "uncontrolled territory" in the country beyond Maprik—which was then, of course, just a native village and not the flourishing sub-station it subsequently became. It was 18 months after we had established our permanent camp that a patrol officer found us to inspect our labour and to inform us that it was safe to go where we had been going all along. He had little to say about the damp, miserable conditions in which our labour lived on a terrace above the river—probably because we ourselves lived in equally damp and miserable conditions on the river terrace opposite].

Gough armed five of his carriers and took his Winchester .44 and, in spite of the warnings of his men—because it was obvious by now that the village natives had reached a point where they would fight—he marched into the village. "Either the boy returns to me or you return the axe and knife", he roared.

"The first spear whistled through the air as Gough reached the clearing in front of the tall *haus tambaran*," and it was followed by a shower of arrows. Gough fired



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and was speared in the thigh. He half fell to the ground but he still fired. His carriers were with him yet but they had only two cartridges each and soon their shotguns were useless.

"'More cartridges in my pack,' gasped Gough. They were his last words. A man rushed at him and his spear took Gough in the neck. As Gough fell, his carriers broke and ran. But they were not followed, for the attackers now had a helpless target and they continued to fire arrows into the body of the white man."

* * *

Not all men share the same views; and in individualistic New Guinea there are almost as many views as there are men. In New Guinea, in particular, so much is a matter of opinion, with the actors still on the stage, that the time is still too soon to say who was right and who was wrong.

Gentlemen's Agreement On Weapons

"I have yet to meet a tribe in New Guinea that deliberately uses poison on the tips of spears and arrows, although all people know that it can be done by leaving the tips in a decaying corpse. A gentlemen's agreement is adhered to in this particular matter of arms".

—*J. K. McCarthy, in "Patrol Into Yesterday".*

As a man who has devoted 36 years of his life to Administration service, Keith McCarthy is, as he very properly should be, an Administration officer first, last and always. Yet he writes as an officer who has broad points of contact—even if not always agreement—with all manner of men.

Patrol Into Yesterday may be one man's opinion—but it is an opinion tempered by the genuine human-ness of the author, his extraordinary sense of humour and his gift of seeing the ridiculous in any situation.

It Had To Be Written

His book is one that had to be written—and now more than ever. Although the author himself sees post-war developments as inevitable, he is probably also grateful that when he retires from the service towards the end of 1964 his years in the Territory will have covered the most colourful, the most eventful and the most fruitful of Australia's administration in New Guinea.

Already the new thinkers see the Department of Native Affairs, which J. K. McCarthy now heads, and which has been the heart and core of Australian administration in Papua-New Guinea, as obsolete.

As we said in the beginning—when McCarthy joined the service, that director's chair, down the long corridor of the years, was figuratively there waiting for him to occupy it. These days these things don't happen. They hire patrol officers on six-year contracts—and history turns down the last page of another chapter on colonial administration.

McCarthy's book is beautifully produced, with maps, photographs and some of the author's own drawings as decorations.—*Judy Tudor.*

(PATROL INTO YESTERDAY. Published by F. W. Cheshire, Melbourne. Price 47/6.)

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New Financial Shot In The Arm For Solomons

From "PIM's" Honiara Correspondent

An announcement that £A1,250,000 will be made available to the Solomons over the next three years from the Commonwealth Development and Welfare Fund has been received with enthusiasm here.

THE money is available as from April 1 last, and the Protectorate will also be able to draw on another £450,000 remaining from previous CDW allocations.

The Government has prepared a draft plan of schemes which it wants to finance from the fund and this will be placed before the Legislative Council at its next meeting in December.

The draft includes an education plan, a long term aim of which is to provide every child with a full primary education, and also to provide for further study for those who warrant it. The education plan is regarded as one of the most important plans ever, but when the White Paper was approved by the Council last February it was not known how the scheme could be financed. It was not known then if CDW Funds would be available after March, 1964.

There has been an improvement in the level of education in recent years, but it has been too slow because of the lack of teachers. Other problems include the fact that one-third of the schools are boarding schools, whose pupils mostly have to grow their own food, and too much time is spent in the food gardens and not enough time behind the desks.

More Money Needed

The CDW Funds will not be enough to finance the full education plan, together with the other development plans the Government has in mind, but the allocation is generous and it should ensure the continuation of the rapid development of the Solomons which has taken place in the last couple of years.

Sir David Trench, who leaves for Hong Kong in the next few months, need have no worry about the reputation he leaves behind as a man who gets things done. The BSIP has never had so much aid from the UK as it has been getting recently.

And more aid is expected from a new source—the Freedom from Hunger Campaign. The danger, of course, is that the Protectorate will forget that a little self-help goes a long way, and relax its own internal efforts.

It is up to the Protectorate to speed up development of its own resources of wealth which lie mainly in agricultural and timber potential. Timber, it has been estimated, could earn £100,000 in direct revenue in 1965. It could be more than this if secondary industries such as plywood and fibre board factories were developed.

The Solomons is producing more copra and there is a bright future in cocoa, but there is still more labour offering than there are jobs for the unskilled.

Still, the latest news of increased grants is certainly a further step in the right direction.

● Another successful Fiji Show was held at Suva on October 11 and 12, and a feature on the first day was the attendance of more than 6,000 school children from Suva and Nausori areas. Increased interest in horse-riding was evident on both days.

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The main centre of population at Rabi Island (pronounced Rambi), in the Fiji Group, which has been resettled by the Ocean Islanders.

Sovereignty Issue Delays Nauru Resettlement Proposals

Firm proposals by the Australian Government to resettle the Nauruan population on Curtis Island, off the Queensland coast, have been rejected by the Nauruans because the Government is not prepared to offer them sovereignty.

THE Nauru Local Government Council will submit counter proposals.

The Australian detailed plan was put before the Nauruans recently by the Director of Nauru Resettlement, Mr. Marsh. The scheme outlined plans for the economic future of the Naurans on Curtis Island, job availability on the mainland, and other matters. It gave the Naurans the right to manage their own affairs, and to make domestic rules suitable for their own community. The scheme gave them, in fact, local government rights, but not the right to set up a separate sovereign Nauru state within Australia.

The Nauruans, who would have to become Australian citizens, would come under Australian law.

The council told the Nauruan administration that it rejected the proposals after "having very carefully and thoroughly studied and seriously considered them".

It continued: "The council is unanimous in its decision to reject the proposals, as they do not meet the wishes of the Nauruan people in respect of the form of government that they want to have if resettled on Curtis Island.

"The council will therefore submit counter proposals for due consideration by the Australian Government, and these will closely follow the line adopted in proposals submitted to the Minister for Territories in June, 1962."

It is understood that the council did not reject Curtis Island itself or the general resettlement plan. Its objection was to the form of government offered.

Curtis Island is easily the best, and possibly the only satisfactory new home available, and will probably be accepted by the Nauruans as such if the sovereignty problem can be solved to everybody's satisfaction.

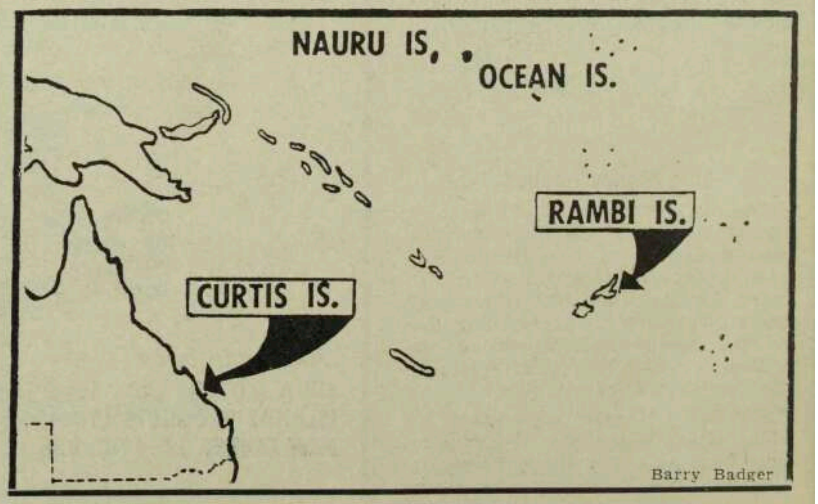
The matter of sovereignty was the basis of the proposals of June, 1962, mentioned by the council.

These proposals were put direct to Mr. Hasluck, by Head Chief Hammer DeRoburt, who asked for the creation of a sovereign independent Nauru nation related to Australia by a Treaty of Friendship.

The treaty would cover such matters as trade, customs, postal agreement, extradition, and the extent to which Australia would be willing to act for Nauru on trade relations and financial matters. It did not go into details.

The Nauru proposal was received coldly in Canberra and the Australian view was put clearly to the UN Trusteeship Council earlier this year. Australia said it could not be expected to allow the creation of a separate sovereign state within Australia.

It is not considered by either side that the problems are insurmountable, and undoubtedly more progress on Nauru resettlement has been made in the months since Mr. Marsh's appointment than in the several years that the issue has been a live one.



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OCEAN ISLANDERS MAKE A SUCCESS OF THEIR MOVE

By a Staff Writer

The Banabans of Ocean Island, who shifted their island home to a new one on Rabi in the Fiji Group in 1945 as a result of the depletion of their phosphate supplies, have finally settled down to their new life.



Nauru's Head Chief, Hammer DeRoburt, who has an important responsibility during the negotiations for a new home for Nauruans.

T'S been a long haul, with many problems and some unhappiness, ut the future now looks brighter han it has been for 18 years. There re still problems left, but now that he earlier heart burnings are over he Banabans are themselves meeting he challenges with more confidence han they ever had before.

There are lessons in the Banabans' xperiences for the people of Nauru, who were their neighbours on Ocean sland and whose problems of resettlement are the same.

The entire population of Ocean sland, 1,300 people, moved out in December, 1945, to Rabi (prounced Rambi) a fertile, 26-square-mile speck ust off Vanua Levu, one of the main slands of the Fiji Group. With their hosphate money the Banabans ought Rabi freehold, at a cost of £A25,000.

Nobody knew then just how the xperiment would work out. But opes were high. And probably because hopes were high and too much as expected of the grand new life, he first few years weren't easy. There as much dissatisfaction as the community was confronted with developng a new spirit of togetherness in heir new home.

Once Misery, But Not Now

Many people were homesick, and hen sickness added to the worries nd reduced morale. There was a igh incidence of TB, and many sufered from a serious protein deficiency.

Others, unable to become acclimased, were anxious to return to Ocean sland irespective of whether the old sland had a future or not. It was ill "home".

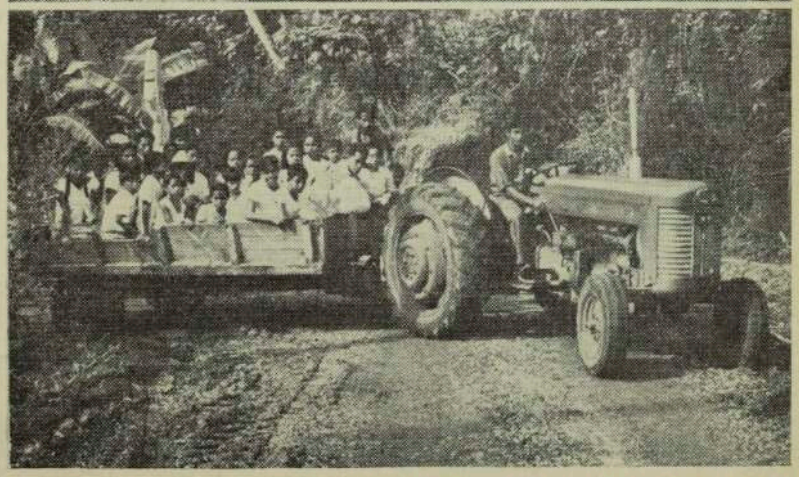
A Nauruan who visited Rabi in 957 and 1959 described the Banabans at that time as being "the unhappiest people on earth".

"There is nothing on Rabi but misery", he said in an article in *PIM* in May, 1962 (p. 47).

He said that with the exception of one village which had brick houses the islanders lived in dirty, ugly houses with no roads or amenities. The people simply lived "in the bush".

(Over)





IGHT: At top, a happy Banaban family ands in front of one of the recently onstructed low cost concrete houses on abi. Another building is shown in the ackground. Below, is the school bus, abi style . . . When school's out children e conveyed to their villages on a trailer ulled by a tractor.—Photos: Rob Wright.

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Banaban women on Rabi checking on coconut husk fibre which will go into the making of rope, lines and other articles.—Photo: Rob Wright.

Nothing had come of promises made to them, he said, and the result was that the Banabans were "stranded".

If that was the picture in 1959 it is not the picture today.

Rabi now has roads, with new ones being built. There is a big house-building scheme going on, and plans are afoot for economic development which will increase local economy and make more jobs available—for the shortage of work is one of the problems the Rabi islanders are still facing.

The islanders plan to build 250 houses of concrete block in the next 10 years, and they have been given a special grant from the BPC to get on with the work. Forty-six houses have already been built. Each is about 700 square feet and the islanders are paying themselves wages to do the job, thus helping the economy.

The health problem has been beaten and today the incidence of TB on Rabi is no higher than the figure for Fiji as a whole.

Development Plans

There is still a protein deficiency, although it is not as serious as it was, but the Banabans plan to fight this with the aid of more meat in their diet.

They would get the meat through cattle raising, and this is part of their development scheme which is three-pronged:

- Planting of more coconuts
- Cocoa planting
- Cattle raising

They are also looking at the possibility of putting in a small sawmill.

There are cattle on Rabi left from the former Lever's plantation. If the cattle could be built up, they would supply the local dietary needs as well as bring in an income from sales in nearby areas.

Prospects for cocoa look bright, as they do in other parts of Fiji, and the coconut planting scheme is in line with the general plans for development in Fiji, following the Silsoe report.

The population today of Rabi is 1,551, a big proportion of them young people. There are 300 heads of families.

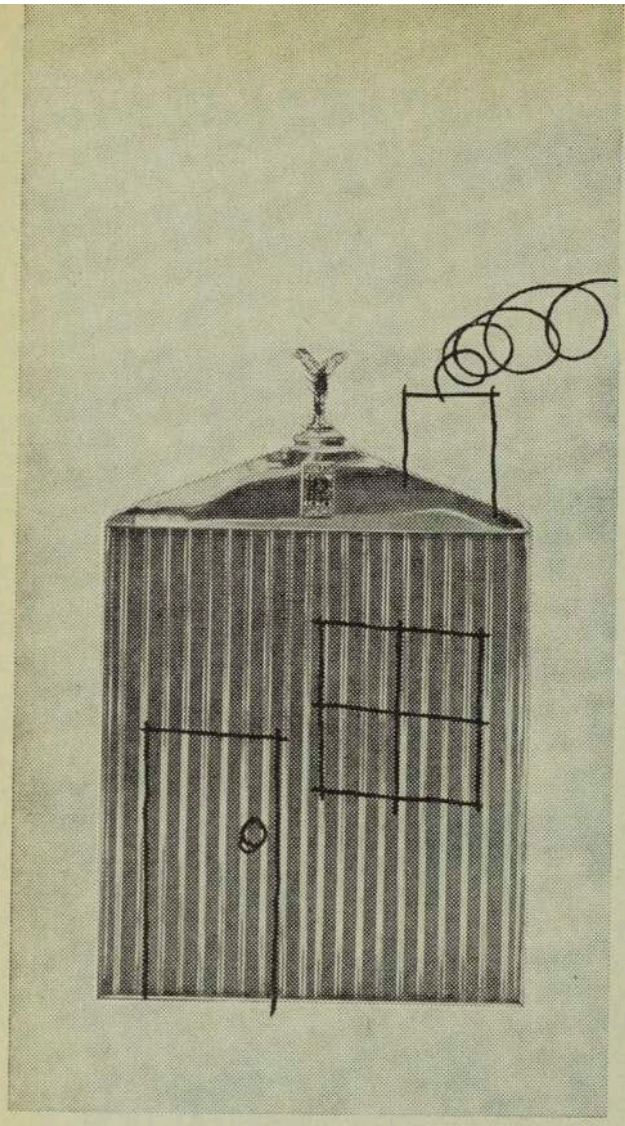
As always, it's still a community life on Rabi. All take their share in cleaning and working the plantations and in other communal activities. Each man is free to do what he wants, or to do nothing at all. The Banabans live rent free.

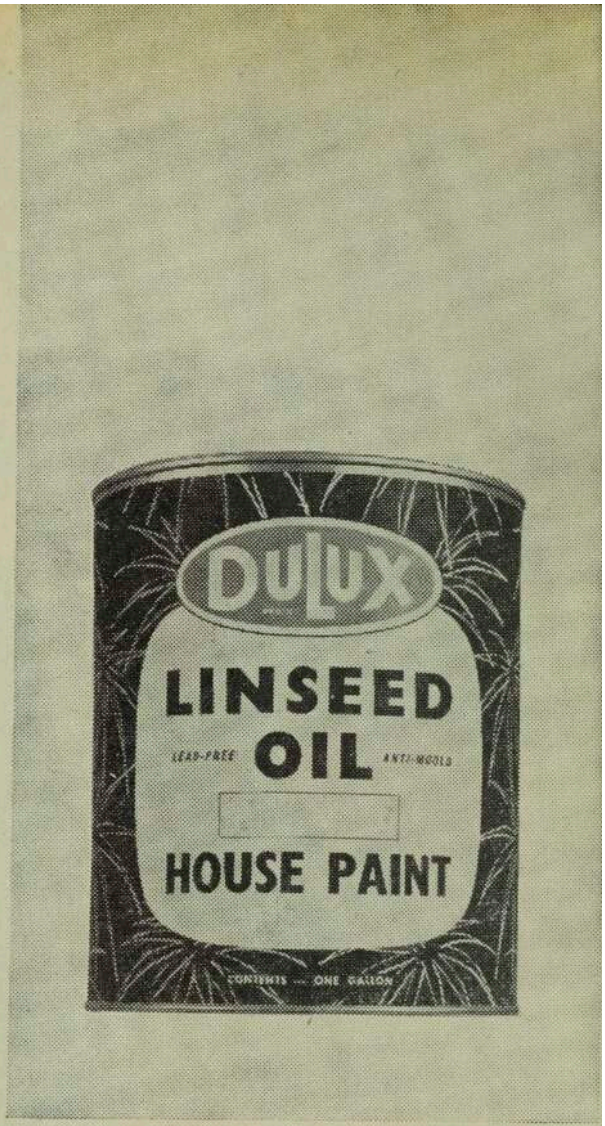
However, the average income on Rabi is lower than the general Fiji average, and another 50 to 100 people could be kept in full employment if there were work enough for them on the island.

The treasurer of the Banabans' Trust Fund Board, Mr. Keith Christopher, who is a Banaban, says that if the island had a greater income it would spend it on develop-



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r. Paul Laxton, Banaban adviser, with crew of assistants who have been checking on alignment of a new road.

g more jobs which in return would ain a greater income. Economic de-elopment was the key to Rabi's pro-ress.

Rabi's Annual Income

Present communal income of Rabi about £47,000—about £24,000 om copra (the islanders cut about 00 tons a year) and £23,000 in hosphate royalties for the land hich they still own on Ocean Island.

This gives a very low income per ead of population, lower than the iji average, and the islanders have ecently been negotiating with the ritish Phosphate Commission for an additional grant to help them get their development plans moving.

Rabi Island has its own council, with eight members elected by universal adult suffrage. There is also an officer with the title of Banaban Adviser, who is Mr. Paul Laxton, a former Colonial Service officer who was a district commissioner on Canton Island with the GEIC Administration, before being appointed to his present position in July, 1961.

He has no vote on the council and he has no control, nor seeks any, over island affairs.

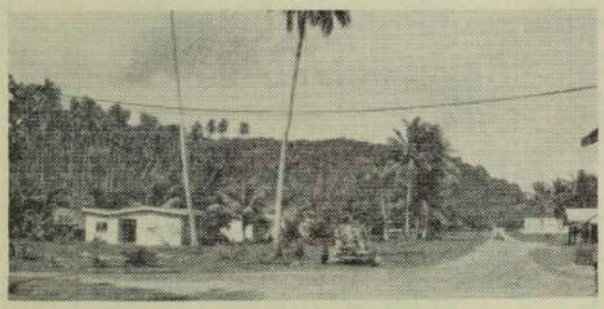
Rabi has one central school under a New Zealand school teacher and a small village school.

Mr. Laxton acts as liaison officer between the Banabans and the Fiji Government when this is required, for the Banabans are left to run their own affairs. The island is theirs, and the Island Council has the right to make local regulations to suit itself and the community. It has full control over visitors and would-be residents.

Rabi islanders can travel outside of Fiji with a special certificate of identity and don't require a passport, but most intending Banaban travellers apply for and are issued with a British passport.

The Banabans pay normal Fiji income tax and are subject to the laws of Fiji.

Generally the only people who live



ere has been much ad-building going in Rabi recently, the villages are nked. For many ars the people erely lived "in the bush".



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New Guinea Is Its Name

The New Britain District Advisory Council wants the name of the Territory of Papua and New Guinea changed simply to New Guinea.

The Council was told recently by its chairman, Mr. Ron Levi, that thinking in the Territory should be unified and that members of the community should not regard themselves as Sepiks or Papuans or Chinese or Australians but "New Guineans". Social labels such as "indigines" and "expatriates" should be rejected.

The Kokopo Town Advisory Council, New Britain, has made similar recommendations recently and this long-standing problem of what simple name to give the whole Territory and its people has had quite an airing from many other quarters, including the P-NG Legislative Council, in the last few months.

on Rabi are Banabans of thos married to Banabans.

Peculiarly enough, Rabi, is no registered as being owned by th Banaban community, because of loca registration difficulties which so fa have made it impossible for such lan to be owned by a community rathe than a person.

Island Not Registered

This facet has never been any par ticular worry, although there has re cently been interest in it on Rab itself by some who take the view tha the title deeds should be finalise before there are any sweepin political changes in Fiji which coul make the Banaban occupancy of thei own island a matter for controversy.

The Banabans freely move aroun Fiji and some men prefer to wor in Suva, where wages are higher tha currently being paid on Rabi. Labou for Rabi house-building is paid at 1/ an hour, up to 2/6 for the mor skilled. In Suva, Rabi men can ear 7/- to 10/- an hour, but their livin costs there would be higher.

The Island Council plans, throug its development programme, to at tract back to Rabi every Banaba who desires work.

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Letters To The Editors

NEW HEBRIDES EUROPEANS MUST "THINK NEITHER FRENCH NOR BRITISH"

Sir,—I have read your article titled "France Goes All Out To Win Influence In The New Hebrides" published in your September issue. Hidden behind the anonymity of a "Staff Writer's" signature is a person who wilfully has done a lot of damage in this group to your magazine, to British-French amity, and no less important, the situation of Australian residents and interests in the New Hebrides.

IN other circumstances and all things being equal the treatment of such an article ought to be for all to ignore it. My understanding, however, is that this article has been written by an Australian, and even if this assumption is proven incorrect it has been published by an Australian magazine.

Far from being an apologist for either National government and being, I understand, what is termed a vocal member of a number of consultative councils, I would not at any cost want to take this opportunity to defend, or in fact comment on, the so-called abuses your commentator has found in the New Hebrides French or British Administration.

I would prefer to reserve the right to discuss these Governments' actions or in-actions at another opportunity in what I would hope to be constructive terms, if and when the proper representations do not yield results.

This, and I sincerely regret it for your magazine, has not been the case in your article.

Had your comments been signed, or for that matter some of its points been more humorously presented, I feel sure that the article would have received a few chuckles, and this would have had beneficial affects on your readership. But the author's purpose was to embarrass not only governments but institutions, some of which in fact have been on good terms with *PIM* for a number of years.

Reply in Detail

I do not see any constructive aim or positive result. In view of the bad feelings this has created I feel it is my duty to discuss it impartially and objectively:

WARSHIPS: Having been a witness to and sometime participant in the number of Australian and Royal Navy ships' welcomes at Vila and Santo I feel the remarks in regard to this item are not valid.

French, British and Australian and Melanesian peoples' outstanding hospitality has been appreciated by all ships' crews irrespective of their flags.

The success of the French Navy's calls attests to the happy disposition of all concerned. May I add that given the same opportunity all segments of the population would react similarly to any other Navy's calls, be it British or Australian.

As to the frequency of call one can only deplore the fact that neither Britain nor Australia has yet opened a base in the SW Pacific. Perhaps then would your magazine's oft-proclaimed concern for the security of the SW Pacific be answered.

DECORATIONS: I have mixed feelings about these myself but considering that they are given generally to people who in one way or another have helped their own countrymen, is it in essence a bad policy? Is wearing a shirt a necessity to receiving a public "accolade"?

Perhaps Australians generally might conceivably show similar recognition to their own people and in this I refer to such persons as aborigines who have contributed to their own people's improvement. One person I think of was the late aborigine artist, whose name now escapes my memory [Albert Namatjira].

I see no valid reason why a French or British decoration might give a Melanesian, or anyone for that matter, a tendency to be subservient to the giver.

My recollections are that a number of civilian Australians were given decorations by General de Gaulle



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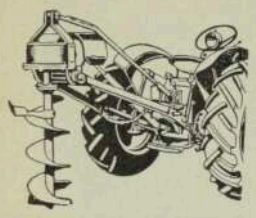
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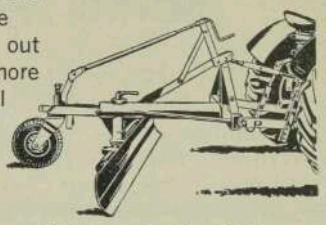
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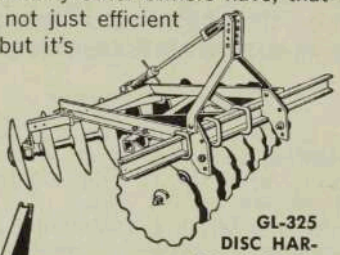
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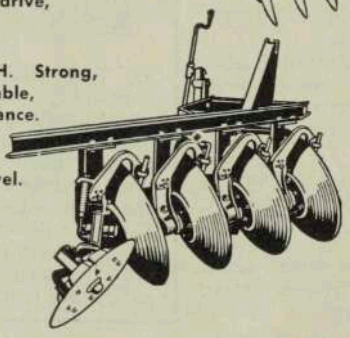


GL-226 GRADER BLADE. For levelling, filling, grading, trenching, terracing and road-making. Reversible for back-filling. 6' and 8' blades.

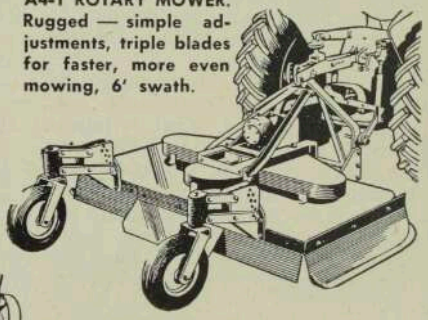


GL-325 DISC HARROW. Most versatile harrow. 5' 3" and 6' wide for open field work, easily offset for orchard or vineyard work.

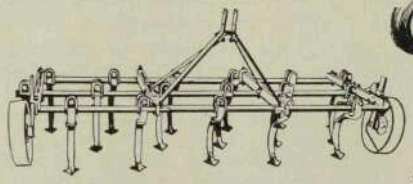
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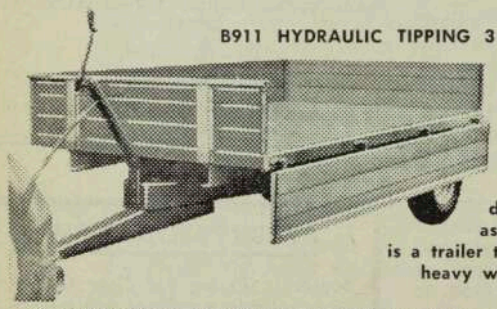


A4-1 ROTARY MOWER. Rugged — simple adjustments, triple blades for faster, more even mowing, 6' swath.

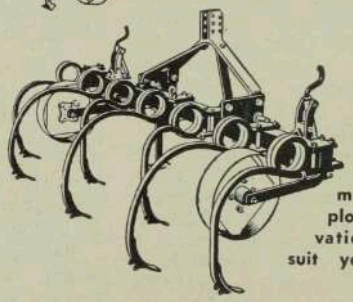


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for their assistance during war years in the New Hebrides.

Effect of Awards

Knowing one personally, an Australian resident, I don't think that receiving such a medal made him compliant to the French Government's later views, for instance, on the Common Market membership restrictions or its effects on Britain, or Australia in any case.

I also do not think that it made him less critical of any other matter on which he thought or felt there was abuse of in the New Hebrides.

BASTILLE DAY: It seems to have irked your informant that this day was celebrated at different dates in all parts of the group. Is non-comformity bad government?

As a Santo resident and considering the effect of this celebration and the results of participating with jolly people, dancing to a good band and sharing the spirit of a typical Bastille Day atmosphere, I must confess that your informant must have felt as I did, and that is quite candidly, that Australian and British Navies have yet a lot to learn on peacetime social gatherings.

They could try and I hope that they do so at Santo. It improves morale tremendously.

OVERSEAS TRIPS: Your informant has suggested that Mr. Ilo's trip to France was planned as a countermeasure to his British decoration. I am not aware of this.

Mr. Ilo however has a distinguished record and I feel sure that as previous deserving Melanesians have been sent to France his invitation to Paris had been in the offing. I understand also that he was invited to London and we all note that this fact was omitted in your article.

EDUCATION: May I suggest to you, since I have discussed this in the Advisory Council, and more particularly the effect of dual languages in this education problem, that two Melanesian members were outspoken on:—

(a) The necessity to increase the number of schools;

(b) The benefits derived by the New Hebridean population on having not one language but two possibilities to improve themselves.

French Schools

Having been a student in a French-run and paid for Government school at Vila as early as 1936, when in fact there was then no British Government school there, your informant's remarks on education are of extremely bad taste to me and to a lot of other Australian residents in the New Hebrides, who still send their children to French schools at Vila and Santo. Let us note that there is as yet no British school at Santo as of this date, but that one is abuilding.

BANKING: The statements made in this respect are, as the remainder of the article, only half of the story. Suffice it for me to say that copra was at a time, when it mattered a lot, paid for by France in sterling at considerable exchange loss. That particular sterling went and still does go through Australia. It helps purchase Australian goods and Australian money has still the biggest circulation in the New Hebrides.

Where is the monopoly? Your statements aggravate Australia's and Australian banks' position in respect of the New Hebrides when two things are known:

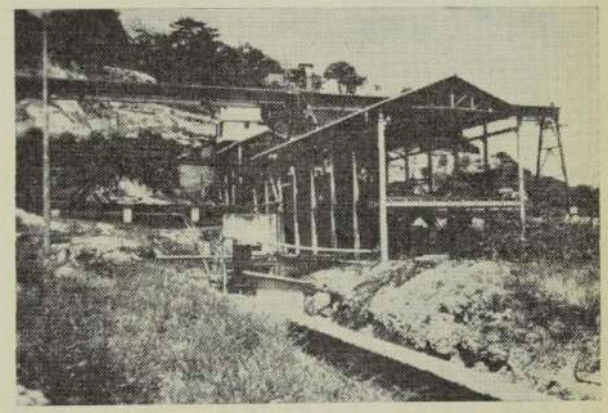
(a) That Australia's economy and banks benefited by more than 8 million dollars of the New Hebrides foreign exchange collected during the war years;

(b) That an Australian savings bank collects quite considerable savings in the New Hebrides, but so far has failed to suggest that it would reinvest same in these islands. We must also deplore the fact that it has only appointed collecting agents with no investment in the New Hebrides.

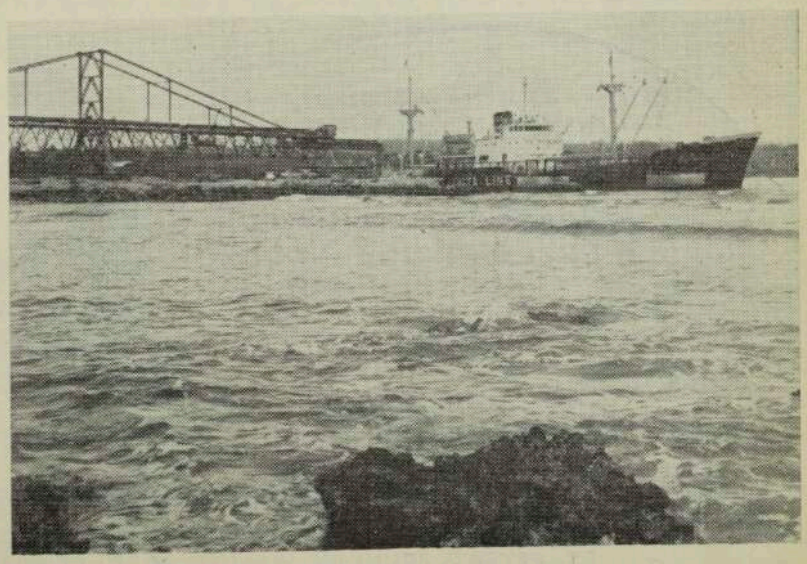
I feel certain that any bank would be welcomed in the New Hebrides. Let your informant prove to us that the bank in question has been refused entry by one means or another.

In fairness also to a bank that has helped development in the New Hebrides—I refer here to Banque de l'Indochine—I feel that the article in question is unfair.

LAND CLAIMS: I cannot answer your correspondent's statements on



A recent New Hebrides development is manganese mining, at Forari on Efate, whose works and loading equipment are seen here. The mine is operated by the Cie. Francaise des Phosphates de l'Oceanie.



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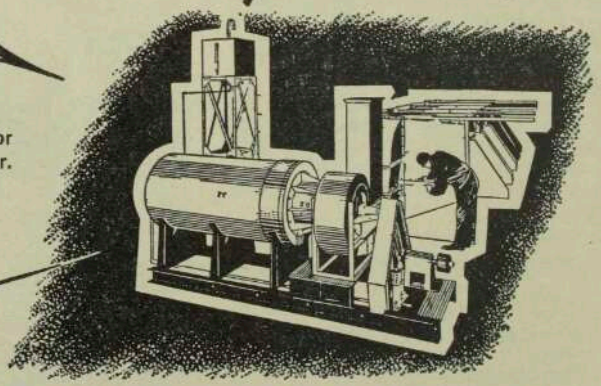
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RELATIONS ARE "EXCELLENT"

The Western Pacific High Commissioner, Sir David Trench, speaking in Noumea in October, paid a compliment to the excellent relations existing between the French and British members of the New Hebrides Condominium.

He said as British High Commissioner he was called on to collaborate with French officials in the New Hebrides and he had found this a joy. Thanks to the excellent relations, the French and British had been able to carry on a realistic programme together which had given productive results.

He said he regretted that publicity was given to difficulties that arose, and none to the excellent personal relations.

Sir David was in Noumea to attend the 25th session of the South Pacific Commission.

this matter, but will certainly inquire. I know of certain French land interests who have and need to be further censured most strongly for land matters.

As for *PIM*, it really ought to make sure that development will be forthcoming on Australian Commonwealth-owned land now dormant for half a century or thereabouts.

British Outnumbered

As for French representation on the Chamber of Commerce, let us face the facts. Australian or British interests are outnumbered in the New Hebrides. I dare say not for the lack of opportunity.

Why then should we, or how could we, expect that representation be different? This is not a valid objection. Objection would not have to be made through *PIM* should our interest or our representations ever be treated unfairly in any Council or Chamber. Clearly I can assure you that this is not the case.

Two other matters also need some clarification:—

(a) The Southern Group Administration. From my recollection both National administrations until after the last war did not have District Agents there. That is, career officers. When the war was over both Governments did replace these with Administrators when these became available.

(b) It seems odd that in your article no mention has been made of hospital facilities and medical care given in all parts of the group by French medical officers and the substantial investment of the French, and later, British Governments in this field. A serious and unfair oversight and one that all will consider as chauvinistic to the extreme.

Concluding, and as for "presence de la France" or "presence of anyone", my convictions are that, we, as Members sharing our peoples hopes and aspirations (and whether we are British, French, Melanesians, or Australians and this goes for all SW Pacific Territories) *will not be judged by what we have done but rather by what we have not done.*

In a country such as this, and considering that we are under developed, under financed, under educated, and geographically underprivileged, I take the view that any effort, irrespective of nationality, which has a lasting value on the population or the economy is, in the long run, worthy of consideration, encouragement or praise.

"Petty"

Sincerely, I hope that you, as an articulate member of this Pacific community, may proceed on a course of helpful criticism and not publicly associate yourself to petty and envious concern.

I further hope that you may

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endeavour to show that, apart from the significant, and often selfless, exemplary work of Australian missions and missionaries, Australia, the only and I dare say constant beneficiary in the New Hebrides, *has done precious little to help.*

You might assist us in obtaining perhaps an offer from Australia in development help.

I can assure you that an opportunity was recently given, at high level, with deplorably negative results.

However, were *PIM* to associate itself with such desirable goals the benefits would not only be shared by the New Hebrides but by a magazine which generally had a good following.

May I suggest that a pertinent aim for your editorials would be that of Colombo countries being granted help as they are by Australia, and how this may produce questionable results. Perhaps as a starter in "largesse" Australia could help its "customers" and more precisely for the New Hebrides what amounts to be an economically dependent territory.

Some suggestions are:

- Extension of Development Bank loan facilities directly or through private banks;
- Extension of CSIRO research facilities and other agricultural research in tropical areas; (Queensland for instance).
- Assistance in mining research and development;
- Higher education scholarships for Melanesians.

Finally, and whilst I do not want to be the advocate of all, there is a growing feeling within all segments of our community that, in this group, we can neither think "French" nor "British".

In the long run, we, as Europeans must show understanding, unity and similarity of purpose. Whilst in application we might differ, in substance our plans must and should be the same.

So far the results obtained by both Administrations have been good and I dare say the element of competition has never hurt anyone.

I am not particularly keen to have this letter published unless you feel and admit that it will be in the interest of all concerned in publicly righting a slight which a great number of people consider has been inflicted, by reflections on the Joint Administration, and, by implications on the French Administration in the New Hebrides.—Yours etc.,

D. J. GUBBAY,
Member of: Standing Committee, New Hebrides Advisory Council; New Hebrides Chamber of Commerce, Santo, New Hebrides.

● *We are extremely pleased to be able to publish Mr. Gubbay's valuable letter, which puts an important, although not unanimous, point of view. "PIM" time and again has pointed out editorially that Australia has done little for the South Seas, although its interests are as much there as in Asia.*

"THEY'RE PRETTY GOOD"

Sir,—Your article about the French being ahead of the British has hit the nail on the head. It caused some very good comment among the British here, as it was true. You can say it was true, but don't use my name as I have to live here. Besides the French personally are pretty good types—it's only the nationalistic, flag-waving part that's a bit off.

Yours etc.,
"ANGLO SAXON"
Vila, New Hebrides

FRENCH ARE KEEN DEVELOPERS

Sir,—Your September article was read with interest by most local Europeans as well as the few natives who are able to read English.

However, some of us pray that no one will translate the contents to the Big Nambas (cannibal country) and hurt the feelings of Chief Virambat, who, we are certain, is proud of his French medal for being a good boy and not eating any more missionaries of late!

Indeed, the French are keener than ever before to develop these islands to meet with progressive times.

As for the British, they have never much cared about anyone except "trading", for which they are noted.

British planters were never given encouragement by their Government and a number pulled out in disgust long before the war. The French, on the other hand, have always shown an interest, and helped plantations to develop with the assistance of imported Tonkinese workers over 30 years ago.

The French also installed two important hospitals in Vila and Santo several decades ago, as well as a public school in Vila which accepted all races including British children. The British simply left native children under the despotic guidance of missionaries where they were taught that "everybody is evil except a missionary".

The Condominium Government finances these mission schools to some degree, but we believe that natives are not aware of this fact and

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probably imagine that funds fall from the sky.

When the French Tonkinese were free to leave plantations after their contracts expired, most planters had to resort to native labour, which they recruited in small vessels around the islands. It became a costly undertaking, as boys would seldom stay for longer than three months at a time. As soon as they learned the art of copra-cutting, or their other chores, it would be time to go home. Here, again, the French Government was helpful in permitting Wallisians and Tahitians to migrate for plantation work.

The few remaining British planters are also able to employ these people whom they find more satisfactory than our good-natured but otherwise indolent natives. However, we understand some move is being made in the direction of importing Gilbertese workers—it has taken years to negotiate with the British Government for this migration, even though the Gilbert Islands are said to be overpopulated and a lot of natives are anxious to leave.

Your article mentions (according to the Protocol) that "no native may become a subject or citizen of either Britain or France, and neither Power may exercise a separate authority..." Thus, you say, awards to New Hebrideans by the French Government "seem decidedly out of place". Several paragraphs later, mention is made of Phillip Ilo, Assistant MO, as being "one of only two New Hebrideans to receive a British award this year. . ."

Are readers to assume that British awards for New Hebrideans are "in order" and in keeping with the Protocol?

Flag Waving is Wonderful

For those of us who live in isolated areas, we were delighted that the French "flag-waving warships" graced our shores and no one seemed to mind Bastille Day celebrations lasting for "fully a fortnight", neither did anyone object to the naked Chief Virambat, of Big Nambas, sporting the Star of Anjouan around his neck

Black, white or brindle, most people are generally glad of pomp and flag-waving, even when we pretend to be blase.

And, for an insignificant little place such as ours, imagine how flattering it was to have warships in port as well as Minister Jacquinot's recent visit "all the way from Paris". When the band played in the public square, all the hard-boiled grouchers who spend their time complaining about being forgotten by the two home countries, stuck out their chests and truly felt elated.

Although the Britishers on Santo are proud to be British, I must say they have a tendency to side with the French because of the helping hand France has offered over the years. The Syndicat-Agricole (French and British memberships) receives a subsidy from the French Government, and so do most other local organisations.—Yours, etc.,

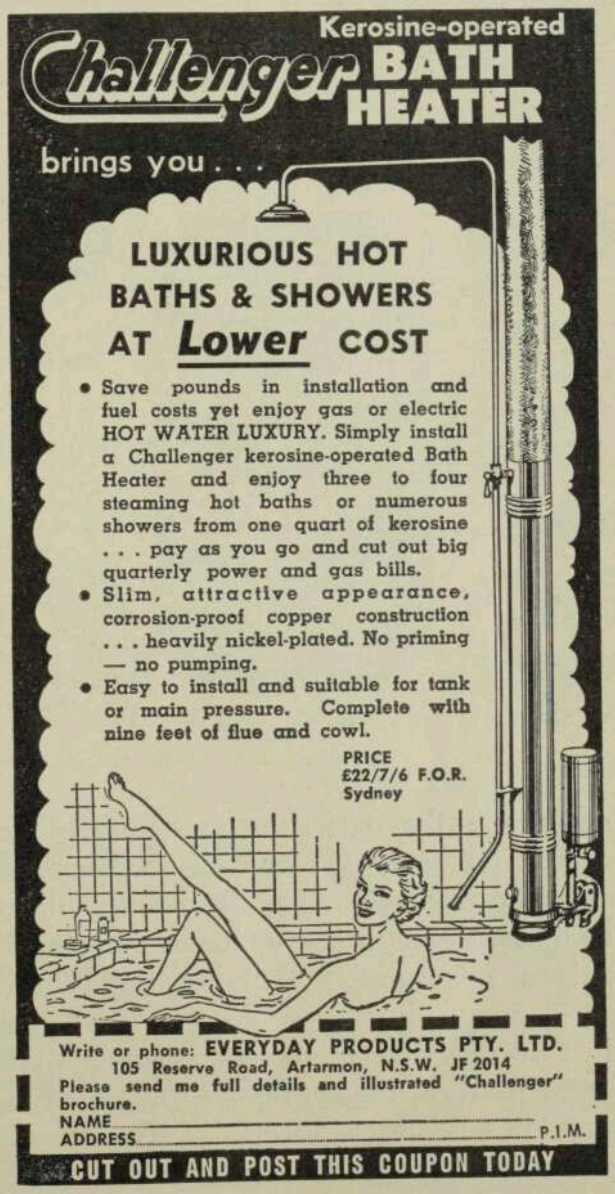
"CONDOMINIUM-ITE".

Santo,
New Hebrides.

New Phone Link

A radio-telephone service between Honiara, BSIP, and Fiji was inaugurated on October 1 when the High Commissioner for the Western Pacific, Sir David Trench, made a call to Fiji's Postmaster-General, Mr. W. G. Cruickshank.

Telephone services between Honiara and Sydney, Vila and Fiji will be greatly improved soon following the installation of a special transmitter at Honiara.



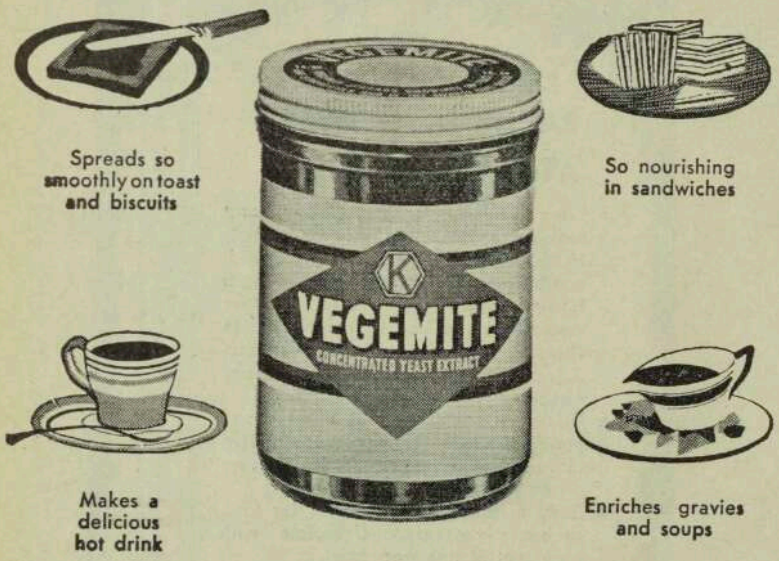
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SAMOA DIVIDED ON TAMASESE SUCCESSOR

Western Samoa is facing a major political split over the conferring of the royal Tupua Tamasese titles on a successor to Head of State Tupua Tamasese Meaole, who died in May.

ON September 20 at Vaimoso, Minister of Education and paramount chief of the Safenunuivao family of Falefa and Salani, Leutele Tuatagaloa Te'o, exercising what is claimed to be the family's traditional right, conferred the titles on Lealofi, nephew of Meaole. He is the son of Tamasese Lealofi, Samoan leader killed by New Zealand constabulary during the Mau in 1929.

Opposition to this move was registered by Mataia, Meaole's brother, and Faalagina, daughter of Mataia's half-brother.

Then on September 28, also at Vaimoso, representatives of the large and influential Satuala and Mavaega families conferred the titles Tupua Tamasese on Efi, 25-year-old former law student at Victoria University, and son of the late Meaole.

"Influence"

These families have a good deal of political influence and three members of Parliament played prominent parts in the King's Kava held to mark the conferment.

They were Leaupepe Faatoto, of Fasitoo, Tevaga Paletasala, of Leauvaa, and Tuaopepe Tame, of Lefaga.

They claim that Efi is the choice of the immediate family for the title and that his education, social position and very good knowledge of Samoan custom, gained from his father, make him a more suitable holder of the titles.

In a recently disputed will, Efi inherited the large and valuable Tuaefu property of his grandfather, the late O. F. Nelson, prominent leader in the move towards Samoan independence. A too-typical undergraduate several years ago, Efi is now showing signs of considerably increased maturity.

The Safenunuivao family, on the other hand, feel that the 41-year-old, well-liked, polite and unassuming, Samoan medical practitioner Lealofi has personal qualifications that make him the better man for the job.

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ealofi Tamasese (top) and Tufuga Efi Tamasese.—Photo: Samoana.

The titles involved are important ecause under the present law, in he event of the death of the present Head of State, Malietoa Tanumafili, he holder will be one of the four hen in line for next Head of State. The other three contenders are the olders of the royal titles of Mataafa, 'uimaleali'ifano and Malietoa.

However, so far both parties are damant that they are acting within heir rights, although both agree that single holder of the titles will have be decided upon.

Negotiations are going on in the ope of reaching an amicable settle- ent and a major discussion between he two groups is scheduled to be eld at Mulinu'u early in November.

If no agreement can be reached y discussion, the case is bound to e taken to the Lands and Titles ourt for decision.

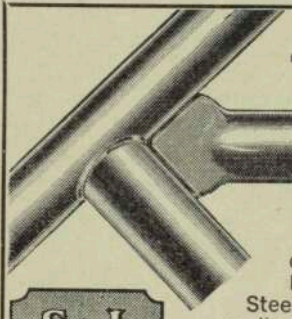
FIRST FROZEN BEEF EXPORTS

A TRIAL shipment of three tons of frozen beef is to be made from Vila to Tahiti in November. This follows a recent visit to Tahiti by Mr. H. Rousse, vice-president of the New Hebrides Stock Breeders' Association.

Mr. Rousse has reported that prospects are encouraging for exporting an average of 12 tons of frozen meat to Tahiti each month. The cattle will be slaughtered on Efate plantations, and the carcases will be stored in the recently-opened freezing unit in Vila.

Linked with the development of a meat export trade from the New Hebrides is the recent appointment of a veterinary officer in the Condominium Department of Agriculture. The new officer, Mr. Valin, was previously Animal Husbandry Adviser to the Republic of Mali, a former French West African territory.

Mr. Valin has already arrived in Vila. His work will include control of meat inspection and a survey of livestock diseases in the Group. Little is at present known about these diseases.



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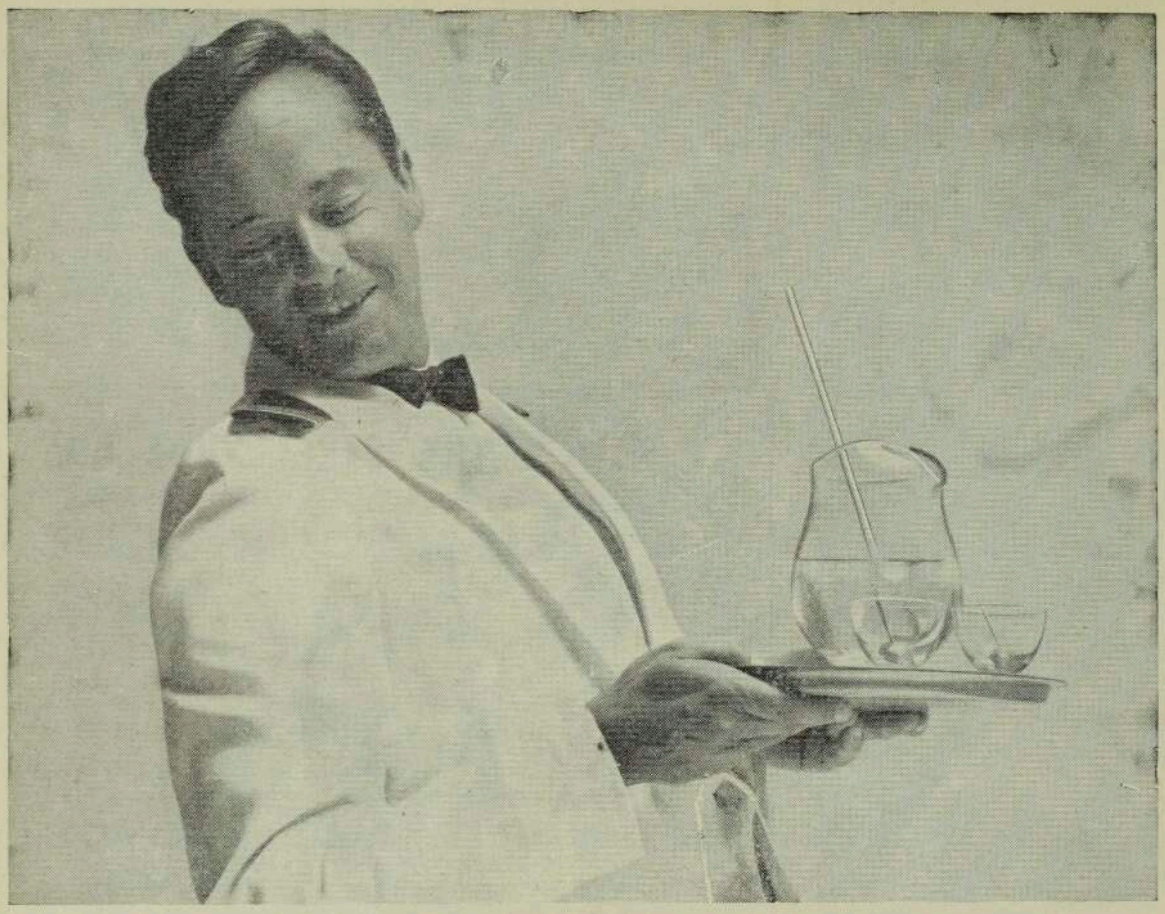
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New Edition of Pacific Islands Year Book

And Now There Is A Pacific Who's Who

By Judy Tudor

The Ninth Edition of the *Pacific Islands Year Book,* which is available now, is the biggest in its 31 years' existence. We hope it may even be the best; certainly it's different.

MOSTLY it's different because of the addition of the first South Pacific *Who's Who,* compilation of which has kept certain sections of Pacific Publication Pty. Ltd.'s Sydney establishment in a state of hysteria for the last 12 months. It has had, also, the secondary result of greatly enriching the Australian Postmaster General's Department through the thousands of letters that have been exchanged.

The Pacific Islands Year Book and the *Who's Who in the Pacific Islands* have been kept as two separate entities but—for technical and economic reasons—they have, in this first instance, been bound together, omnibus-book fashion.

We expect that in the future the *PIYB* will revert to being a book on its own and that revised versions of *Who's Who* will be reissued, from time to time, also bound separately.

The *Year Book* section, of 500 pages, covers as usual all of the islands in the South and North Pacific and also, somewhat more briefly, fringe areas such as Indonesia, Malaysia, and the Philippines.

Largely Rewritten

Because it has run through nine editions over 31 years, and some parts of it were obsolete, a major task of revision was undertaken for this new edition.

Large sections of the book have been completely re-written and at the same time opportunity was taken to rearrange the material in the geographical sections.

One result of all this is that our printing bill for the 9th edition is exactly twice as much as it was for the 8th edition; but it has, we think, made the material more valuable and much more easily found by the reader.

In the course of preparation of the material either I or other members of Pacific Publication's staff have visited Tahiti, Tonga, American Samoa, Western Samoa, Fiji, Papua-New Guinea, West New Guinea, the British Solomon Islands Protectorate, New Hebrides and New Caledonia. In all of these places we had the assistance and co-operation of the administrations concerned and of individual officials.

In places which we were unable to visit we also had the assistance of administrations and officials and in this we are particularly grateful to the NZ Department of Island Territories; the Norfolk Is. Administration; the Government of the Gilbert & Ellice Is. Colony; the Government of Guam and of the United States Trust Territory of Micronesia; the Philippines Embassy in Canberra; the Australian Department of Territories, Canberra; and the several governments of what is now Malaysia.

Special efforts have been made in





See advertisement on page 56.

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this edition to cover the tourist industry—in the Pacific as a whole, in the general section at the front of the book; and towards the end of each individual geographical section. This extra space reflects the growing interest in Pacific tourism.

As well as the sections dealing with individual islands and groups, a general section deals with missionary organisations, with a complete directory of all missionaries serving in the area; the history of the Pacific as a whole; a history of the Pacific War; the races of the Pacific; communications—shipping, radio, air and port facilities; currency and population figures.

The book contains some hundreds of maps—many of them new, redrawn or otherwise brought up to date.

Birth-Pangs of A Who's Who

We first thought of a *Who's Who* about 1955 and the circulars were prepared for it; but lack of staff and the soon-encountered difficulties involved in collecting biographies from an area of millions of square miles of ocean and islands, where people spoke half a dozen European languages and innumerable native ones, resulted in the idea being put into cold storage. It was resurrected again in 1959 and in the New Year of 1960 several thousand circulars went out.

The results, on the whole, were disappointing—mostly because Islands residents have a habit of putting circulars straight into the waste-paper basket. (Many when contacted personally later swore that they had never seen the original circulars. However, we still have the original card-index to prove they were sent).

Other people, of course, felt that the somewhat detailed questionnaire was simply a gimmick to worm out of them their innermost domestic secrets and were suitably enraged—or otherwise un-co-operative.

Perhaps we should say here, for the benefit of the many people who have said to us that they "don't like personal publicity of that sort", that a *Who's Who* biography is not designed for personal publicity. It is a record of names and dates and statistical facts without embroidery, designed purely for reference.

In 1960 the *Who's Who* went back into cold storage again. It was then decided to bring it out and publish it only when we produced the next edition of the *Pacific Islands Year*

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Book and the work of putting the original questionnaires into biography form and then into type began only at the end of 1962.

Because such a long time had elapsed since the questionnaires were originally filled in, proofs had to go back to their owners for additions and corrections—and that, in the Pacific, where people are continually being transferred, or returning to the original homelands or moving off somewhere else, created its own chain of difficulties.

There were, also, the reluctant dragons who still had to be chased. Obviously another circular would not fill this bill—and so months of personal letter writing commenced. This usually succeeded—but not always. By and large, people who live in the Pacific Islands are great extroverts. They'll talk the leg off an iron pot and tell the most extraordinary things about themselves—but many of those same extroverts, when they see just a few of those facts put into cold type, immediately run for cover.

So Exalted!

Additionally, I think that we had made a psychological blunder in the examples we had given on the original questionnaire. When I was designing this in 1955 I had whipped a mythical Andrew James Browne out of my imagination—a character who had lived a copy-book life, gone to the right schools, married the right woman, was an OBE, an MB and a FRCS, had an examplary war record, was an author of scientific books and had ended up as the Director of Medical Services in Fiji.

Later, when we really got down to cases, some of my less exalted customers had taken a quick look at the good Doctor and said (apparently): "Good God! If this is the sort of bloke who's going to be in it, then they can count me out".

For these reasons and also because of the area involved, the numerous political divisions, the mixture of people, the language difficulties and the very hazy idea that many of the indigenes had as to what a *Who's Who* really was, we do not claim that this first edition of our *Who's Who* is exhaustive.

But we do think that it is a very good cross-section of the people who live in the Pacific world today and who are contributing to their own communities in some way; plus others who live outside the Islands themselves but who also, through science,

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politics, commerce or in any other way are also contributing to the contemporary Pacific scene.

This may not be the most erudite and comprehensive *Who's Who* that was ever produced (give us time, in subsequent editions); but in some respects it is unique. Some of the biographies have come from individuals who, in their own fields, on world standards, can leave our fictitious friend Dr. Andrew James Browne, OBE, MB, FRCS, for dead; others are of men who are wholly illiterate and whose particulars had to be compiled by others—yet are just as important in their own communities as Dr. Browne could ever have been in his.

In all, there are over 1,500 biographies covering 156 pages of small type. They have come from all over the Pacific and around the Pacific and include people of all races, indigenous and immigrant.

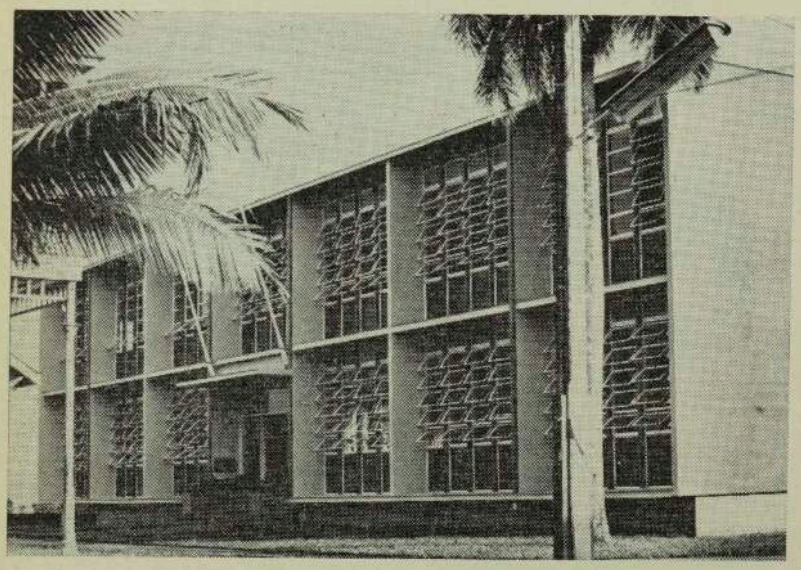
The task of compiling this first edition has been time-consuming, expensive, at times frustrating, occasionally hilarious and at all times interesting. It has called for patience —especially on the part of our own composing staff; a working knowledge of French and a smattering of several other languages; the services of handwriting experts and—at times—a crystal-ball.

But we hope that it is the beginning of something that will in this and future editions provide researchers with a basic knowledge of the people who are currently contributing to the still largely unknown world of the Pacific.

(See advertisement, page 27.)



Suva Looks To The Future



The above photograph of a model—made in six months' spare-time work by Mr. Hans Furrer, a young architect now settled in Fiji—illustrates the continuing, modern development of Suva.

THIS is Suva's Civic Centre, as it will appear when finished. By far the greater part of it will be built on the huge reclamation of the former muddy harbour-side, which now extends from the area behind the fire-station right along the southwest side of Victoria Parade to the area behind the old Town Hall.

This reclamation already has brought into existence a large, flat, grassed area, extending hundreds of feet out into the bay.

As the above design shows, the Civic Centre will be built on part of the reclamation eastwards of Gordon

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Street. The part westwards of Gordon Street already is being laid out and planted over, to become an ornamental park.

In the model, Suva Harbour is on the right, with Victoria Parade running towards the Grand Pacific Hotel, at the top left.

The Marine Drive in the middle is a projected one for when reclamation work is completed.

The Cable Office, facing Victoria Parade, is the old style building in the centre left of the picture, and alongside it, also on Victoria Parade, are the main buildings of the Civic Centre, the first section of which, seen in the other picture on page 54, was completed and opened in September. The Civic Centre includes a swimming pool.

It is hoped to continue the reclamation eastwards to the Grand Pacific Hotel and beyond.

Colony's Leaders "Facing Momenteous Decision"

Fiji's Acting Governor, Mr. P. D. Macdonald, said in October that the time was at hand for leaders in the Colony, particularly Fijian leaders, to make a momentous decision.

SPEAKING at Levuka to celebrate the 89th anniversary of the signing there of the Deed under which the Fijian chiefs ceded Fiji to Queen Victoria, he said: "In 1874, few of those present at the signing of the Deed of Cession could have imagined the spotlight of interest and controversy that was to be focused on these islands 90 years later.

"Today a Committee of the United Nations draws up documents about us; representatives of Afro-Asian nations and Iron Curtain countries pass resolutions upon us; the Russians write fables about us which portray the Government as wicked robber barons, the local inhabitants as the Babes in the Wood, and Mr. Khrushchev, presumably, as the Good Fairy.

"Here too in Fiji we have a constant stream of visitors eager to explore us in the flesh."

After referring to the courage of Ratu Cakobau in deciding to sign the Deed of Cession, Mr. Macdonald went on: "Today the leaders in this Colony and particularly the Fijian leaders, are confronted with having to make another historic decision.

"One of our most important needs today is for the unification of Fijian opinion, for only through this unification can Fijians hope to speak in the future to their own peoples and the world outside with one voice of real authority.

"Only in this manner can they lead the way, with a strong and representative front, through the difficult discussions and decisions of the next five years, and make their contribution to the future of their country.

"Even more important, inner unification must lead to requests for continued links with the United Kingdom being treated by friends and enemies alike with the seriousness they deserve.

"Unless Fijians can claim to speak as a united body, these requests will continue to be vulnerable to the attacks of critics who will claim that they are simply the wishful thinking and self-seeking of a privileged leadership.

"I also appeal to those of all other races to support their leaders, who will have also to take a share in making this decision. For, if they are to be accepted, their authority must equal their responsibilities."

See and Try Them for Yourself!

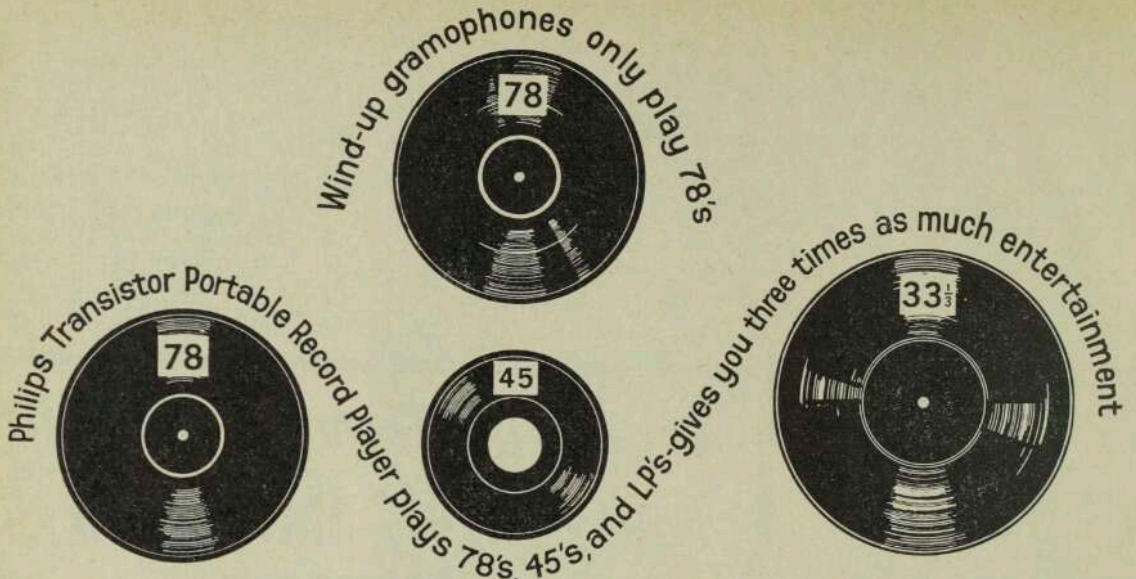
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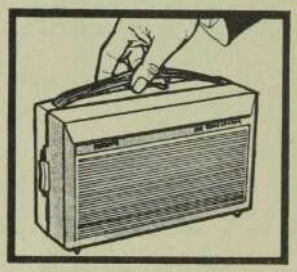
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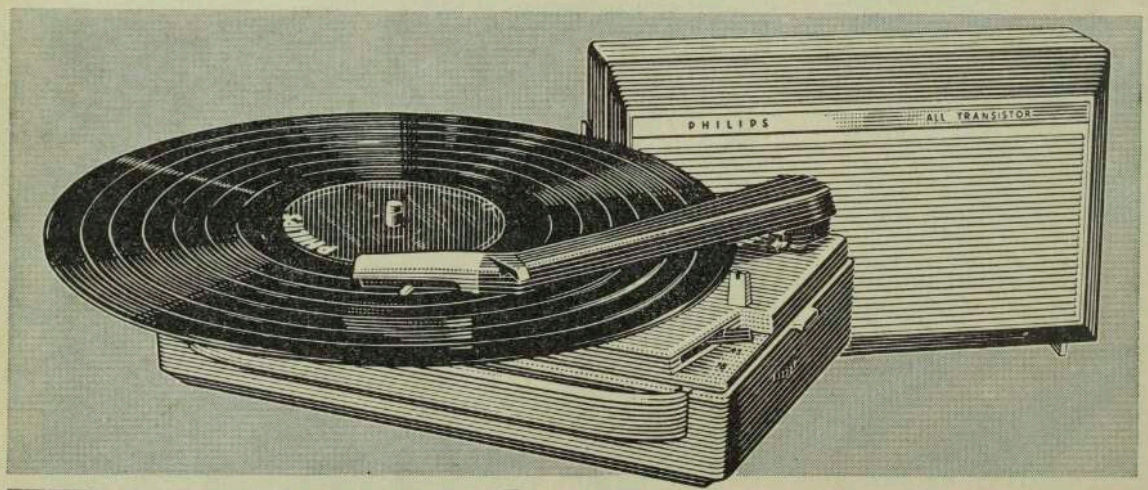
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● Fiji's copra industry—many of its palms old, like these in the Lau Group—requires a new shot in the arm, and Lord Silsoe's report might be the shot it needs.

Report Plans More And Better Copra For Fiji

From a Suva Correspondent

Lord Silsoe's report on the Fiji copra industry has been received with general resignation, and some degree of hope, by the people of Fiji.

IT is recognised by all classes that some control of the industry is necessary, if only to put an end to the sniping that has gone on in recent years between the European growers, who produce a fairly good grade of copra, and the Carpenter interests, who have been buying most of Fiji's production for milling in Fiji. The price paid by the millers, of course, is the bone of contention.

The European growers have insisted that they are not getting the price they think they have a right to expect; whereas the millers, under an unwritten obligation to handle most of the copra produced in Fiji, have to accept some very bad copra indeed—especially the stuff that comes from the less instructed Fiji villages.

Lord Silsoe—as was to be expected after the success of his sugar industry inquiry—has made a real effort to bridge the difference between the interests concerned, with the general object of establishing the Fiji copra industry as a sound Fijian industry alternative to sugar.

Fair Report

On the whole, he has laid out the picture very fairly in his report, and his recommendations appear mostly as wise and practicable. But a heavy responsibility now falls upon the proposed new Copra Board, and especially upon the shoulders of the chairman, Mr. H. G. Nicholls.

Mr. Nicholls is well and favourably known in Fiji as a high executive in the service of the Colonial Sugar Refining Company—now, in Fiji, called Pacific Sugar Mills Ltd. One criticism is that Mr. Nicholls, as a man prominently associated with the CSR Co., may take the view of the big trading corporations rather than that of the small producer.

But that is not consistent with the

(Continued on p. 63)



South Pacific Copra Producers "Should Speak In One Voice"

From a Suva Correspondent

If South Pacific copra producers spoke with one voice they could have a greater influence over the sale of copra and coconut oil, in the view of Lord Silsoe, who has just released an important report on the Fiji copra industry. The report has valuable information in it for all copra producers.

LORD SILSOE points out that the total copra production of the area covered by the South Pacific Commission accounts for more than 10 per cent. of world production—larger than that of the whole of Central and South America and nearly three times that of the whole of Africa.

Fiji's production was only about 1 per cent. of world production, and the production from New Guinea—which was the largest South Pacific producer—was, in 1961, just over 2¼ per cent., and these small percentages in themselves gave no influence to the producers.

But a collective view expressed by 10 per cent. might be fairly effective, and he hoped somebody might take the initiative in organising a collective view.

Lord Silsoe said the South Pacific area had even a bigger percentage of the export market (as against the total *production*). Because some of the large countries of Asia had already stopped exporting copra or coconut oil, the South Pacific had, on the last figures (1961), a 15 per cent. share of the export market in copra and home-made coconut oil. It was almost certainly more now.

Pacific Needed Exports

It seemed that the South Pacific as a whole should, in future, carry an increasing influence on exports of copra and coconut oil. As populations and needs grew in the great producing countries of Asia those countries would export less and less.

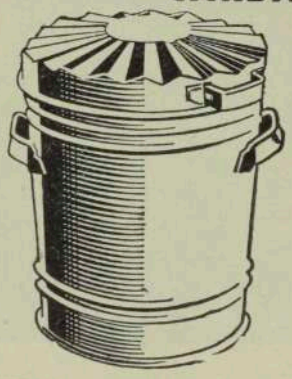
"In the South Pacific, fast as these countries will also grow in population, never will they be able to consume inside their own areas, all the copra produced," Lord Silsoe said.

Lord Silsoe said that Mr. W. V. D. Pieris, formerly a senior officer of the Ceylon Coconut Research Institute and now on the staff of the Food and Agriculture Organisation of United Nations, had about eight years ago, reported that an examination of the requirements of

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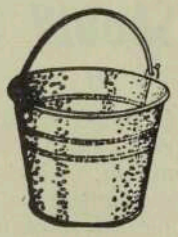
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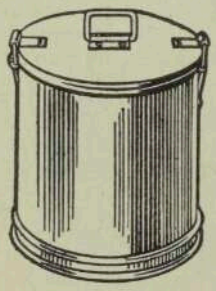


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makers of margarine, edible fats or soaps, showed that the aim of countries in the Pacific should be "not only the improvement of copra quality within individual territories, but also its standardisation throughout the region served by the South Pacific Commission".

Mr. Pieris had proposed that an attempt be made "to formulate and introduce a simple, uniform inter-territorial grading system". He had ended: "This will be greatly assisted by standardisation of methods of copra manufacture over the entire region".

Copra Meeting Needed

Lord Silsoe said as far as he knew nobody had since even tried to call a meeting to discuss these proposals.

"Indeed, I cannot find that a meeting of the coconut industry or any part of it has ever been held to discuss the regional problems of coconut growing, making of copra or coconut oil or selling coconut products", Lord Silsoe said.

"It is true that some territories have their special protected markets, but there is a vast field of problems where there should be not only no conflict, but great benefits to all territories, if leaders of the industries were to meet.

"Prices of products, rates of freight, markets, whether to sell copra or make coconut oil, grading, driers for making copra, the making and selling of other products such as desiccated coconut and fibre are but a few suggested headings for an agenda.

"I am venturing to send a copy of this report to the copra boards in the South Pacific in the hope that someone will take the initiative."

Make Soap Locally

Lord Silsoe said it seemed there might be one or more centres in the South Pacific where it would be advantageous to buyer and seller to make oil and cake rather than send copra huge distances to Europe or elsewhere.

"End products, such as margarine, oils of all sorts, laundry and toilet soaps, could perhaps be made somewhere in the South Pacific, rather than be imported from Great Britain, Australia or from European or American countries," he said.

"In the last resort, these are matters of price, but I have heard of no argument yet to convince me that margarine has to be made in Europe and sent back again, so that people can eat their own coconuts after a complete circuit of the globe!"

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How The Silsoe Report Originated

Some mystery attends the origin of the Silsoe report on Fiji's copra industry.

When British Colonial Office Top Brass were examining conditions in Fiji a few months ago, there appeared to be some squabbling between the Vanua Levu copra-planters and the Suva millers. It then was suggested that the industry might be examined in the same way—and, perhaps, with the same happy result—as the sugar industry was examined and reported on, a couple of years ago.

The question arose at once: Who should make the survey? Someone said: "If only Sir Trustram Eve (who then was not Lord Silsoe) would do the job!"

Top Brass treated the suggestion seriously. "Why not ask him."

Forthwith, an enquiry was cabled to London and, to everyone's surprise Sir Trustram Eve said he would be happy to oblige—and was in a position to come quickly.

But, for reasons that need not be elaborated upon here, neither the British Colonial Office or the Fiji Governor was willing to issue a Commission for the enquiry, as had been done in the sugar case.

The copra planters and the copra millers were invited to issue a formal request for a survey by the man who had now become Lord Silsoe. But neither was prepared to take the responsibility suggested.

While everyone still was dithering, Lord Silsoe arrived in the Colony and marched straight into action. He commanded public goodwill, made a thorough survey, and lost no time in formulating his report and recommendations.

But right up to this day, no one knows exactly for whom he is acting. His report is not addressed to anyone in particular—it is accepted as being a report for the assistance of the Government and the various copra interests concerned. Usually, such documents are addressed to the Governor.

All that is known officially is that the Government of Fiji is paying the costs of the survey and of the printing—reported to be about £8,000. The report was printed in both English and Fijian, before being issued.

There is no doubt that it becomes an official document—presumably, it goes before the Executive Council and the Legislative Council when the necessary formalities are concluded, and the Fiji Copra Board will have official status and authority similar to the board now happily in control of the Fiji sugar industry.

CONTINUED FROM P. 57

well-known character of Mr. Nicholls; and the majority of people here feel that his selection for the key position is good, and gives considerable promise of peace and progress in the industry.

It is, of course, not a full-time job as far as Mr. Nicholls is concerned—he retains his important post with the CSR. But he is regarded as an experienced and practical businessman, with a judicial mind and a fair understanding of the problems of both producers and millers.

The reaction of the millers—the Carpenter group of companies—has been more friendly than was expected. They will co-operate with the producers and the Copra Board in an attempt to make the Silsoe scheme work. This probably is because Lord Silsoe—very wisely—discussed every angle of Fiji's copra problems with the millers (who are also substantial investors in the Colony) before he wrote his report.

The cynics in Fiji—and there are plenty of them—greeted one aspect of the report with the expected remark: "Well, here we have another board and another series of committees". Certainly, in a Colony of less than half a million people, there already are no less than 173 boards and committees, set up more or less as official instrumentalities to assist in the task of government.

Lord Silsoe clearly has given a lot of thought to the most important problem of all—namely, that of how to produce higher grades of copra, so that the Fiji product generally will command better prices, and thus encourage more enterprise and initiative in the Fiji industry.

The industry's biggest handicap has been the poor quality of copra coming from Fijian producers.

The new report strongly urges that native co-operative societies and similar groups of growers be encouraged to sell their coconuts

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directly to professional copra-dryers; and the latter, of course, as part of government policy, will be assisted to install suitable plants and processes, so that they may get the best possible price when, in turn, they sell to the millers or exporters.

It will be the policy of the Copra Board to encourage production of better grades of copra, and Lord Silsoe anticipates that, with the co-operation of the millers, the producers might expect an average of from £2 to £3 per ton more than they get now.

The Silsoe copra report and its recommendations fit neatly into the Fiji Government's plans for development; and, if the Copra Board's policies work—and there is no apparent reason why they should not—an impetus should be given to the general plan of planting up new areas in coconuts, and of refreshing—by new care and replanting—the existing plantations.

Lessons For All Planters In Copra Report

Sweeping changes in the Fiji coconut industry are recommended by Lord Silsoe in his report just issued.

HIS major recommendation is that a statutory board be set up to:

- Control copra and coconut prices;
- Issue licences for all coconut or copra buyers and makers of coconut products;
- Prescribe grades of copra; and
- Seek to raise and maintain the standard of Fiji copra.

Supporting the board will be a widely representative advisory council which Lord Silsoe wants to meet frequently to discuss, and advise the board on, all aspects of the industry.

Lord Silsoe trenchantly criticised the present standard of Fiji copra and recommended methods of improving quality, including the prohibition of smoke driers.

He proposed a Government-operated grading system, and a price differential of £5 a ton between grades. Bad copra will be rejected and destroyed.

Double Output

Lord Silsoe commended the Government's replanting and subsidy scheme, and suggested a development plan for doubling the output to 80,000 tons a year. The plan includes using 50,000 acres of Fijian land at Natewa Bay, Taveuni, Gau, Koro and Moala to establish 30-acre coconut farms on which to settle about 1,600 new planters and their families.

Under this plan he wants the smaller islands of Gau and Koro (Lomaiviti) and Moala (Lau) reserved for Fijians, and Natewa Bay and Taveuni for growers of any race.

In several parts of his report Lord Silsoe was critical of marketing arrangements.

He was also critical of "on the beach" trading, which resulted in sharp differences in prices, and suggested it should be prohibited. He also wanted the long-established cess of £10 a ton on Fijian copra reduced to £5.

Lord Silsoe proposed a development programme which included: The local manufacture of more coconut products, such as margarine, desiccated coconut and coconut fibre; and starting a new export trade limited to top-class copra at higher prices.

He did not have his tongue in his cheek when he recommended the manufacture of local products, for he gave the full history of the unfortunate consequences of the Carpenter attempt to operate a margarine factory profitably in the 1950's.

He received encouraging letters from the chairman of W. R. Carpenter Ltd. and also of Hackshall Ltd., who own all the share capital of Island Industries Ltd. and Union Soaps Pty. Ltd., and who are the major processors of copra in Fiji.

Would Expand

Each said he would desire, under certain financial conditions, to expand his investment in Fiji—Carpenter's to restart making margarine and edible fats, and Hackshalls to enlarge their recently-launched enterprise of making and selling toilet soaps.

Lord Silsoe hit hard, when he remarked that it was doubtful if there were many countries in the world which had lower reputations than Fiji for their copra. It was a half-truth which suited lazy people to say that there would always be a market for poor copra.

Copra had no value at all, except for its oil and the by-product, meal. Coconut oil had two main uses—foods and soaps (including technical uses). Foods included margarine, cooking oils, biscuits, sweets and cakes.

(Over)

Copies of the "Report of the Fiji Coconut Industry Survey", by Lord Silsoe, are obtainable from The Government Printer, Suva, at F4/-.

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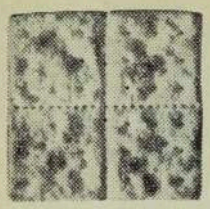
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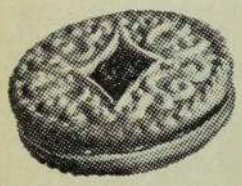

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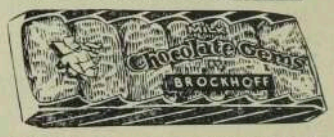
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Lord Silsoe.

Soaps included various grades of toilet soaps, body oils and laundry soaps. Good copra would be used for both foods and soaps. Bad copra could only be effectively used for some soaps. Good copra made good meal for cattle, and bad copra at best made poor meal.

It was true that in Europe, where most copra in the form of coconut oil from Fiji found its way, coconut oil makers would not, at present, pay a higher price for the minority of good copra.

But Unilever did offer higher prices for the better copra and other selected markets did exist for good and the best copra. Coconut oil sold as Ceylon Standard 1 per cent. free fatty acid, sold at a higher price than the lower quality Straits 3½ per cent. ffa, now sold from Fiji.

Better priced oil could only be made cheaply from the better grade copra. Extra processes in crushing bad copra could make coconut oil much better, but only at a higher cost in money. Those processes could never make such oil fit for high class cakes and sweets at an economic cost.

Best Market

At present it was beyond argument that the best market was copra for use in foods. That meant that there must be made in Fiji only copra from which the oil was good enough at a reasonable cost of crushing to sell for making foods and good toilet soaps abroad and locally.

Those who argued it was a waste of time and money to make decent copra, would condemn Fiji to sell its oil mostly for soap. They would also prevent foods and the best toilet soaps being made cheaply in Fiji—surely a foolish result when good copra was simply a matter of method and care. It did not involve high capital outlay.

Lord Silsoe expressed himself in favour of hot air driers, and against smoke-drying, which he wants prohibited by law. Sun-drying is out, unless it is in the most expert hands, and in the driest parts of Fiji.

In recommending three grades of copra initially Lord Silsoe said there should be a premium for the top grade of plus £5 and a reduction of minus £5 for the bottom grade. The price of the middle, or second grade, was intended to correspond exactly with the average price payable by the coconut oil maker over a period of time for all his copra of all grades.

Care had to be taken in fixing prices that the coconut oil maker paid over a period no more and no less for copra in total than the average price produced by the pricing formula.

Lord Silsoe said it should be open to the board and the coconut oil makers, to suggest that the average prices were too high or too low. At that stage there should be only two grades, first and second, and the board should try to fix the price difference. If there were arguments an umpire should be appointed.

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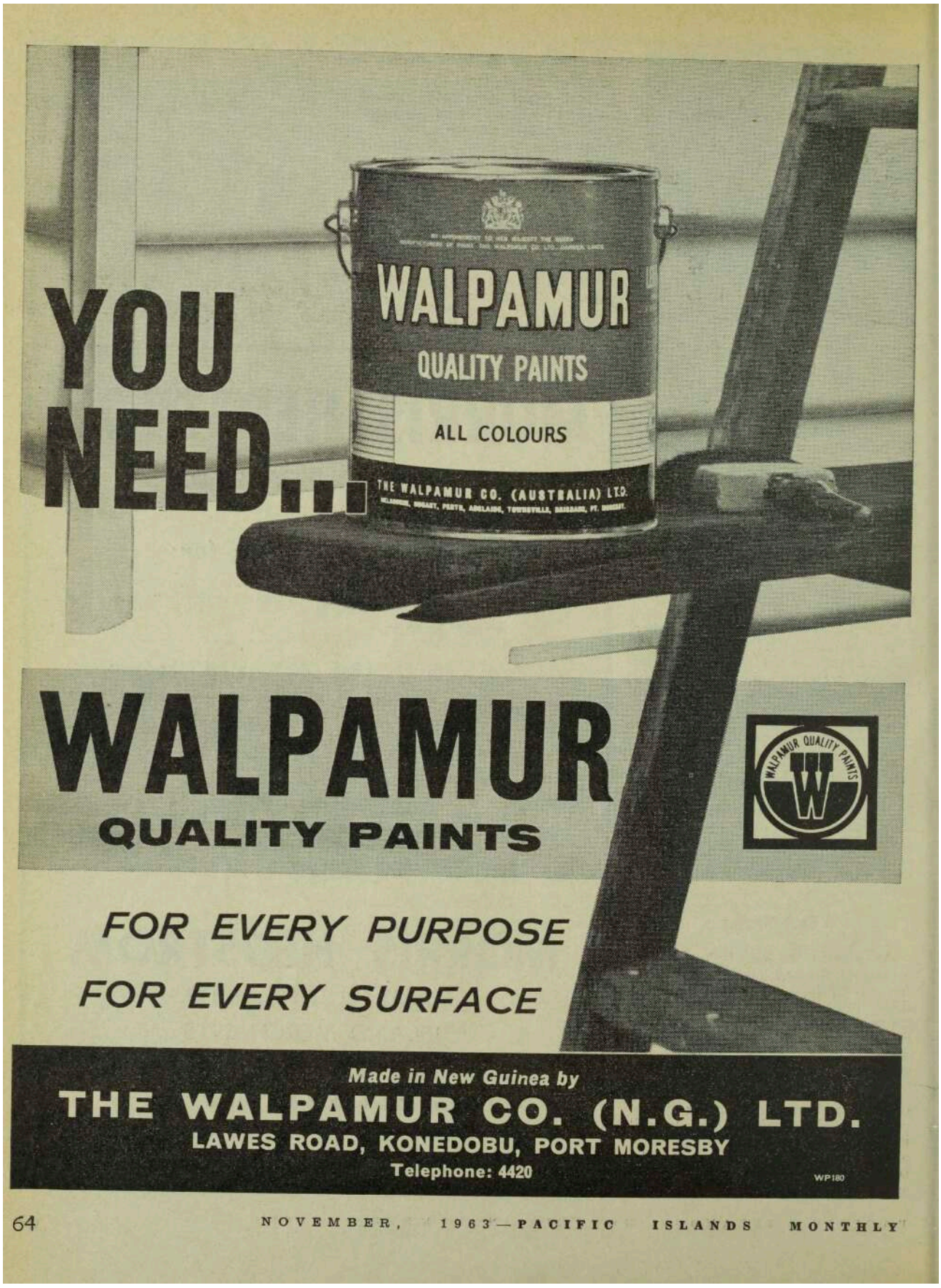
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'MAKE WAY FOR JAKEWAY!'

New Fiji Optimism Based On Sugar, Silsoe And Hope

From a Suva Correspondent

There is in Fiji today an air of optimism and a spirit of enterprise greater than has been felt there for years.

THE Colony still is bedevilled by the economic and political problems which arise from overpopulation—or, to put it more correctly, from population increasing more rapidly than the provision made by the powers-that-be to take care of it. But it is believed that the Government now is squarely facing up to the problems.

Of course, the main cause of the general cheerfulness is the activity in the sugar industry.

Since Cuba went out of business as a supplier of sugar to the Western world, there has been a ready market for practically all Fiji's sugar. The mills have had an extraordinarily busy season, money for the cane-growers and for the mill labourers has been spread around more thickly than usual, and all trading classes have benefited.

But still the masses of young Indians are coming into the labour market, vainly seeking jobs; and all the preaching and semi-preaching that has taken place in Fiji to induce the Indians to reduce their birth-rate has had little perceptible effect.

Some Problems

There is a dangerous tendency at the moment to build the economy of Fiji on the present activity and prices in the sugar industry. Sooner or later, as the result of the changed conditions between United States and Russia, the Red tin-can will be removed from the tail of the Red dog in Cuba, and a more sober Cuba will again be selling cheap-labour sugar to the Western world. That must affect the Fiji sugar industry.

However, that is all out of sight behind the horizon at the moment, and the Fiji sugar industry is very cheerful indeed.

Lord Silsoe's practical, well-informed and down-to-earth report on the copra industry has been like another shot in the arm to the Fijian people. If only half his recommendations are implemented — and there seems no reason why the lot should not be given effect to—then the coconut industry of Fiji should soon be built up to become a healthy alternative to the sugar industry. For far too long Fiji has had all the disadvantages of being a one-industry country.



Fiji's new Governor, Mr. Francis Jakeway.

Another heartening factor, which has given a rosy tinge to Fiji's present spirit of optimism, is the capacity and the energy being shown by the Colony's new Development Commissioner, Colonel W. B. Rogers. Colonel Rogers has been examining literally dozens of suggestions for increasing the productivity and earning power of Fiji.

Development Job

This Development Commission, of course, is a new thing in Fiji. It arose out of a strong recommendation made in the Burns Report of four years ago and, if the recommendations had been adhered to, it might already have been showing results. However, a good deal of time was wasted in the beginning in uncertain fumbling in high quarters, and the aims and purposes of the organisation created were not very clear.

At least, Colonel Rogers found an organisation functioning when he arrived, and a staff waiting to be instructed and directed; and also substantial provision made by the British Colonial Office to finance the various developmental projects.

All that is to the good. But more could have been done. That probably is the opinion of Colonel Rogers himself.

"Why, oh why, did Fiji not begin to plant cocoa on a big scale a few years back?" he was heard to remark recently at a semi-official function.

"I think cocoa could easily and quickly have become an important industry in Fiji—it should have been earning export money by now—and it still could be done."

It is possible that, among the developmental projects under consideration, cocoa planting will take its place beside coconut planting, banana production, palm oil cultivation, tobacco growing and projects of that nature.

However, the powers-that-now-be do recognise that political peace must go hand-in-hand with economic

FIJI-INDIANS NOW 49.8 p.c. OF FIJI'S POPULATION

Fiji's population at the end of June was about 434,000 with the Indians numbering 216,000, or 49.8 per cent. The indigenous group, the Fijians, were estimated at 180,000, or 41.5 per cent., and "others" at 38,000, or 8.7 per cent.

The last official census in the Colony was taken in 1956, and this showed that the population then was 345,000, made up of 169,000 Indians, 148,000 Fijians and 28,000 "others".

The major immigrant race, the Indians, overtook the indigenous people in numbers in 1946, and since then have gradually increased the lead. But only once, according to official figures, have Indians exceeded 50 per cent. of the population. This was in 1959, when they were estimated to number 50.1 per cent. of the population.

Since then the Indian percentage of the population has fluctuated between 49.4 and 49.8 per cent. The last time the indigenous people totalled more than half the Colony's population, according to census figures, was in 1921, when the percentage was 53.7.

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development; and it is interesting to note that Mr. P. D. Macdonald, the experienced Colonial Secretary, who now is Acting Governor, has been having quite a lot of off-the-cuff conversations with the leaders of the Indian and the Fijian communities.

The one thing that is wanted at present is unity of thought and action between the communities—and Mr. Macdonald is wisely preparing the ground in that direction for the arrival of the new Governor, Mr. Jakeway.

Colony Awaits

"Make way for Jakeway!" is a toast heard at some of the drinking bars in Fiji today, and although it sounds frivolous it truly expresses the spirit of the times.

The whole Colony awaits with interest the arrival of Mr. Jakeway (who probably will have the KCMG placed upon his shoulders before he leaves London). Much depends upon whether he can take hold of the situation here without the appalling waste of time that has occurred in past years before a new Governor could get himself adjusted to his new responsibilities.

The people in Fiji have been seeking every scrap of information they can get about Mr. Jakeway. Up to date, all they have heard about him is in his favour. If he is the kind of man that has been described, and he and Colonel Rogers can get along together, the people of Fiji can foresee a period of greater economic and political progress than they have known for a long time.

Cooks to Run Fruit Control Scheme

Full responsibility for the Cook Islands Fruit Control Scheme, under which interest-bearing loans from the New Zealand Government have been used to help growers establish, cultivate, renovate and extend citrus plantations, is to be vested in the Cook Islands legislature.

THE decision for a full transfer of control was made by NZ Cabinet in October following representations from the Cook Islands Legislative Assembly.

From October 1 outstanding loans from the New Zealand Government to the fruit control scheme, totalling £550,000, are being converted into a non-recoverable grant. The Legislative Assembly assumes responsibility for advancing and recovering loans to growers, and for replacing the scheme's assets when this becomes necessary.

These assets, which have also been transferred to Cook Islands control, include the Rarotonga cool store and packing shed built in 1960 for more than £260,000, plus tractors, power sprayers and associated equipment, and stores, all worth about £165,000.

The Assembly has undertaken to honour existing agreements for the disposal of citrus crops, entered into by the Minister of Island Territories.

An important feature of the terms of transfer is that loan moneys recovered from citrus growers will be available for other islands economic development projects.

"The handing over of the Fruit Control Scheme to the Cook Islands Legislature is another step in New Zealand's policy of progressively transferring responsibility to the people of the Cook Islands," said Sir Leon Gotz, NZ Minister for Island Territories, in Wellington in October.

"The citrus industry is the largest contributor to the economy."

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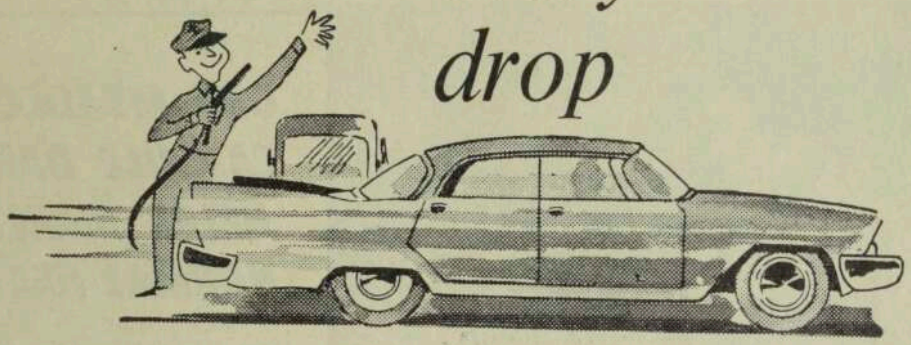
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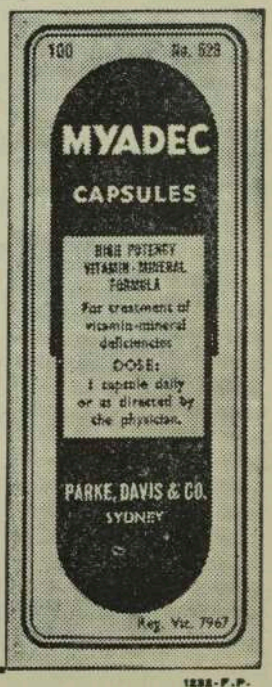
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Scientists Busy In NG Highlands

From Lillian Millar, in New Guinea

One never knows whom one is going to meet on the jungle track in Central New Guinea, nowadays.

DR. MARIE REAY, an Australian scientist engaged in research near Minj, wanted to see something up Mount Hagen way; so I undertook to drive her from Minj to Danny Leahy's place.

Alas and alack! We stuck fast in the mud on top of "kuta"; and I—imagining I still am as I was 20 years ago—said I would walk the several miles to Danny's, for help. There was an up-grade of five miles, and I sat down in the middle of the track to rub my tortured feet. And along came a bright lad, who seemed very surprised to find me there.

That was how I met Dr. Terence Walton, aged 28, D.Sc., Fellow of the Royal Zoological Society, graduate of Edinburgh University, who has come here from Calgary (from the Department of Natural History of the Glenbow Foundation, Alberta, Canada).

His immediate purpose here is to find, study and film our Birds of Paradise; and he will be assisted by our famous oldhand, George M. Rio.

Dr. Walton will be joined later by Canadian colleagues—Mr. Bill Bacon and Dr. Tony Melgrave. After New Guinea, they will study the rare Sumatran rhino and tiger in Sumatra, the king cobra in Burma, the Indian rhino in Nepal, and the expedition will end its present mission in the animal sanctuaries of Kenya.

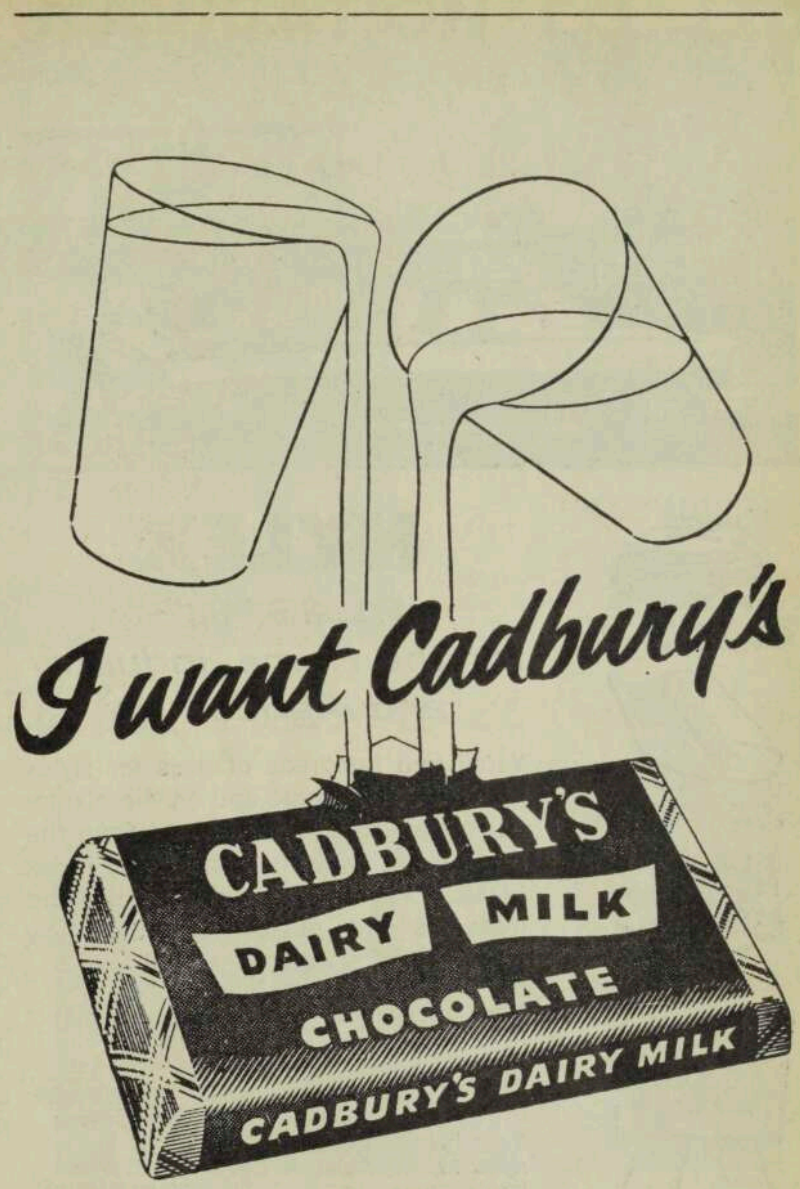
"Mushroom Madness"

Dr. Reay, by the way, is here to study "mushroom madness".

She has been visiting the Kondambi, near Minj, to further study the native people whom she met in 1953-55, and about whom she wrote in her book *The Kuma; Freedom and Conformity in the New Guinea Highlands.* She is preparing a second book, *Wandering Women,* and after her travels she will probably return to Australia in December.

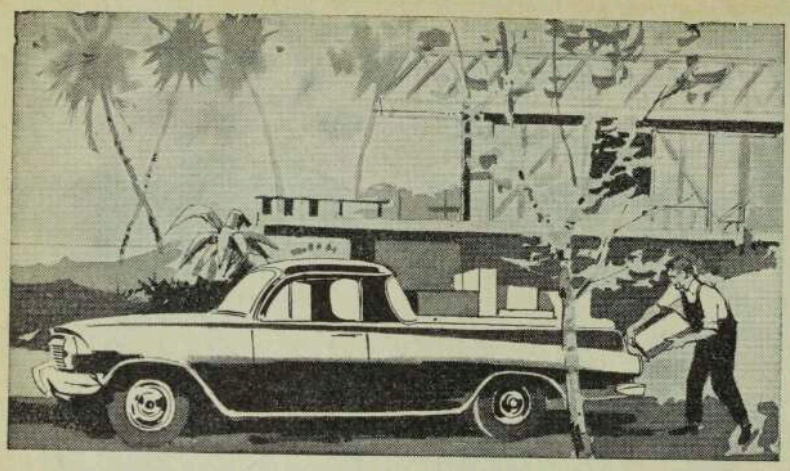
There is a big team of scientists in this area at the moment.

Dr. Reay was joined by Professor Roger Hein, botanist and mycologist,



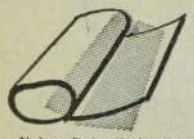
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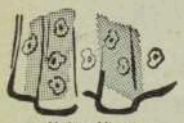




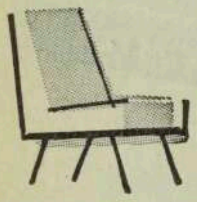
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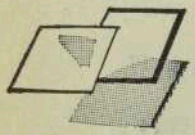
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who is Director of the National Museum of Natural History in Paris, and Mr. R. Gordon Wasson, an American ethno-mycologist, from New York. They are all keenly interested in the mycology of the "mushroom madness" reported upon by Dr. Reay on her last visit to the Kuma people, 10 years ago. (Mycology is the science concerned with the study of fungi).

Professor C. Y. Chow, regional entomologist of the World Health Organisation, has been visiting the Highlands and other New Guinea districts, observing what is being done in the field of malaria research and control.

Australian-Dutch Co-operation

A research team, representing the Australian CSIRO, and the Dutch Rijksherbarium, of Leyden, Holland, is officially described as "a very successful co-operative effort". The Australians were Mr. R. Pullen, botanist, and Mr. W. B. Hitchcock, ornithologist; and the Dutch scientist was Dr. W. Vink.

The expedition collected and listed about 1,000 plants, 500 birds and 100 animals, as well as insects, frogs and snails, from an area generally southwards of Minj.

Its first camp was in moss forest, at 9,600 feet; Camp II was in alpine shrubbery, at 10,800 feet; and Camp III was made on the slopes of Mt. Kinkain, which was first climbed in 1957 by Messrs. R. Pullen and J. Saunders.

The expedition was on the Kubor Range, in the Minj-Nona Divide, from June to September; and Dr. Vink and Mr. Pullen twice climbed Mt. Milyin Kolyin, to 13,570 feet. They report that the remarkable "rock finger" has not yet been climbed, and is considered a dangerous technical job even for experienced rock climbers. Milyin Kolyin was first climbed by Father Schilling and a Minj school teacher in 1959.

BSIP CHIEF POLICE RETIRES

A FAREWELL feast was given by the Solomon Islands Police for their Chief, Mr. A. L. Abraham, at the end of September. He and his wife left the Protectorate in October on pre-retirement leave, having done a tremendous amount of good for the Solomon Islanders. About three hundred special constables, regulars, and wives were present.

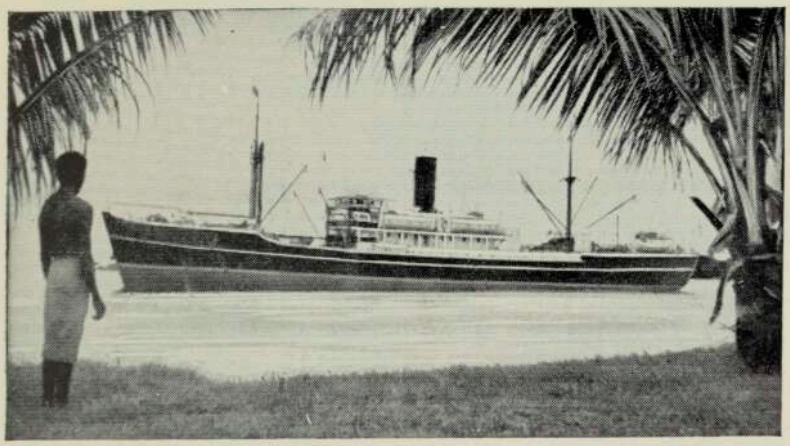
Mrs. Abraham has also done a lot of work for the Solomon Islands Branch of the British Red Cross Society and also helped the Society in other parts of the world for many years. She is the holder of the Badge of Honour for her work.

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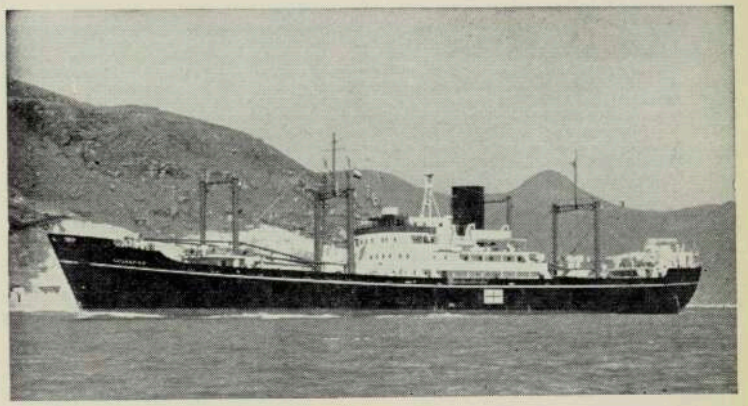
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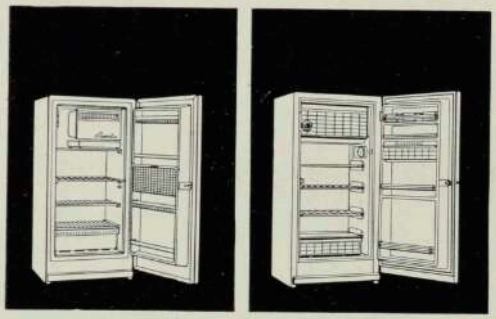
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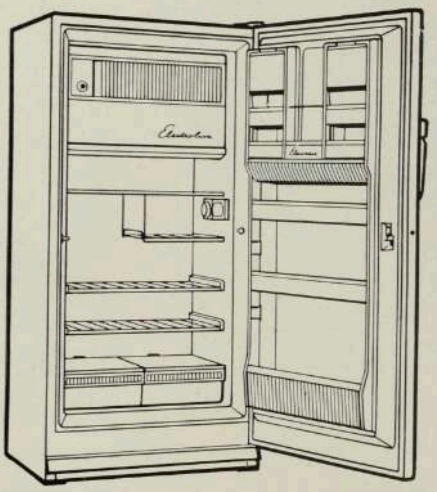
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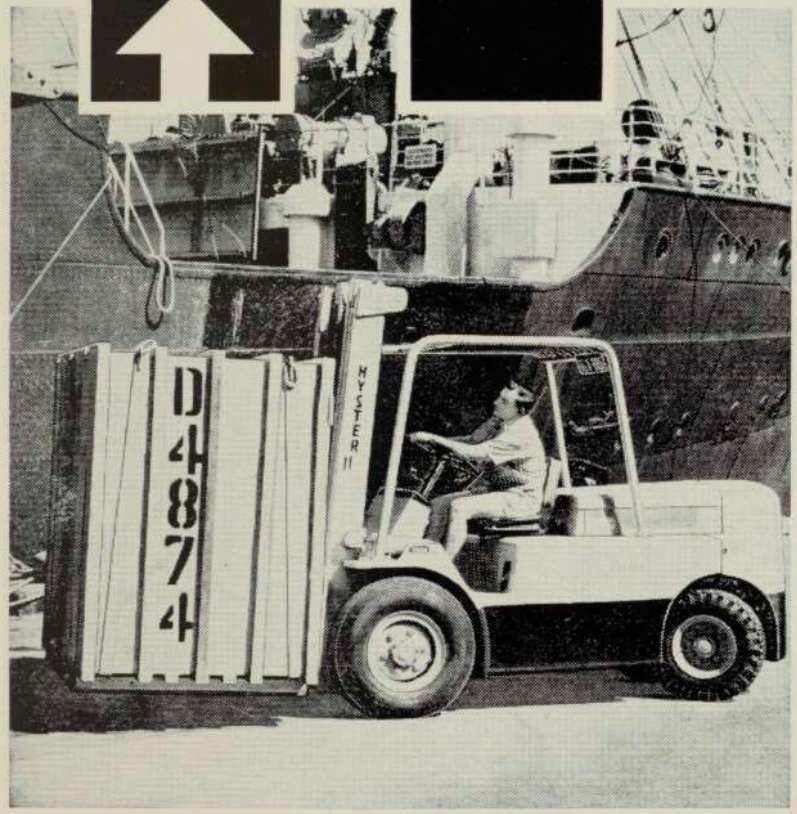
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Pacific Islands Monthly MAGAZINE SECTION

Tahiti's Nature Man Could Not Find An Eve For His Garden Of Eden

By Robert Langdon

One day in January, 1913, as the steamship *Mariposa* was about to leave San Francisco on a voyage to the South Pacific the captain suddenly yelled from the bridge: "Lower the gangway, there's a stowaway aboard!"

AMID the shouting of more orders, all hands began a systematic search of the ship.

Fifteen minutes later, the second officer, the purser and a steward appeared on deck hustling a powerful, sun-tanned man towards the gangway. They had found him hiding in a linen closet, disguised, so the steward said, as a "bloomin' barth towel".

The passengers on deck roared with laughter when they caught sight of the man, for he looked like a partly-dressed prophet from an Old Testament religious painting.

Although it was mid-winter, his only clothes were a pair of sandals, knickerbockers and a garment of coarse brown cloth like a Roman toga. His brown hair, parted neatly in the middle, fell over his shoulders in luxuriant curls, and his face was lost in a shaggy, golden beard.

The would-be stowaway was Ernest W. Darling, well-known to San Francisco police, waterfront officials and newspaper reporters as "The Nature Man". Nowadays, Darling would be called a nudist, but in those days the word had not been invented.

Nudist Colony

Darling had come to San Francisco several months earlier to try to find a Nature Woman for a nudist colony he had founded in Tahiti. Having been unsuccessful, he was trying to return to Tahiti on the cheap.

Darling, then 48, was a magnificent example of physical fitness. He had been born in one of the southern American States, and was a graduate of New York's Stanford University.

He had once wanted to become a professor of philosophy, but during his student days he had contracted tuberculosis, which had altered the course of his life.

In hospital, his condition grew steadily worse until it seemed that he would not live. Darling then made a big decision.

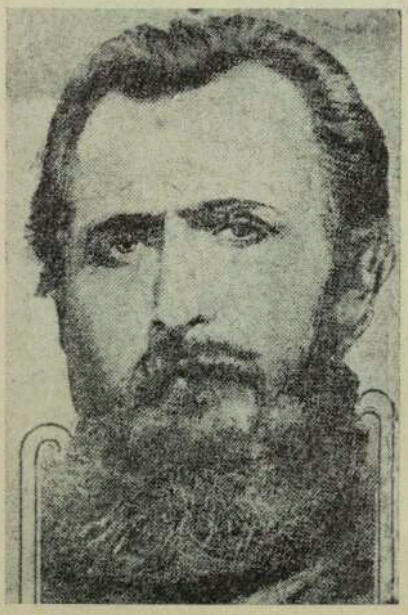
"If I'm going to die," he told his friends, "I'll at least die in the open air."

A few days later, he sneaked out of the hospital and caught a train to Arizona. There he rented a hut on the outskirts of a small town, ate simple foods and spent all his time in the sun.

Red Indians

Noticing that the Red Indians in the area generally went naked to the waist and seemed in perfect health, Darling decided to copy them. Eventually, in the vicinity of his hut, he began to go naked.

In a few weeks, Darling's illness disappeared and he began to feel healthier than at any time in his life. This made him wonder whether he had not stumbled on a great truth—that all the petting and coddling of consumptives was wrong.



Tahiti's "nature man", E. W. Darling.

After living for a year on simple foods and without clothes, he was so healthy and happy that he felt he had a message for mankind. So he abandoned his hut and began marching towards California, preaching the gospel of nudity and simple foods to anyone who would listen to him.

On this march, Darling always wore what he thought were sufficient clothes to avoid trouble with the police—knickerbockers, sandals and a sleeveless singlet made of fishing mesh.

This garb, on any modern bathing beach, would be looked on as ridiculous over-dressing. But in the United States at the turn of the century, when women's ankles were still covered and bare male torsos were taboo, many people were shocked by it.

The result was that between Arizona and California, Darling was arrested 11 times—although he was usually released immediately on condition that he cleared out of town within the hour.

Stony Ground

Having found that the United States was rather stony ground for his creed, the Messiah of Nudity stowed away in a ship bound for Hawaii where he thought the tropical climate would offer better prospects.

But people in Hawaii looked on him with equal disfavour, and he soon stowed away in another ship bound for Tahiti, taking with him a good supply of nuts, fruits and other Nature Man fodder.

As on the voyage from California to Hawaii, Darling kept out of sight

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The Curious Flocked To Tahiti

(Continued from previous page)

until the ship was well out to sea. Then he gave himself up to the captain and offered to "pay" his way by shovelling coal in the stokehold.

He said that he would be happy to sleep on the forecastle head, and that as he had brought his own food, the only thing he asked for was water. The captain was not amused, but he agreed to let Darling have his way.

On reaching happy-go-lucky, French-ruled Tahiti, Darling gave boxing lessons in Papeete to earn money. Then he bought some land in the mountains behind the town and settled down to establish a colony for Nature Men.

Ten Commandments

By this time Darling had worked out all the details of the Nature Man's creed, and had even had his Ten Commandments printed as pamphlets. The main articles of the creed were: Nakedness, non-acid foods, socialism, no religion, no drugs and simplified spelling.

Two of the Ten Commandments were: "Thou shalt not eet meet" and "Vizit troppikle kuntriz".

Darling's land was the ideal spot for a colony of Nature Men. It was 1,500 feet above sea level and up a track so steep that only the most energetic natives, hunting for wild pigs, had ever climbed it.

As the pigs had once used the spot as a wallow, the soil was so rich that anything would grow there.

After clearing away guava scrub, Darling built a hut five yards long by five wide and planted coconut trees, mangoes, breadfruit, papaws, avocados and vegetables. He then put up a notice for the benefit of any would-be Nature Men who might happen to come along. It said: "U R free 2 D-nude rite now.'

Darling's next move was to bombard the American health and physical culture magazines with letters and articles inviting anyone who was willing to obey his creed to join him in his Garden of Eden.

Too Much Hard Work

One or two potential Nature Men were attracted to join him from time to time, but most of them soon drifted away again when they found how hard they were expected to work.

Meanwhile, people all over the world had become curious about Darling's unique colony. Passengers in ships touching at Tahiti climbed to his eyrie to get a glimpse of him; journalists arrived to write articles about him; and travel writers included chapters about him in their books.

Most of the writers could not resist the temptation to be funny at Darling's expense; but none could deny that he was handsome, civilised, intelligent and superbly fit.

An English writer, George Calderon, who lived with the Nature Man for several days in 1906, found that it was part of Darling's philosophy "to emit wild cries of delight whenever he entered sunshine or water, or reached the top of a hill". If the take-off was suitable, he would also fling a pirouette.

Rhyming Couplets

At meals, which consisted only of fruit and coconut milk (extracting the milk was called "milking the coco cow"), the Nature Man would make up rhyming couplets such as:

If U don't eet meet
U won't get sore feet.
Or
The coconut cow
Can't pull a plow.

On the more serious subject of good health, Darling told Calderon: "You've got to go right back to Nature, brother, and live according to her rules. What you need is pure air, hard work and a diet of non-acid fruits".

Although Darling practised what he preached, many people in Tahiti thought he was a poseur who simply

A WELL - KNOWN NEW GUINEA "YOUNGSTER"

Thomas Patrick Byrne is one of the youngest of the well-known men if New Guinea.

HE was born in Port Moresby in 1925, his father being Tom Byrne, who had arrived from Ireland in 1912, and who died as Chief Collector of Customs a few years ago.

Pat's mother arrived from Ireland in 1919, to be married. After going to the Convent School at Moresby, Pat went on to Nudgee College in Brisbane, where he passed the Senior in 1943.

While trying in vain to get into ANGAU, he took a job in the Prime Minister's Department at Canberra, and got back to the land of his birth in late 1945.

He joined the Native Labour Department of those days, the functions of which were many and varied. They included attestation and paying off labour, control of Administration compounds, inspections of places and conditions of employment, and the stevedoring of overseas vessels.



Pat Byrne, of Manus.

Service with the Administration took him from Moresby to Samarai, Rabaul, Madang and Lae. His last appointment with the department was District Labour Officer for the Morobe District.

In 1952 Pat became manager of Edgell & Whiteley Ltd., with the store at Lorengau serving as headquarters for the firm's scattered plantations in the Manus District.

Pat married Shirley Higham in Brisbane in 1948. They now have three children, Maureen, Kevin and Peter, all of whom have enjoyed a wonderful childhood at Manus.

The two eldest are now at school in Brisbane, where Peter will follow in a year or two.

Pat's work is a full-time job, so his only hobbies are his family and a keen interest in cricket and other sport. His mother is still living at Moresby. He has a brother, Kyran, and a sister, Mrs. Eileen Webster.—*BRETT HILDER.*

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liked notoriety. They said that whenever he saw a ship coming in, he would race down to the waterfront, swim out to a canoe, and bask in it, apparently absorbed in contemplation, for the benefit of the passengers.

This, however, was Darling's way of trying to attract disciples. It was a rule of his never to force his ideas on anyone, and he would only discuss them with others if he thought they were genuinely interested.

Jack London

When the famous American novelist Jack London and his wife Charmian visited Tahiti in the ketch *Snark* in 1907, they thought Darling was a model of good manners and generosity.

Charmian London described their first encounter as one of the most picturesque incidents in the *Snark's* voyage. The *Snark* had barely passed through the reef into Papeete's lagoon when the Londons saw Darling's "startlingly Biblical figure" standing in a small outrigger canoe that a native was paddling towards them. Darling was waving a blood-red Socialist flag and bringing them gifts of mangoes, coconut cream and avocados.

The second time the Londons met the Nature Man, he completely trounced Jack, who was no mean pugilist, in a boxing match. Jack London later described this incident in one of the finest chapters in his book *The Cruise of the Snark*.

Like A Wild Animal

Another writer who visited Tahiti several years after the Londons said that the trail to the Nature Man's eyrie was so steep that most people had to crawl up on all fours. Darling, however, could bound over it like a wild animal, and on one occasion when he invited a party to visit him, he ran ahead so quickly that he had a meal of breadfruit and *fei* prepared by the time the party arrived.

Darling finally left Tahiti towards the end of 1912 because he was lonely and wanted a wife to share his existence with him. When he reached San Francisco after his third stowaway voyage, the local newspaper reporters greeted him with whoops of delight, and enjoyed themselves mightily in trying to help him find a Nature Woman.

One reporter wrote: "He has no preference in the matter of race or colour. She must be in good health. She must be willing to dispense with raiment except in such places as are burdened with a chief of police of conventional ideas. And she must be willing to subsist on uncooked food. In return for these sacrifices, she gets Darling."

Darling, however, did not find his Nature Woman, and within a few weeks he was haunting the San Francisco waterfront, trying to stow himself away on another ship bound for Tahiti.

Nowhere In Sight

His efforts to do so kept everyone in San Francisco amused—everyone, that is, except ships' captains and waterfront officials.

Darling did not manage to get to the South Seas again until 1918 when he raked up enough money to pay for a passage to Suva, Fiji. He arrived in Suva wearing a one-piece romper suit of dark grey material, sandals, and an incongruous, dark-green celluloid eye-shade.

The Fijian boys were delighted to have the bearded prophet among them, and for a week or two they followed him every time he went to market from a hut he rented just outside Suva.

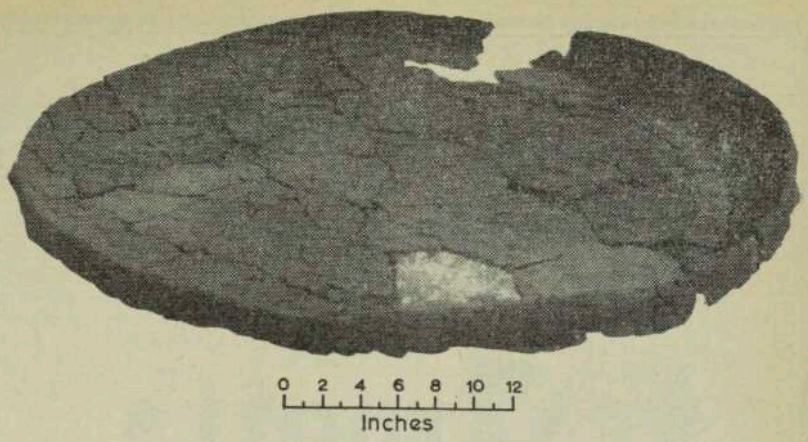
Then the Nature Man was accepted as part of the Suva scene, and nobody troubled him unless they were interested in discussing his ideas.

A Pacific Cable Company official who met Darling at this time wrote later that his arguments on the philosophy of life were "really convincing" and "one felt that here was a man who was at peace with the world".

Darling was then 52 and was still able to turn hand-spring somersaults with the agility of a youth.

However, a few months after his arrival in Suva, he became a victim of the great influenza epidemic that swept the world towards the end of World War I. A doctor who attended him prescribed drugs, but Darling, true to his faith to the last, refused to take them.

He died there on December 9, 1918, and was buried in Suva Cemetery.



A KEY TO FIJI'S ANCIENT PAST

Fragments of pottery found in the sandhills near Sigatoka, Fiji, may help to provide anthropologists with a key to the mystery of Fiji's prehistoric past.

As described in PIM last month (p. 28), one set of fragments has been pieced together to form a dish more than 3 ft wide, which experts believe is around 2,000 years old.

The dish, which is pictured above, was hand-moulded on a base of leaves, possibly banana leaves, and resembles pottery found in New Caledonia and Tonga. It was pieced together by Miss Molly Nicholls, an anthropology student at Auckland University, after hours of painstaking work. The dish is now in Auckland.

Fragments of about half of another dish, of similar size and with a similar leaf pattern on its base, were recently sent to the Fiji Museum in Suva. They were also unearthed at Sigatoka—by the local Agriculture Officer, Mr. P. G. Thomson.

In late September, the curator of the Fiji Museum, Mr. J. B. Palmer, was busy reassembling them. When the job was completed, the dish was to be put on display.

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MAGAZINE SECTION

• *The "Annual Dog Watch", published by the Shiplovers' Society of Victoria at 5/6d a copy, is always good value for old salts and everyone else who likes to read yarns with the tang of the sea in them. In the latest issue, the 20th, is an article by Chris Halls on one of the Pacific's earliest maritime mysteries. A summary of the article is published below.*

IT'S STILL A MYSTERY AFTER 370 YEARS

When the Spanish explorer Alvaro de Mendana sailed from Callao, Peru, in 1595 to establish a settlement in the Solomons, his fleet comprised four ships: The *San Jeronimo, San Felipe, Santa Catalina* and *Santa Ysabel.*

THE pilot of each ship had a chart of the Pacific drawn especially by Pedro Fernandez de Quiros, Mendana's chief pilot. These charts showed the Peruvian coastline from Paita to Arica, but the Pacific itself was an empty desert for 1,500 leagues. In fact, only two points of the Solomons were shown, one in 7 deg. S. latitude and one in 12 deg. S.

With these crude charts, Mendana's four ships had an eventful voyage across the Pacific—the Marquesas Islands, which Mendana named after the wife of the Governor of Peru, being discovered on the way.

Early in September, 1595, when the fleet was in the vicinity of the Solomons, Lope de Vega, the master of the *Santa Ysabel,* asked Mendana for a boatload of fuel for use aboard his ship.

His crew, he said, was so short of fuel that they had begun hacking the vessel's bulwarks away.

He also reported that they were seriously short of water, but although Mendana had more than 400 full casks in his own ship, he refused to hand over a single one to his companion.

However, Mendana did promise not to part company from the *Santa Ysabel* when Lope de Vega told him that, because of lack of ballast, his ship was cranky and could not carry much sail.

Soon after this, on September 7, the Spaniards sighted a mass of dark smoke ahead, which, unknown to them, was coming from the volcano on Tinakula.

By arrangement, the *San Felipe* and *Santa Catalina* went ahead to spy out any reefs or land, and when night came, the four ships kept in touch with each other by lantern signals. However, at 9 p.m., the *Santa Ysabel* lost contact with the other three and she was never seen again.

Next morning, the *Santa Catalina* sailed round Tinakula to see whether the missing ship had anchored on the other side, but returned with nothing to report.

A second, more extensive search from Santa Cruz, some time later was equally fruitless. Although several new islands were sighted, no wreckage was found nor any traces of survivors. A third search in the vicinity of San Cristobal also yielded nothing.

After an attempt to found a colony on Santa Cruz proved unsuccessful—Mendana having died in the meantime — the expedition, under Mendana's wife, was ordered to head for the Philippines. Two of the ships, the *San Jeronimo* and *San Felipe,* reached there in February, 1596.

But the *Santa Catalina,* which had parted company from them in December, did not make it. According to a report that eventually reached Manila, she was found with all sails set but everyone dead somewhere on the coast of the Philippines.

As for the *Santa Ysabel,* no clue to the mystery of her disappearance has ever been found. . . .

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Yesterday

PIM 20 years ago this month was filled with war news, with pages of names of Islanders reported killed, wounded or missing. In the Pacific the Allies were bombing the Jap-held base of Rabaul and there was fighting in the Solomons and in the Ramu Valley of New Guinea. The Australian commander, General Sir Thomas Blamey, said that the Japs were reinforcing the SW Pacific and he believed they would put up a "stiff fight for what was left of New Guinea".

Extracts from that issue of November, 1943:

In Rarotonga Judge H. F. Ayson, Resident Commissioner of the Cook Islands, announced his retirement due to ill health. Mr. William Tailby was appointed Acting Resident Commissioner.

* * *

Lieutenant-General Sir Ivan Mackay said in Sydney that the New Guinea war had given the Territory facilities which would be of "immense value" after the war. Hundreds of miles of metalled road had been built, kunai grass had been burnt off and large areas had been cleared and drained Airfields and new ports had been developed.

* * *

The death occurred in Noumea of the Mayor, Mr. Ernest Massoubre. He had been staunchly anti-Vichy.

* * *

A *PIM* correspondent noted that the Australian territory of Papua and New Guinea had had 17 Australian Cabinet Ministers responsible for it in 17 years. "So is it any wonder that the Australian Administration has been handicapped by a hesitating, fumbling policy or no policy at all?" he asked.

* * *

In Tonga they celebrated, on October 11, the 25th anniversary of Queen Salote's rule. Messages were received from King George VI and British Prime Minister Churchill.

* * *

A report from a Washington correspondent published in the Australian Press, including *PIM*, said that America would make an attempt to retain bases in the South Pacific after the war, and American naval units would "require certain privileges regarding the use of Australian and New Zealand bases".

The correspondent said a Congressional committee has been told that Rabaul, New Guinea, was one base that America would require and others would be on the west coast of Australia, Guadalcanal, Santo, Noumea, Formosa and Truk.

* * *

The strike of Indian cane cutters in Fiji was still continuing, and a commission of inquiry had been held.

* * *

Writing to *PIM* from Canada, Sir Walter Carpenter said he thought that Government controls had come to stay and it would be extremely difficult to do away with restrictions after the war.

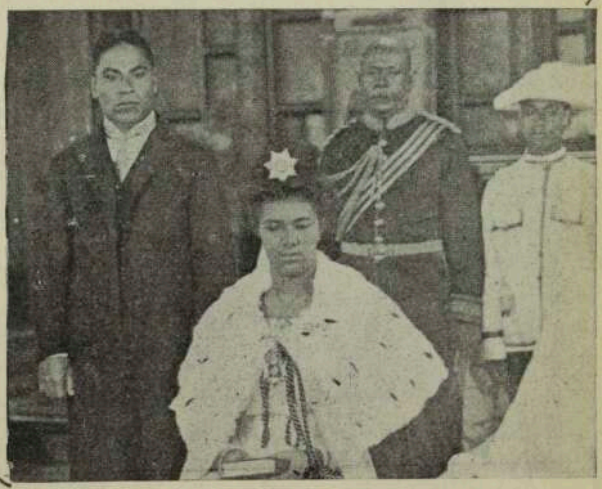
Western Samoa was sharing fully in the wartime dollar prosperity but was also very short of some supplies, with bare shelves in many stores. There was indignation in some places because many goods could not be imported although there was money to buy them. Local people complained that many of the goods required were in fact essential and that the Government was too tough in its definition of essential and non-essential goods.

* * *

A Suva correspondent said that one of the most serious aspects of the war in Fiji had been the drift of Fijians to Suva, where a large number were spending their time idly, relying upon relatives for food and lodging. Many of them had been instructed by the Fijian Administration to leave and it was also planned to move from Suva all wives and families of Fijian servicemen serving overseas unless there was a reason for their staying. This action was expected to help relieve the serious overcrowding in many Suva houses, although many critics said it was an action that would be impossible to carry out.

* * *

The copra quotation in Sydney was around £24 a ton Australian, c.i.f., Sydney.



Twenty years ago in Tonga they were celebrating the 25th anniversary of Queen Salote's rule. This photograph was taken, by August Hettig, at her formal crowning on October 11, 1918 — her consort, Prince Tungi, by her side.

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THE MONTH'S NEW READING

History of New Guinea Exploration Grips Like a Thriller

History that grips the imagination of the reader like a thriller owes its appeal to either unique situations or to the skill of the writer. Gavin Souter's *New Guinea: The Last Unknown* has something each way and owes its excellence to both.

With Judy Tudor

THIS book—except for its part four which is a political appendage slightly out of character with the rest of it—is basically the history of exploration of the mainland of New Guinea, from West New Guinea to Papua. As such, it correlates for the first time in one book, the 1,001 fragments independently known through private diaries, official reports, missionary records and the books, ancient and modern, which have already been published about the subject.

It does, of course, do more than that. New Guinea discovery is reasonably well documented—if you have the years to devote to the fragments in English, Dutch and German. It is Souter's minutae that turn names we know into men and personalities. In this department he may, in some respects, have done even better than he thought.

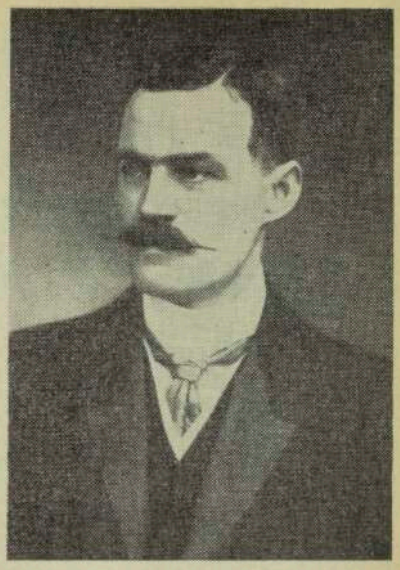
Although it is not hard to sense that the author does not approve of such antics as those of Luigi Maria D'Albertis, who was first and furthest up the Fly River as long ago as 1876, the flamboyant, aria-singing Italian becomes almost flesh-and-blood reality in the author's hands.

With a vast capacity for creating, discovering and overcoming trouble, D'Albertis had, also, an eye for the right kind of female form and a habit of loosing off rockets, gunpowder, explosions and fusillades of pistol shots in native villages or for his own pleasure. He scared many months' growth out of the primitive natives of the Upper Fly who had never seen a white man—much less a white man like this.

D'Albertis may have shocked the purists of his time and ours. But if Souter's is his epitaph, it would doubtless have pleased the man himself.

To the present residents of New Guinea, D'Albertis is only a name—mostly the name of the D'Albertis Creeper, a flowering vine of showy orange-red that at times turns the dull, green sameness of the New Guinea rain-forest into patches of fiery colour.

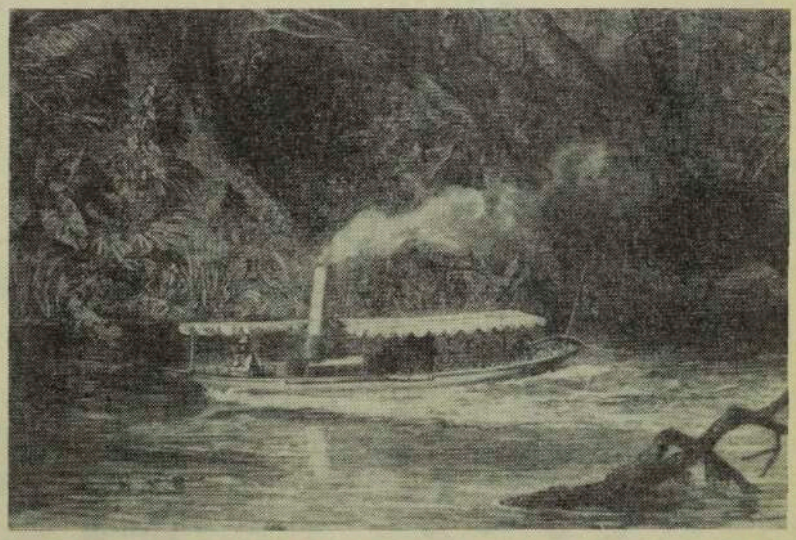
Again with C. A. W. Monckton—a New Zealander who became a Resident Magistrate between the reigns of MacGregor and Murray in Papua—Souter has him emerge from his narrative much more a person in the round than from the several books Monckton wrote himself.



C. A. W. Monckton, a Resident Magistrate of Papua. He had bullets for uncooperative villagers

Monckton was posted, in 1903, to Kokoda, the HQ of the North-Eastern Division of Papua and reputedly the toughest in the country. But if the natives were wild, Monckton was wilder, and within months ". . . people who never spoke aloud the name of anyone they held in respect were referring indirectly to their new master as 'The Man' and were eating out of his hand".

(Over)



The Italian explorer D'Albertis, who followed the Fly River in 1876, springs to life as a flamboyant character in Souter's history. This drawing of his vessel the "Neva" is from D'Albertis' own book on his experiences.

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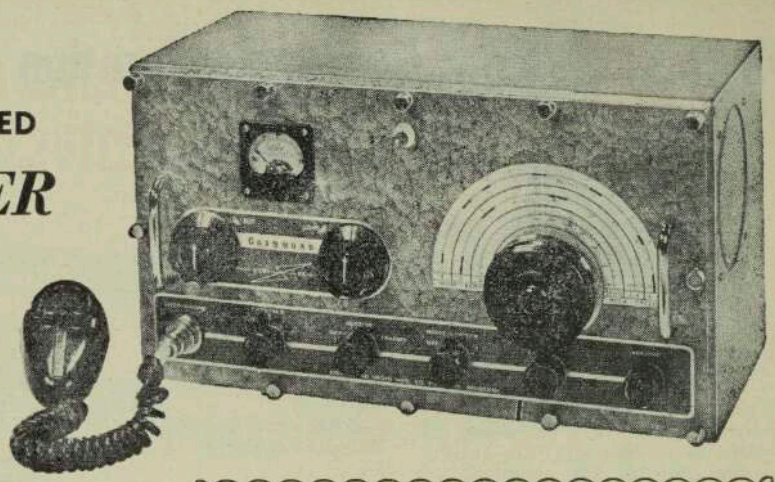
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Sydney-born Gavin Souter, author of "The Last Unknown", is a "Sydney Morning Herald" feature writer who has made several visits to New Guinea for his paper. As a result, his interest in the Territory was aroused, and three years ago he began the detailed research which resulted in his book, which is the first to tell the story of the exploration of the island of New Guinea as a whole.

SYDNEY JUDGE'S GOOD-HUMOURED COMMENTS ON NEW GUINEA

The New Guinea bookshelf has become a little crowded lately, with books about New Guinea coming in from all quarters. But here is one that can be read for both pleasure and profit.

YOUNG barrister David Selby was in charge of a military unit in Rabaul in January, 1942, when the Japanese roof fell in on top of them, and he learned about New Guinea the hard and merciless way—a hunted refugee in the pitiless New Britain jungle. He told the story, pretty effectively, in *Hell and High Fever.*

Many years later, in 1961-62, he went back to Papua-New Guinea as a temporary judge; and again, on circuit, he had a close look at New Guinea in the raw, although under more comfortable conditions.

This new book, *Itambu,* is simply a recital of his later experiences there, plus stories about people and places well-known to most Territorians—all the result of shrewd observation, and told with kindly, agreeable good humour.

Much of the book should be helpful to our bureaucratic nation-builders because these are the impressions of a judge who has studied, with sympathy and understanding, the habits and thought-processes of the primitive folk brought before him for trial.

These are people who have been suddenly cut off from their age-old practices of tribal war and murder, payback and bride-price and sorcery —wherein they found most of their entertainment—and forced to accept the generally incomprehensible and boring rules of the Western social system. Little wonder that, while his duty obliged him to inflict punishment upon what the clumsy Queensland Criminal Code defines as malefactors, his personal sympathies frequently were with the law-breakers. It all makes entertaining reading.

There are two chapters where Judge Selby (he now is a member of the Supreme Court Bench of NSW) makes comment upon some of the extraordinary political trends which now encompass this country, and some of the queer facets of European life there; and these are worthy of a wider broadcast than they can get in a book.

The Legislative Council is being reconstituted to give the country a native majority in 1964. One school of thought, he says, argues in favour of self-government almost immediately. Another maintains that this cannot work, but "will lead to chaos and bloodshed".

The judge, very properly, keeps off politics; but it is obvious that, as a man trained in logical thinking, he is deeply perturbed. He points out that the population is divided between over 600 language groups, many at enmity with others, with different customs and divergent outlooks, but with no trace of an overall nationalistic outlook.

However, Judge Selby fairly states the facts, and leaves others to draw the conclusions.

"New Guinea is like a country suspended between two question marks," he says. "Its future is as unpredictable as its past is obscure." And—perhaps wisely—he leaves it there.—RWR.

(ITAMBU. Published by Currawong, Sydney. 31/6.)

Like D'Albertis, Monckton had his recipes—castor-oil and aloes for malingering; a rifle's wire pull-through on the back for reluctant carriers; and bullets for un-co-operative villagers. His methods got results but they enraged both his superiors and the public conscience which then, as now, was sensitive on the question of New Guinea.

As well as an administrator Monckton was an explorer—usually when he was supposed to be doing something else. He climbed Mt. Albert Edward for no other reason than (as one of the conquerors of Everest, half a century later, is alleged to have said) that it was there.

In 1906, with a patrol of 130 men, he set out from Kokoda to find a safe route for miners to the Upper Waria River—but having got so far west along the Waria, impulse decided him to cross the central ranges to see what was on the other side.

After incredible feats of endurance the patrol succeeded and on foot, rafts and canoes, followed the Lakekamu from its source to the coast 120 miles from Port Moresby.

Monckton's reception in the capital was frigid; it was considered that he had "exceeded his instructions" and he was packed straight back to Kokoda across the Owen Stanleys—the only 20 fit members of the patrol carrying and dragging the rest.

It must have seemed to Monckton that the end of his era was in sight. He cleaned up his work and resigned. No mention of his three-months patrol across the island was made in the annual report in mid-1907.

New Guinea Exploration

Because it was closest to Australia and therefore available, even before annexation, it is perhaps inevitible that exploration of what is now Papua should have taken an earlier and slightly different turn to exploration in either the old German Territory or in Dutch New Guinea.

Exploration in Papua was always what the author apparently regards as "pure exploration"—that is, it was explored because someone—missionary, administrator, scientist or just the curious citizen—wanted to find out what was there. Exploration in New Guinea, however, was frequently for another reason—for gold or commercial enterprise.

The reasons for this were fairly basic—Papua was annexed to keep it from falling into the lap of another country; New Guinea was originally administered by the German New Guinea Company, which was more interested in establishing coastal plantations and trade.

Even after New Guinea became Australian in 1920, a considerable amount of effort went into organising the new administration and in maintaining the economic asset—far greater than Papua's was or would ever become—that had fallen into Australian hands. There was no time initially for exploratory patrols for

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The New Jargon of New Guinea

"Unfortunately, New Guinea has joined those people who believe in calling a lavatory a 'toilet'.

"In the new jargon, natives have officially become 'indigenes', or, more cumbersomely, 'indigenous members of the population'. Gaols are 'corrective institutions'; halfcastes, 'persons of mixed race'; and white men, to the amazement and disgust of many, are now 'expatriates'.

"I have yet to find the native who considers the word native offensive, and to me they will remain natives, with all admiration and respect."

From "Itambu", by David Selby.

the sake of exploratory patrols—as there had been in Papua from the very earliest times.

The most startling discoveries in New Guinea were therefore left for non-government people to make. It was the early gold miners who first saw Mt. Kaindi and Edie Creek and the pine-clad sides of the Bulolo Gorge.

Private Exploration

It was similarly gold miners who found that the source of Papua's Purari River lay deep in New Guinea mountains; and that the centre of the big island was not a vast tumbled mass of mountain peaks but a series of open grassy valleys with high populations. The results were the same; the discoverers were different—but there was no less merit in it for that.

In the Dutch half of the vast island, discovery and exploration was both earlier and later—a short-lived colony was planted on Triton Bay by the Dutch as early as 1828 while the last organised expedition of all was to the Star Mountains as late as 1959-60. The Dutch reluctance was, however, easy to explain. Until 1949 they were much more preoccupied with their East Indies.

In its ultimate analysis, however, this book is not so much a story of exploration as a story of men. Men of many nations, inspired by many different motives; men who were administrators; or missionaries, traders, gold-miners or adventurers; men who wanted other men's jobs or were driven by curiosity to see what was just over the mountain.

Many were men whose names are now just a memory—the Italian D'Albertis, the German Detzner, who kept one hop ahead of the Australians in the New Guinea hinterland all through World War I; or the doughty Scot, Sir William MacGregor, who vowed that no one would sit in New Guinea higher than he (and proved it by climbing Mt. Victoria).

Many Famous Names

Many are the names of men still with us—the brothers Champion, who between the wars pushed back the borders of unknown Papua (because their Lieut.-Governor, Sir Hubert Murray, felt it unthinkable that anyone but a member of the Papua service should); and the brothers Leahy who gave Australia a whole new primitive world on the roof of New Guinea.

Men—good, bad eccentric, self-sacrificing, after glory, gold or gain—but men. In their total they add up to the New Guinea we have today.

It is, however, the measure of the skill of the writer that these men remain as individuals, clear and

MAGAZINE SECTION

sharply defined in their place in the story, never overwhelmed, as they easily could be, by the vast background of the country itself.

The last short section dealing with future political development and the natives' march towards self-government—Indonesian, Dutch or Austrralian versions—seems to have little to do with a century of European exploration of the last mysterious frontier. But it does seem to have all the hall-marks of a "publisher's request".

As such it is largel anti-climactic although it detracts nothing from the rest of the book, which is quite the best thing of its kind that has ever been done about New Guinea.

It is lavishly illupstrated with many historical photographs; has a detailed general index, a bibliography, chronology and various appendices.—JT.

(NEW GUINEA: THE LAST UNKNOWN. Angus & Robertson Ltd. 42/-.)

New Guinea Books of Birds Will Be Collectors' Pieces

Tom Iredale's *Birds of New Guinea* (in two volumes) have the distinction of being the most beautiful books ever printed about any aspect of the Territory. For the layman they are worth possessing for that reason alone.

THE author himself, in a foreword, admits their attraction as picture-books but it would be foolish for anyone to overlook the detail of the text or the meticulous research and correlating that has gone into producing the volumes.

The production of a "bird book" of any country is a laborious and expensive business; for New Guinea, where so much work has yet to be done, it is a pioneering effort requiring missionary zeal. In this case, publishers, author and artist have combined to produce the most significant results.

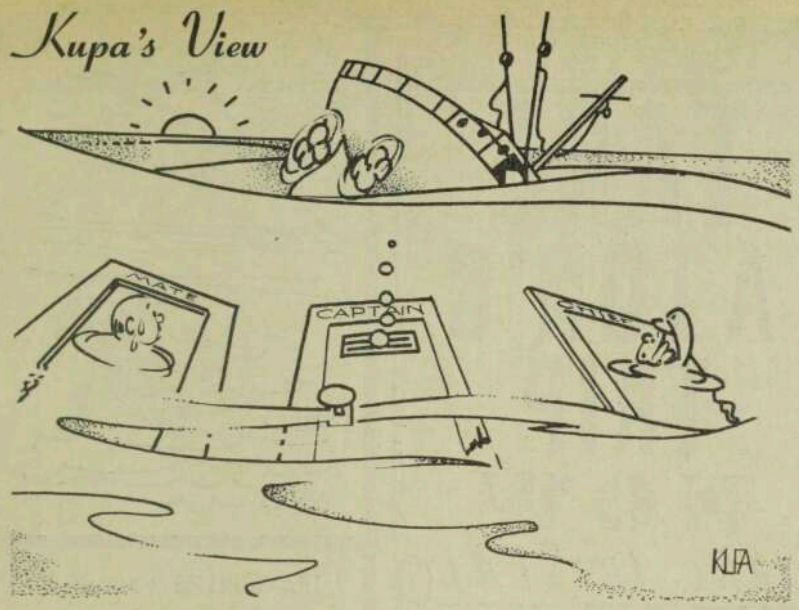
The two volumes were originally issued in 1956, at 24 guineas the set. The limited remnants of that original edition are now selling at half price —that is £12/12/-. The books are from the same printing, the only difference being that they now are no longer offered in a special cloth-covered slipcase. Each volume instead has a coloured dust-jacket, and as such is now uniform with Iredale's *Birds of Paradise and Bower Birds* which was published in 1950 (This dealt with these particular birds in somewhat greater detail than in *Birds of New Guinea.*)

The market for books worth £25/4/- is limited—at least in Australia—and this the publishers have apparently found out the hard way. The fact is, of course, that if the books were worth that in 1956 when printing costs were very much less, they should be worth more today when interest in New Guinea is greater and collectors of Pacific books are springing up like mushrooms all over the world.

Locals Don't Know

How little local residents know of local birds was amply proved a few years ago when Trans Australia Airlines decided to introduce their local "Sunbird" air services (in contradistinction to Qantas' old Bird of Paradise services), and the TAA sign-writer proceeded to paint a curved-beaked bird with a yellow pot-belly on the tail assembly of the company's

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"OK, you wake him—I don't want to lose this job".

planes. Territorians, almost to a man, swore that no such bird existed—or if it did, that no one in New Guinea had seen it.

New Guinea, according to Iredale, has two species of sun-bird, and several sub-species.

There are 650 species of birds that inhabit the New Guinea mainland; 347 of these are illustrated, in full colour, in these two volumes.

Each of the bird portraits was painted by Iredale's wife, Lilian Medland, the artist (who died shortly before the book was published) and printed on specially grained art-paper that gives such an illusion of reality that it is almost possible to count each feather.

Although New Guinea's glamour birds—the various Birds of Paradise—are well known, few people, including those who live in the Territory, realise the extent of the number of lesser species.

Even when living in the New Guinea bush, birds do not obtrude their presence upon you. The height of the rain forest is one reason for this; and New Guinea man's everlasting quest for something to put in his stomach—even if it's only black cockatoo—is, no doubt, another. The New Guinea bush is, by and large, a silent place, except for the occasional squark of a flight of white cockatoos high above the forest, or the dusk or dawn steam-train chuffing of the 3-ft wingspan of a so-called "kokomo" or hornbill.

Two other attempts only have been made to list New Guinea birds—Gould's famous folios of coloured plates issued last century and now worth well over £1,000 each on the rare occasions one becomes available; and Salvadori's descriptions (no illustrations) issued in three volumes of 80 copies only, in Italian and Latin, early in this century. It is pretty obvious, therefore, that it is only a matter of time before Iredale's volumes also enter the rare book class and become collectors' pieces.—JT.

(BIRDS OF NEW GUINEA. In two volumes. Published by Georgian House Pty. Ltd., Melbourne. £12/12/-.)

MAGAZINE SECTION

Armand Denis' Last Unspoiled World

Armand Denis' magic with wild animals had entertained millions through TV and films. And, although he has some pretty quaint ideas about Papua-New Guinea, his autobiography, *On Safarai*, should enhance his reputation.

THESE days Denis and his blonde wife, Michaela (sometimes seen in the TV series coiled up with a python or fondling a baby baboon), live near Nairobi, Kenya, which is their permanent headquarters for making their TV series.

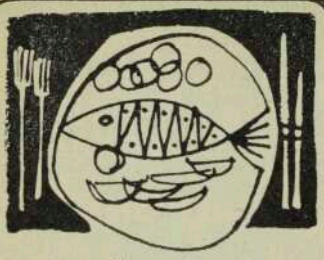
Denis, however, was born in Belgium, of a family of the highest rectitude. His father was a Judge and so puritan in outlook that Armand and his sister were forbidden the monkey-house in the Antwerp Zoo for fear that their tender minds should be exposed to something they should not.

Perhaps because of these restrictions, young Armand early developed an interest in the lowest orders of the animal kingdom. At three he bred flies in a matchbox; a few years

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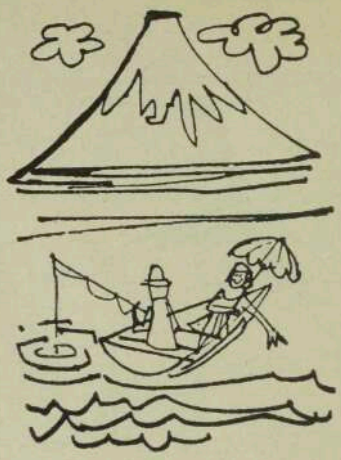
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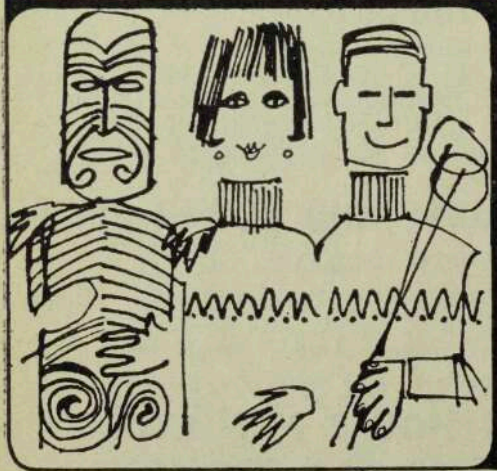


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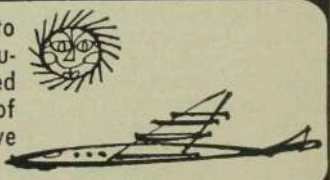
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Verse From The Sunburnt Country

This has been a vintage year for Australian poetry and for the publication of books of collected verse. Addicts are now in a position of being able to pay their money and have a wide choice.

Favourite Australian Poems, edited by Ian Mudie, is concerned with the well-tried variety, most of them written over 50 years ago. Although perhaps not great verse as verse goes, they are now part of Australian folk-lore and legend. Banjo Patterson's "Clancy of the Overflow" and "The Man from Snowy River", and slices of C. J. Dennis' "Sentimental Bloke" are there. So is Dorothea Mackellar's nostalgic dedication to "My Country":

I love a sunburnt country,
A land of sweeping plains,
Of ragged mountain ranges,
Of droughts and flooding rains . . .

Only a few of the moderns are represented, as an afterthought at the back.

(FAVOURITE AUSTRALIAN POEMS. Published by Rigby Ltd. 21/-.)

later he had graduated to collecting lizards.

World War I interrupted his activities but the science degree he took as a refugee student at Oxford turned out to be another link in the chain that would eventually lead—by some odd by-ways it is true—to bigger and better things in the world of animal expertise.

He took a job in a Massachusetts chemical laboratory, acquired a considerable collection of tortoises and turtles and invented, in 1926, when radio was still in its infancy, a device for regulating volume. The device produced $6,000, and Armand blew it all in on a couple of antique movie cameras and a ticket to Bali then as unknown as radio volume controls), determined to make a movie picture.

Jake, the Galapagos tortoise, accompanied him and caused many complications, but it could be said that Denis was safely away on a life that was thereafter to contain animals and films almost to the exclusion of all else.

There followed an interlude with Frank Buck, pre-war bring-'em-back-alive film hero, a trip to Ceylon and some free-lance educational film-making, but in 1935 he made his first film expedition to Africa. Africa was all he had ever expected of it and he has been telling the rest of the world about it on film ever since.

Michaela came into the Denis picture late—in 1948 — when with several successful African films under his belt he was taking a cameraman's-holiday looking at Bolivia. Michaela, a New York fashion designer, was there on her own account looking into traditional Indian design.

New Guinea!

Michaela acclimatised herself to Armand's off-beat way of life and was with him in 1952 when he visited Australia to film the Great Barrier Reef. They then, as he puts it, prepared for the most hazardous part of their journey—an expedition to New Guinea.

Their quarry in New Guinea was not animals or even birds, but natives and their headquarters were at Kup, in the Wahgi valley . . . "which the Australian Government was making a praiseworthy effort to protect . . . against undue contact with the outside world." (This was in 1952; Armand should see the old place now).

Perhaps for the sake of the rest of the Denis book, the short passage on Papua-New Guinea would have been best left out. It is superficial and there is, for example, the story of the "good Bishop of Papua" who told them, more in sorrow than in anger, that he had recently found that some of the people in his diocese were still practising cannibalism. The Bishop,

MAGAZINE SECTION

infuriated, had forthwith descended on Yule Island, preached a stern episcopal warning against the faithful eating the flesh of their brothers and departed with the protestations of the islanders that never again would they so indulge.

Shortly after the Bishop had "sailed back to New Guinea", a neighbouring non-Christian tribe arrived with a peace-offering for the Yule Islanders —a human arm from a slain enemy. Having been warned off by the Bishop, but still not wanting to offend their friends, they had solved the problem by giving the arm to their children to eat.

[Yule Island, about 60 miles from Port Moresby, has been the headquarters of the Roman Catholic mission since about 1875 and even before then was not noted as a centre of cannibalism.]

However, the Denis story of filming and capturing wild animals in Africa is all good armchair adventure stuff and one that cuts right across political and human barriers. As such it provides the right sort of tonic for this weary world—and something more than that—a record. Armand Denis says, and we believe him, that within the next 20 years the sort of things he has spent his life filming and describing in Africa and the rest of the unspoiled world, will be gone forever.

(ON SAFARI. Published by Wm. Collins Ltd. 35/-.)

FOR TROPICAL AGRICULTURISTS

Two new handbooks in the Oxford Tropical Handbooks series deal with beekeeping and tea manufacture and should be of extreme interest to agriculturalists in the South Pacific.

ALTHOUGH commercial beekeeping has been regarded as something for temperate climates, considerable success has been achieved by apiarists in places like Fiji and East Africa. *Beekeeping* by Dr. Francis G. Smith, who until recently was head of the Beekeeping Division of the Tanganyika Forest Dept., sets out in plain words just how to go about the business of producing honey, and clean, commercially valuable beeswax.

At present New Guinea is the sole possessor in the South Pacific of a tea factory (at Garaina, Morobe). A great many farmers and settlers in the NG Highlands grow tea experimentally, however, and low-level tea has also been grown in the Northern District of Papua. By and large, there is no great trick to growing tea. The proof of its excellence is in the manufacture into the black tea of commerce.

Tea Manufacture by C. R. Harler considers every aspect of tea production from the plucking of the traditional two leaves and a bud to packing and packaging of the finished product. He covers the withering, fermenting and rolling processes, the layout, machinery and management of a modern tea factory and the drying, grading and blending of tea. There is a special section on tea-tasting and another on the chemistry and pharmacology of tea.

Both books are well illustrated with pictures, drawings and diagrams.

(BEEKEEPING; TEA MANUFACTURE. Published by the Oxford University Press. 29/9 ea.)

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THE SCIENCES

A Place In The Manaeba

The Polynesian Society has recently republished as a memoir, H. E. Maude's paper on "The Evolution of the Gilbertese Boti". This was originally published in the Society's journal earlier this year after it had been presented at the 10th Pacific Science Congress.

The paper is an attempt to analyse the complex cultural traits (which the Gilbertese themselves lump together under the term *boti*), by the critical use of Gilbertese historical narratives and by field notes made by Government officials in the 20 years between 1918 and 1938.

The historical sense of the Gilbertese is better developed than ours, says Maude in his introduction. "Whereas we can lead satisfactory lives without so much as knowing the names of our grand-parents, the Gilbertese cannot, or more correctly could not, since the very title deed of his lands and his place in the social and economic life of the community was dependent on his knowledge of his ancestry".

The literal meaning of the word boti is "a place in the *maneaba* reserved for the members of the clan"; and a maneaba, in physical fact, is the huge meeting house that dominates the community life.

The maneaba, to a Gilbertese, however, has a spiritual function beyond a mere meeting place; it was "a tabernacle of ancestors in the male line; a sort of social map where a man's group or clan could be recognised the moment he took his seat. . . ."

In plain layman's language, the memoir is an attempt to trace the evolution of the Gilbertese clan.

(Available from the Polynesian Society, Box 5195, Wellington, NZ, at 6/3 NZ, posted.)

Pacific Botany:

The Pacific Scientific Information Centre of the Bishop Museum has issued a list of persons working on, or actively interested in, the plants of the Pacific area. Called *Pacific Botanists*, 1963, it gives the names, addresses and special interests of about 1,250 people interested in some phase of Pacific botany. The list is followed by an index to the scientists' subjects and areas of interest.

The project has been under the direction of the manager of the Centre, Mr. E. H. Bryan, Jr. The book is available from the Centre at $1, post paid.

Also for botanists is *Woody Flora of Taiwan*, by Dr. Hui-Lin Li, of the University of Pennsylvania. This is a major work of 974 pages, with 370 drawings. It is of interest to Pacific botanists as many of the species on Taiwan (Formosa) are also widespread in the Pacific. It is published by the Livingston Publishing Co., Narberth, Pennsylvania, at $18.75.

Bibliography:

A NEW bibliography on Pacific Islands matters has been published by The Scarecrow Press Inc., 257 Park Avenue South, New York 10. It is produced offset and it makes a strongly-bound book of more than 424 pages, and sells for $10.

The bibliography, by Floyd Cammack and Shiro Saito, is based on a selection of materials in the Pacific section of the University of Hawaii, and it's a book for real students of the Pacific. It covers a great deal of ground and pays much attention to sources in manuscript, typescript and microfilm. It lists copies of correspondence, government and missionary documents and such things as consular dispatches and ships' logs—material normally available only to scholars able to dig it out in various archives.

Most of the entries for printed works are from titles published since the completion in 1948 of C. R. H. Taylor's *A Pacific Bibliography*. Duplication of Taylor's entries has been avoided where possible, and the bibliography concentrates primarily on Pacific matters in the social sciences including education and languages.—SI.

UNLESS OTHERWISE STATED, ALL PRICES ARE IN AUSTRALIAN CURRENCY.

They Fought The War In The Air

In *Air Power Over Europe*, 1944-45, John Herrington continues and concludes the story of the Royal Australian Air Force men who served in or beside the RAF in the war against Germany and Italy.

IT is the final air volume of the series "Australia in the War of 1939-45".

Himself a Cambridge graduate, Coastal Command pilot then RAAF Intelligence Officer, Herrington is admirably qualified to paint the broad picture of the European theatre of war. Beginning with the air preparations in early 1944 for "Overlord" (the invasion plan), he describes graphically the operations in support of the advancing Allied armies, the accompanying strategic bombing, the ceaseless anti-sub. work of Coastal Command, and the varied operations in the Mediterranean zone. While he gives an over-all history of the war in the air, the dominant theme is the aircrew men themselves and their lives—and death—in action.

His account has the interest-sustaining quality of a first-rate novel. Indeed, in his final chapter, Herrington shows that truth is stranger than fiction when he details some of the adventurous experiences and ruses of shot-down aircrew in evading capture in enemy territory or escaping from POW camps.

The RAAF's part in the closing two years of the European war was not easy to trace and assess because, while only about a dozen active front-line Australian squadrons were operating, thousands of other Australians flew with RAF units (mostly making up bomber crews). About 15,000 RAAF men, serving in mid-1944, represented the peak number in Europe. Herrington's painstaking research reveals an impressive record of boldness and teamwork, as well as gallant individual leadership.

To the inevitable question "What was the effective, real contribution of air power in attaining final victory in Europe?", the author has no precise answer. However, he does sum up 1944-45 by saying "The achievements of air power in this period were remarkable, although sober judgment after the event may question the scale, frequency and purpose of much that was attempted and brilliantly done". Most of those who took part in it will agree that that is pretty fair comment.—SH.

(AIR POWER OVER EUROPE, 1944-45. Published by Angus & Robertson Ltd. 35/-.)

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A Mixed Bag of Paperbacks

As always there is something for everybody among the paperbacks. Here is a selection from the latest releases:

Authors in Batches:

Steinbecks are available this month in sizes to suit every purse—from EAST OF EDEN at 8/9 to THE PEARL AND BURNING BRIGHT at 4/-. Also available — THE WINTER OF OUR DISCONTENT, at 7/6; SWEET THURSDAY, 5/6; and THE MOON IS DOWN, at 4/-. No one now need be without a Steinbeck. (All Pan.)

Hammond Innes, on the other hand has come in threes—all at 5/6. ATTACK ALARM and WRECKERS MUST BREATHE are early war-time models and have backgrounds of the RAF and submarines respectively. THE LAND GOD GAVE TO CAIN, however, was first published only in 1958 and was reviewed by *PIM* at that time. Background is the construction of the Labrador railway. (All Fontana.)

Frederic Mullally has two lusty offerings to fans: DANSE MACABRE and MAN WITH TIN TRUMPET and both were immediate best-seller material. DANSE MACABRE is told through a newspaperman who follows a story and a girl whom he has never seen from Paris to Tangier via the Cote d'Azur, Rome and Barcelona. Press, public relations and publicity agencies form the unhallowed background of MAN WITH TIN TRUMPET. It also deals with professional double-dealing and raw sex. (Pan; 5/6 ea.)

Historical Novels:

THE AGONY AND THE ECSTASY, by Irving Stone. Nothing but full cinemascope and full technicolour would have done justice to that giant amongst men, Michelangelo, creator of David, painter of the ceiling of the Sistine Chapel, architect of the dome of St. Peters—but America's top-ranking historical novelist has gone a long way to meeting requirements. First published in 1961, it was soon in best-seller ranks. (Fontana; 8/9.)

Based on the true story of a Scottish girl, Helen Gloag, A GIFT FOR A SULTAN, by Olga Stringfellow, needs a smaller canvas than Michelangelo — but only slightly smaller. Red-headed Helen was captured by pirates while migrating to America in the 18th century, sold into slavery and was presented as a gift to Sidi Mohammed, Sultan of Morocco. As in the best untrue romances the two became devoted although they did not always live happily ever after. (Fontana; 5/6.)

Other Novels:

POMP AND CIRCUMSTANCE is one of Noel Coward's few excursions into novel writing and is an extravaganza blended from musical comedy and Coward's own more or less permanent sojourns on tropic shores. The action is supposed to take place on an island outpost of Empire in the South Pacific which is thrown into convulsions by the threatened arrival of Queen Elizabeth and Prince Phillip. It was, however, published in 1960, a couple of years before Coward shed the light of his presence on Fiji for a few brief days. (Pan; 7/6.)

80,000 SUSPECTS, by Elleston Trevor, a medical drama to end all medical dramas has been made into a movie by the Rank organisation starring Claire Bloom and Richard Johnson. (Pan; 5/6.)

RAMPAGE, by Allan Caillou, has also had movie treatment by Warner-Pathe with Robert Mitchum, Jack Hawkins and Elsa Martinelli in the starring roles of this Malayan jungle epic. (Pan; 5/6.)

Thrillers:

THIS SWEET SICKNESS, by Patricia Highsmith, is billed as a "compulsive chiller" that is "brilliant", "frightening" and "superb" in its sense of suspense. (Pan; 5/6.)

DEATH COMES AT THE END —a 1945 vintage Agatha Christie during her Middle Eastern Period. (Pan; 5/6.)

THE FLYING SQUAD, by Edgar Wallace, was first published in 1928 and can rightly be regarded as verging on the Classical Period of Whodunnits—if you happen to like Old Classics. If you don't you might just regard it as old corn. (Pan; 4/-.)

Miscellaneous:

THE MAGIC TOUCH, by Joseph Kessel, a novelist making an essay into fact to tell the story of Felix Kersten, the Doctor of Manual Therapy—or masseur—who was able to soothe the cramps out of Himmler's stomach. Because of Himmler's attachment to him he was able to save thousands of Dutchmen from deportation to Poland and even a greater number of Jews from extermination. (Pan; 5/6.)

MACLEAN AT HIS BEST

If you take it apart and examine it in the light of work-a-day reasons, parts of Alistair Maclean's "Ice Station Zebra" may be far-fetched; it is nevertheless the best thriller fare of the year.

MACLEAN made the best-seller listing with his war-time novel of the Arctic convoys HMS *Ulysses* and topped it with another war-time thriller, *The Guns of Navarone*. Since then he has produced thrillers at regular intervals but until now has never quite recaptured the genius of the early stories.

His new novel has much of the quality and quick pace of the *Guns of Navarone* but some new gadgets —to wit, a nuclear-powered submarine. Again, the author scorns the gimmicks that make so many contemporary thrillers boring in the extreme—i.e., bed-worthy blondes and assorted sex. There are, in fact, no women in this story of a submarine's journey under the Polar ice in a desperate bid to save the survivors of a burnt-out weather station.

But just as the British Ice Station Zebra turns out to be more than a weather station, Dr. Carpenter, who tells the story and who is taken along unwillingly by the US atomic sub *Dolphin* on its errand of mercy, is more than a doctor. In fact he keeps peeling off his identity throughout the story like the successive skins of an onion. Not even the reader can be completely sure when he has reached the last of them.

This is Maclean at the top of his form and few thriller addicts will be able to put it down until the last mystery is explained.

(ICE STATION ZEBRA. Published by Collins. 22/6.)

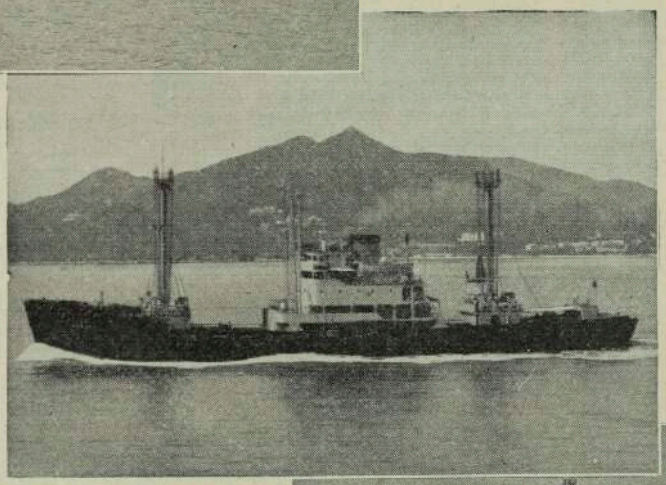
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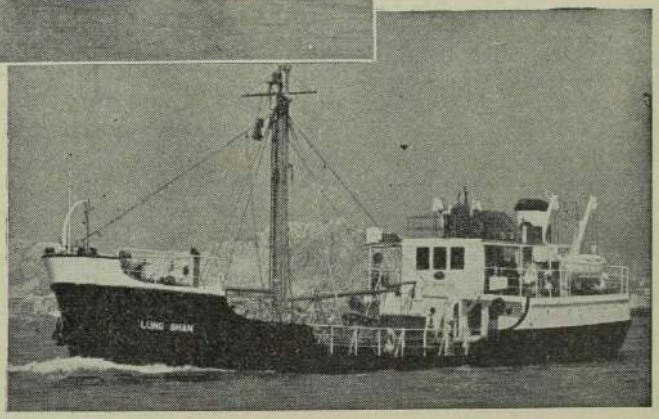
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SALVAGE OPERATORS

Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs Bruusgaard Kiosterud Drammen, Norway.



Left: M.V. **"TARAWERA"**, all refrigerated motor cargo vessel built for the Union Steam Ship Co. of New Zealand Ltd.

Right: "LUNG SHAN", one of two bunkering vessels built to the order of Shell Tankers Ltd., for use in Hong Kong, supplying fuel and lubricating oils to ships at harbour moorings.



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Pacific Shipping And Cruising Yachts

'Cook' Badly Damaged

The Royal Navy survey ship, HMS *Cook*, will be out of commission for some time. She was badly damaged when she was on a coral head in reef-infested Fiji waters near the islet of Vatu-i-Ra, just off the north-east coast of Viti Levu about 5 p.m. on October 1. The *Cook* was refloated at 4 a.m. the next day.

SHE limped back to Suva on October 2, and a survey revealed onsiderable damage. After repairs t Suva to make her seaworthy she vill have to go into a naval dry ock for refit.

The New Zealand Naval Board sent heir construction adviser, Mr. T. J. Davies, to Suva to make an on-the-pot examination, and see if it was ossible to partially slip the 1,600-ton *Cook* on the 1,000-ton Suva slipway or repairs to the foreward section.

While held on the coral patch the *Cook* took a pounding from rising eas for 11 hours. The damage as extensive, but was confined to the rst 70-ft from the bows of the 307-ft ull.

This was the extent of the damage:

- The asdic dome carried away; pparatus worth many thousands of ounds completely ruined; many ashes in the hull; considerable uckling of the bottom plates; many nall holes; fractured seams; and ulkheads damaged and split.

From 28 to Nil

Before Mr. Davies arrived from ew Zealand skin divers from the ook and HMNZS *Taranaki*, which as in Fiji waters at the time, closely xamined the *Cook's* hull.

The captain, Commander Frank lunt, said that even if repairs could e carried out at Suva, they would nly make the *Cook* seaworthy, and ll scale repairs would have to be ade at a regular dockyard.

The day after she arrived at Suva orkmen started to pump out about 5 per cent. of the ship's fuel oil. ear and fittings were taken ashore lighten her.

Describing the grounding, Com-ander Hunt said the *Cook* was in r normal state exploring unsurveyed aters, with all her watertight doors closed, and her anchors cleared away ready for instant action.

One of the survey boats was sounding ahead on a zigzag course, while the *Cook* herself was travelling about three to four knots. There were soundings of 28 fathoms and suddenly they went from 28 to nil.

The *Cook* struck and her bows reared more than 2 ft before resting on the coral head, which was completely isolated with deepwater on every side.

The tide was full at the time and with every swell the *Cook* rose several feet in the water and came down with a shuddering bump which jarred her from stem to stern.

The crew, trained for such an emergency, went straight into action. They immediately flooded one of the aft compartments to alter the trim and take her stern deeper into the water, and at the same time lift the bows. Stores and the 12-ton port cable were transferred aft, and the big fresh water tank at the forepeak was emptied to lighten the bows.

A strong SE wind threatened to swing the *Cook* broadside on to the coral head. The kedge and bow anchors were put out and for 10 hours the starboard engine was run "full astern".

All night long the *Cook* took a heavy pounding while the crew worked to free her. About 4 a.m., an hour before high water, the *Cook* gave a lurch and slid off into deep water.

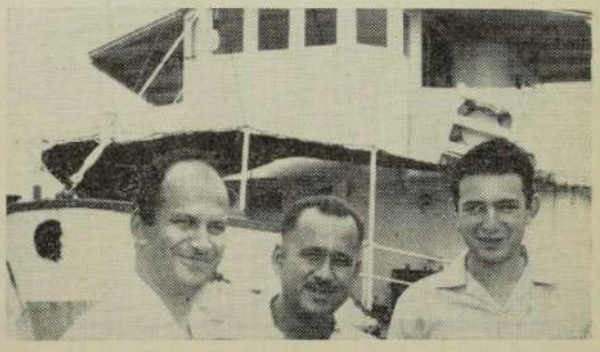
The *Taranaki*, on her way to Fiji, was diverted to help the *Cook*, but she was not needed. The USS Co.'s *Tofua*, which was at Suva at the time, was also prepared to go to help the *Cook*, but she too was not needed.

Apart from the actual damage to the ship many of the stores were a write-off. The refrigerated store, holding all the stores of fresh meat and vegetables, was completely flooded, and sea water soon forced all the water out from the fresh water tanks.

(Over)

In The News This Month

Age Unlimited	Maretana
Andra	Naomi N
Aolele	New World
Astrea	Nina
Ben Gunn	Niuvakai
Cook	Opportunity
Cythera	Rendy
Dwyn Wen	Runic
Elizabeth Boye	Sea Wind
Fangailifuka	Seine Lloyd
Gerard	Sta Reta
Heather	Sydney
Hunakai	Taranaki
Inaha	Te Vega
Kalona	Tofua
Kamaiana	Tuarangi
Kanaloa	Tui
Kaoe	Ululani
Lady Pat	Whakatani
La Reta	



"AI SOKULA" SOLD: photographed in Suva recently, during the sale of the "Ai Sokula" to Milne Brothers, traders in the Marshalls, were Mr. Phillip Wilder, chief mate, Captain Bob Crocker, master, and Jerry Kramer, who negotiated the sale. Ship's bridge is in the background. Photo: Stan Whippy.

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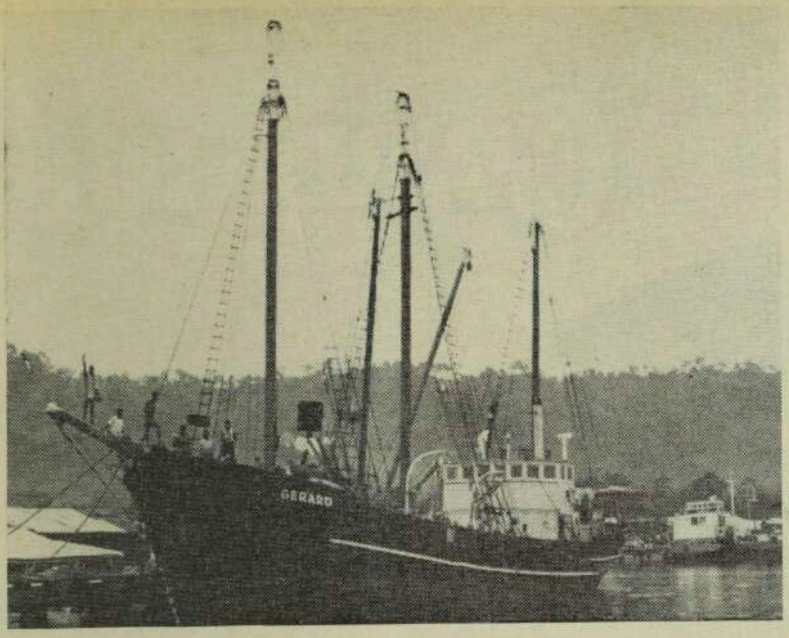
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The three-masted "Gerard", photographed in Rabaul, where she replaces the "Inaha" (see below).

The *Cook* was slipped at Suva on October 13, in tricky winds, for temporary repairs. Some of her compartments aft were flooded to get her at the right level with the slip.

For a few days before she went on the slip men had been working hard clearing her of everything possible to get her on the slip. When she arrived at Suva after hitting the coral head she weighed 2,600 tons. When she went on the slip she was down to 1,600 tons.

As it is only a 1,000-ton slipway the *Cook* was overhanging about 60 ft.

The Fiji Public Works Department will carry out the temporary repairs. The work was expected to take about three weeks.

A court of inquiry into the stranding opened at Suva on October 15 with Captain B. E. Turner, OBE, DSC and bar, RNZN, as president. The court sat in private, but was expected after hearing evidence to make a recommendation to the Commander-in-Chief, Far East Naval Forces, whether a formal inquiry was necessary.

● *TUI'S* VISIT: In Apia in October was the New Zealand Fleet Auxiliary vessel *Tui*, which stayed for a few days while on a two months Pacific cruise collecting scientific information. She has been taking depth soundings and water samples.

● *INAHA* REPLACEMENT: Newcomer to Rabaul to replace the *Inaha* which sank last year, is the three masted *Gerard*, owned by New Britain Shipping in Rabaul. She was purchased from Sydney. Built in 1921 in Germany, she is 97 net tons, gross 225 tons, and is 112 ft x 25 ft beam.

PACIFIC SHIPPING

She was recently used in the salvaging of the *Runic* which ran aground on the Middleton Reef in 1961. The *Gerard* is equipped only with a small sail at the bow and stern, the main sails having been removed by the owners as the runs will be too short in New Britain for sailing. She brought a cargo of cement from Australia, Japanese cement being unobtainable there at the moment.

● OLD WHARF GOES: What was left of the old Norddeutscher-Lloyd wharf in Simpson Harbour, Rabaul, near the swimming pool, was demolished at the end of September. Members of the Rabaul Aquatic Club, which is part of the New Britain Club, set fire to it so they could build on the site a jetty for smallcraft. The area under water is to be cleared.

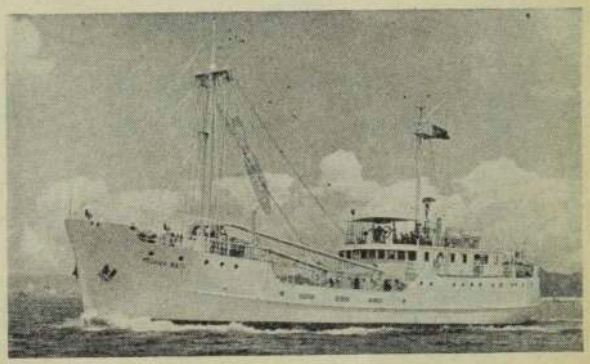
● SAMOAN HARBOUR PLANS: In Apia, Western Samoa, the Minister of Works, Mr. F. C. F. Nelson has announced that the Irving Trust Company of New York will grant the Samoan Government a loan of £1 million to build deep water harbours in Apia and in Asau, in Savaii. And it will be a case of pay as you earn, because the company is willing to arrange for a long term repayment, to start only when the wharf is actually built and in use. Mr. Nelson

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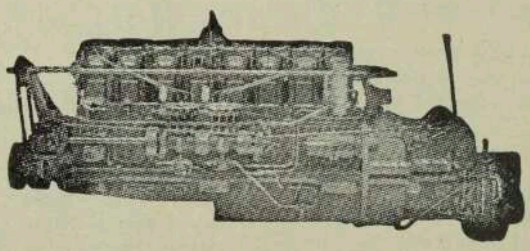
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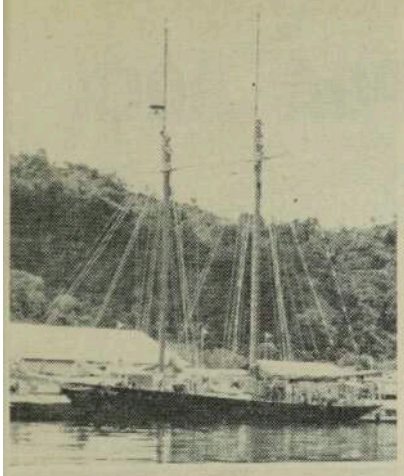
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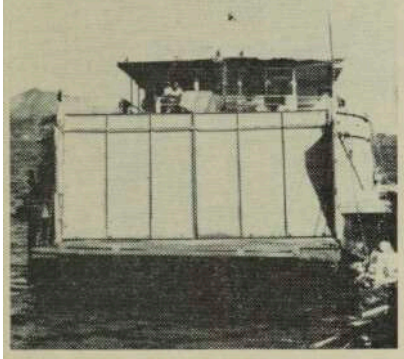
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THE RABAUL SCENE: The Stanford University floating marine biology classroom "Te Vega", now on a three-year cruise. She left Rabaul for Kotabaru (formerly Hollandia). "Te Vega" has lost her sleek lines because of the addition of two deck houses (see also page 105). Lower photo shows the "Dolphin II", a barge recently bought in Darwin by Bill Avard on behalf of Nonga Sawmills. She will transport heavy equipment to the mills' logging camps on New Britain and return to Rabaul with logs.

says that the interest required is "very reasonable". The only proviso is that the wharf project should be started by next January. The scheme awaits Cabinet and Assembly approval.

● HANGING CRIME: A man found guilty of having stolen a yacht would, in another age, be called a pirate and would have been hanged, said Chief Justice Herron of the Australian Criminal Appeals Court on October 14.

The Court dismissed an application by Derrick Brewin, who in May with another man was found guilty of stealing the yacht *Cythera* at Lord Howe Island. He is at present serving four years for the crime and had appealed against the severity of the sentence.

The Chief Justice said he could not understand how he had got off so lightly. In the CJ's opinion he was a pirate—and piracy was a hanging matter at one time.

Brewin and another man stole the yacht valued at £17,000 belonging to Mr. and Mrs. P. Fenton at Lord Howe Island in April and it was finally recovered, damaged, near Norfolk Island.

Brewin, who was in court, said that the Fentons had not handled the yacht properly and Fenton had once threatened him with a Very pistol. The Chief Justice said that Brewin was talking a lot of nonsense if he thought he could steal a yacht just because he thought the owner was incompetent or harsh.

● BUSY TARAWA: The capital of the Gilbert and Ellice Islands Colony had a busy shipping month in September. On 23rd of the month, Tarawa had two overseas ships in port at the same time—unusual for this isolated place. One of the vessels was the MV *Elizabeth Boye*, operated by Karlander, which was discharging over 700 tons of general cargo. The other was MV *Seine Lloyd*, first of the joint Rotterdam Lloyd-Nederland Line vessels to call at Tarawa. Vessels of this service come from Europe via Panama and call at Papeete, Noumea, Honiara, BSIP, and Papua-New Guinea. Tarawa has now been included in the service.

PACIFIC SHIPPING

● WHARF TO SERVE CAMERON PLATEAU: A hydrographic survey of waters in the Milne Bay area, Eastern Papua, is planned, possibly as part of a larger survey in the same locality. In making the announcement, Captain G. A. Hawley, Superintendent of Marine in Papua-New Guinea, said that the survey is necessary before a site for a wharf to

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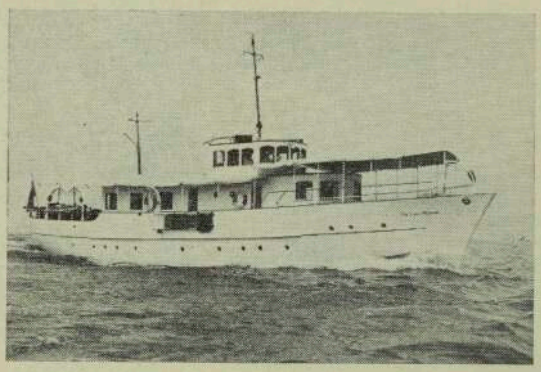
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serve Cameron Plateau can be chosen. (The P-NG Administration plans to move the Milne Bay District headquarters from Samarai, which now has no room for expansion, to Cameron Plateau on the mainland of adjacent Milne Bay).

Captain Hawley didn't know whether the RAN would make the survey or whether it would be done under contract—but he believed that it would be done before the end of this year.

● RAN TAKES G-G TO NORFOLK IS.: The Royal Australian Navy's troop carrier *Sydney*, 19,500 tons, which carried the Governor-General, Lord de L'Isle, on an informal visit to Norfolk and Lord Howe Islands in late September-early October, was about the biggest thing in Navy ships these islands had seen. *Sydney*, which once carried planes, was converted earlier this year to carry troops and mechanised equipment.

Sydney arrived at Norfolk Island on September 30 and after the Island's Administrator, Major-General R. A. Wordsworth, and the President of the Island Council, Mr. F. J. Needham, had paid their respects, and the Governor-General had been formally welcomed at the Administrative Building, informality became the order of the day.

In perfect weather virtually the entire population of the island turned out to a typical NI picnic at which the Vice-Regal party and officers and men from *Sydney* obviously enjoyed themselves.

It was Lord Howe's turn on October 2 when more perfect weather at another informal picnic allowed island residents and the visitors to get to know one another.

Sydney returned to Sydney on October 4 after a rough passage from Lord Howe. Thirty-knot winds and big seas buffeted the carrier but left the Governor-General unperturbed. He toured the ship with *Sydney's* commander, Captain W. J. Dovers.

● AUTOMATIC LIGHTS FOR P-NG: The Commonwealth Public Works Department in Papua-New Guinea has called tenders for building seven lighthouses in the Territory.

The lighthouses will have automatic lights and will be built of concrete with pre-fabricated steel frames.

● CAPTAIN DISAPPEARS: There was a mystery aboard the American Samoan refrigerated vessel *Kanaloa* when the master, Captain Peder Olsen, disappeared from her while at sea sometime on October 6 or 7.

The *Kanaloa* was on her way to Swains Island, from Pago, to help salvage the wrecked Burns Philp vessel *Aolele*, *Kanaloa*, was to help the MV *Rendy*, from Apia, tow the *Aolele* from the lagoon. When the *Kanaloa* didn't turn up at Swains, the *Rendy* decided to head back to Apia, but she then received word from Pago that the *Kanaloa* had lost her captain and she was asked to help. Captain Benson, of *Rendy*, contacted *Kanaloa* by radio and gave the crew instructions on how to navigate the vessel back to Pago.

Apparently *Kanaloa's* crew saw the captain late in the evening of the 6th but he was not missed until about

PACIFIC SHIPPING

4 a.m. on October 7. An intensive search failed to find him.

On board also were Captain Olsen's wife and three children. American Samoa's Attorney-General made an investigation when the *Kanaloa* returned to Pago Pago.

Captain Olsen was an American citizen and an experienced seaman. He went to Pago Pago a few months ago seeking work for his refrigerated ship.

● *AOLELE* REPLACEMENT ARRIVES: The 60 ft *Maretana* arrived in Apia from Auckland in

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FISH STORIES: Tonga's new fishing vessel, the "Fangailifuka" had a pretty good catch in its first load, brought back to Nukualofa in September. The crew were happy. The catch on the right is a separate fish story. It is a black marlin, 10 ft. 10½ inches, weighing 350½ lb and it was caught on a cord line by the crew of the motor vessel "Govilon", just off the island of Panaetti, near Misima, Papua. Breaking strain of the cord line was 140 lb. With the catch is "Govilon's" skipper Eli Dickson.

early October as Burns Philp's replacement for the *Aolele*, wrecked at Swains Island. The *Maretana* has a beam of 14 ft. Navigator for the uneventful voyage from Auckland was Mr. Tom Buchanan, who in 1956 won the Auckland-Suva Yacht Race.

Maretana served for nearly 20 years on the Thames-Auckland run. She is a staunch little vessel, built of kauri timber in 1942 at Coromandel, on the east coast of the North Island of NZ, by Mr. S. Strongman.

● TONGA'S FISHING VESSEL IN BUSINESS: The Tonga fishing vessel *Fangailifuka* brought its first load of 1,618 lbs of fish back to Nukualofa in late September. The fish came from waters around the Ha'apai Group and consisted mainly of schnapper and cod.

Bad weather confined fishing to two nights and only 26 fishermen took part. These were mostly from Pangai and Tongoleleka, on Lifuka, who were towed out from shore in their own small fishing boats by *Fangailifuka* which acted as mothership.

Lifuka has a reef extending out to sea for about five miles and along the seaward edge of it is some of the best fishing in the Ha'apai Group. Most of the fish were taken on lines but skin divers also made a contribution. Largest fish caught was a 74 lb tafa'uli.

The fishermen were convinced that had the weather been good they would have had no difficulty filling *Fangailifuka's* hold. What there was of it arrived back in perfect condition in the refrigerated hold and went on immediate sale at the Nukualofa market.

● JAPANESE IN NOUMEA: Thirty-two Japanese tuna trawlers are at present fishing in waters outside New Caledonian territorial limits and based in Noumea. Starting in November one trawler each day will enter Noumea to drop its catch and take on supplies. Each trawler leaves in Noumea on an average £A150 in various purchases. This is an appreciable help to local economy.

● RAFT MAN SIGHTED: William Willis, 74-year-old raft voyager, appears to be still going strong on his voyage between South America and Australia. Some fears for his safety were held in October, but in August he was sighted on the high seas and there was nothing to suggest he was in trouble.

Willis' raft, *Age Unlimited*, was set adrift 45 miles off the Peruvian coast, after being towed out of Callao harbour, on July 4. He planned to drift north to Samoa and then southwest to Sydney, a distance of about 10,000 miles, and to take three months to do it. He seems to be behind schedule. The 10-ton raft is made of three pontoons filled with plastic material (*PIM*, August, p. 101).

Second-Officer J. McMurran of the New Zealand Shipping Company's freighter *Whakatane* described in Wellington in October how he was on watch on *Whakatane* on August 16 when he saw the raft.

"At first I thought it was a small sailing ship and after altering course toward it, I called the master, Captain R. B. Hood."

Mr. McMurran said *Whakatane* came within 200 yards of the raft and made a complete circle round it.

"There was one man on it wearing a pair of blue shorts, and he waved from the raft's rail at us.

"He seemed healthy and there were no distress signals."

Mr. McMurran said the raft was travelling about five knots kicking up a good bow wave.

Whakatane did not draw close enough to enable any conversation with the raftsman.

The raft was sighted in latitude 02.4 south and longitude 108.6 west.

It was running the wind on a course 280 true (about one point north of west).

The actual position appeared to be midway between Culpepper Island in the Galapagos Archipelago and Fatu Huku, in the Marquesas.

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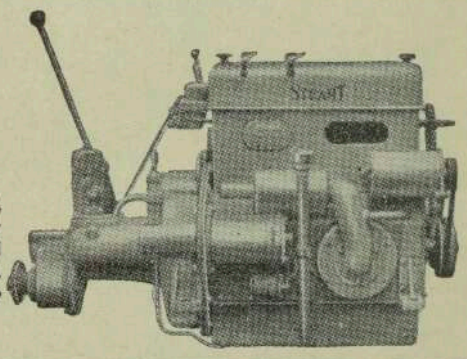
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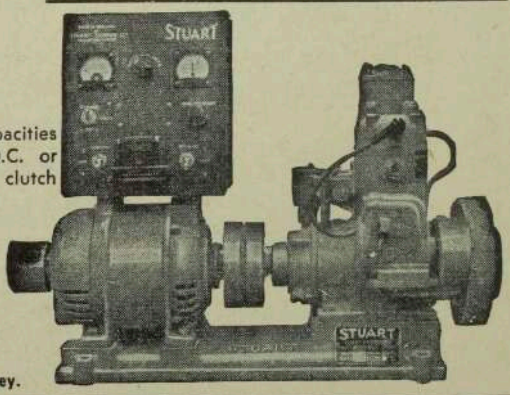
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● BSIP's DISAPPEARING VOLCANO VISITED: The highlight of the visit of the United States research vessel, *Te Vega,* to Solomon Islands waters (at least in the opinion of Mr. J. C. Grover, Chief Geologist there), was a brief survey in the area of the submarine volcano, south of Vangunu in the New Georgia Group.

While in Honiara, the Senior Scientist on *Te Vega,* Dr. Bolin, agreed to examine the volcano en route to Boungainville and Captain E. B. Olsen took a happy Mr. Grover along with him.

Three echo sounders were operated simultaneously and as the ship approached the region of the volcano the sea bed rose from about 6,000 feet to about 1,800 feet, and 10 minutes later to 600 feet. This was quickly followed by soundings of 162 feet, 97 feet and 32 feet. When that happened the captain smartly changed course and headed in the opposite direction. (*Te Vega* draws about 17 feet).

The Admiralty chart shows an area of breakers and shallow water extending some miles east of this point, but Mr. Grover said they were not seen.

The volcano was found to be inactive and there was also a second volcanic cone with an inactive crater. As the weather was favourable, the ship made another run over the area and a patch of calm water like an oil slick was noted where the sea bed rose to about 54 feet. A grab on the end of a cable was dropped over the volcano and samples of black and silver-grey sand brought up from outside the crater. The attention of scientists was then drawn to unusual sand grains floating on the water. These were quickly scooped up and examined, but alas for science, they were found to be coffee grounds thrown out by the ship's cook.

In 1961 photographs of this area showed an island 100 feet high. Mr. Grover said he was amazed that the volcano had sunk so rapidly. There is no part now visible above the water.

● TONGAN WELCOME FOR NEW SHIP: The Tonga Copra Board's new German-built ship, which Prince Tungi purchased when he was in Holland in the middle of this year, arrived in Nukualofa at the end of her delivery voyage on October 15. She was escorted into the stream by many ships dressed overall, and amid much excitement.

The vessel was rechristened with the Tongan name *Niuvakai* before she left Rotterdam and sailed under the Tongan flag.

She is of 2,600 tons deadweight and will be used to carry Tongan coconuts to the new coconut processing works in Pago Pago, American Samoa.

The day after her arrival in Nukualofa Prince Tungi presented Queen Salote with the key to the Royal suite aboard the new vessel on Vuna Wharf.

Quen Salote was the first woman to board the ship since the ship was commissioned under the Tongan flag. This was in accordance with Tongan tradition which lays down that a woman high in rank to the owner must be the first to board a newly-acquired vessel.



Cruising Yachts

● *NAOMI N,* 46 ft all steel yacht from Whangarei, New Zealand, arrived in Apia, Western Samoa on October 6 from Niue. Aboard were owner-skipper D. J. Gilberd, and seven others, including Mr. Gilberd's daughter. *Naomi N* has twin diesels as well as sails and is described by her owner as a "fast sailer". Locals described her as "the best looking

PACIFIC SHIPPING

yacht to enter Apia for many months". She is built to the design of Alan Payne who designed *Gretel.* Her hull is black and her masts white. *Naomi N* has a beam of 13 ft 10 inches, and her normal draft of 4 ft can be increased to 7 ft by lowering a centreboard.

Mr. Gilberd is the head of a big New Zealand engineering firm, one of whose more recent contracts was the building of the foundations of the Auckland Harbour Bridge. He was visiting Niue to investigate and advise on village water supply problems.

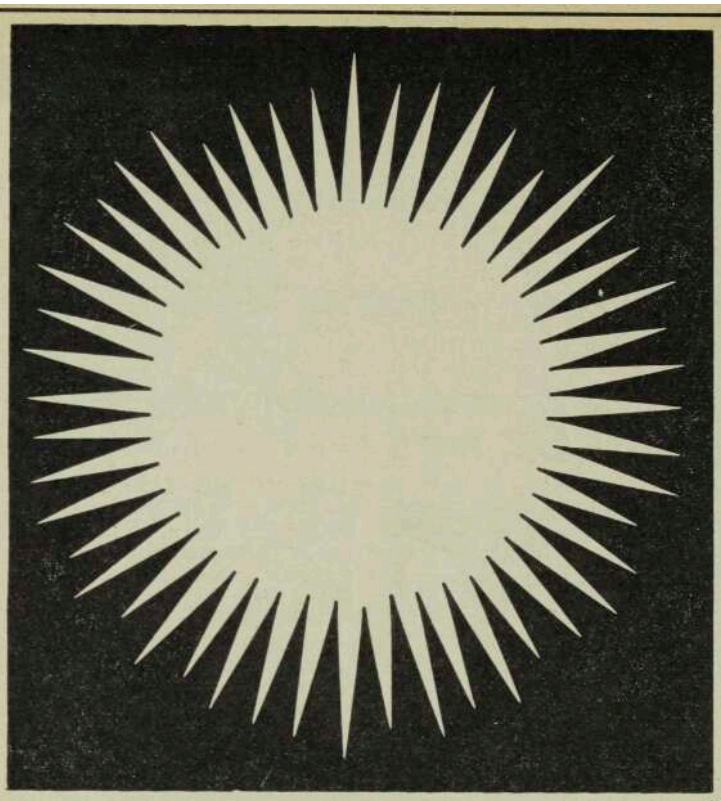
● Mr. Henry M. Horn, better known to South Seas yachtsmen as plain Hank Horn of the *Ben Gunn,* writes us a friendly, and somewhat nostalgic, note from Massachusetts, USA, where he is with the Deep Sea Research Vehicle Group, Woods Hole Oceanographic Institution, Woods Hole. Writes Hank:

For the past 4½ years, my wife, 11-year-old daughter and I have cruised the South Pacific in our 41 ft ketch *Ben Gunn.* I sold *Ben Gunn* in Hawaii last June, since in such a life one eventually must earn another "pot" to go again.

However, one of my many fond recollections on reaching various ports between Tahiti and New Zealand was

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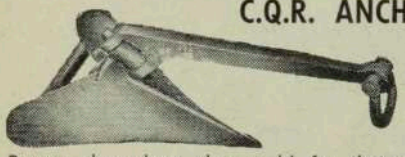
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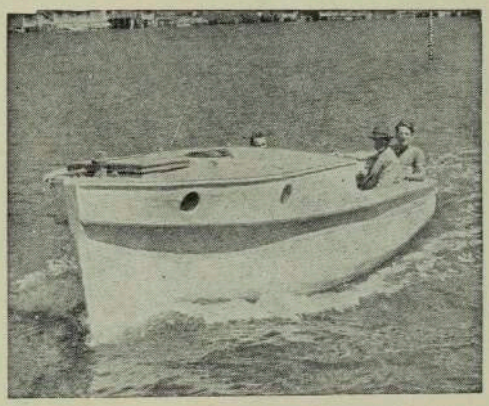
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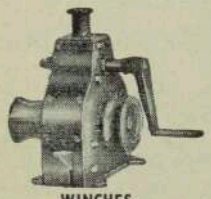
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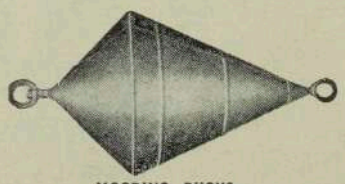
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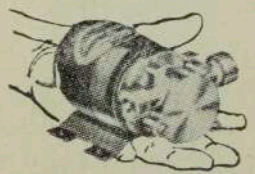
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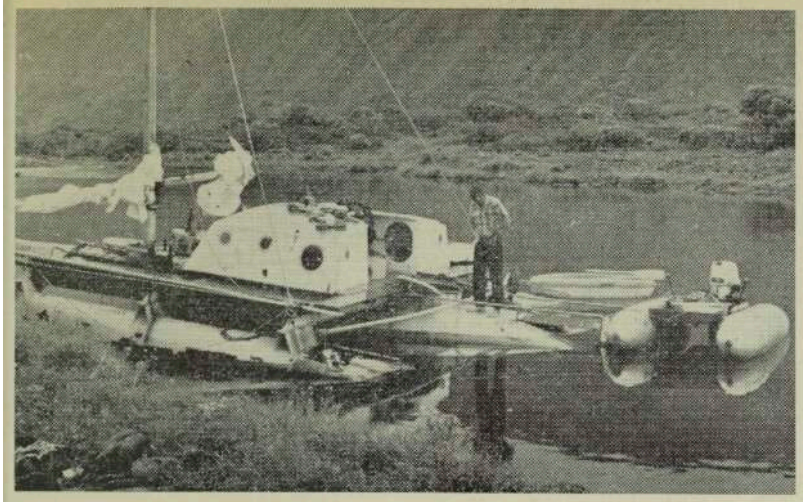
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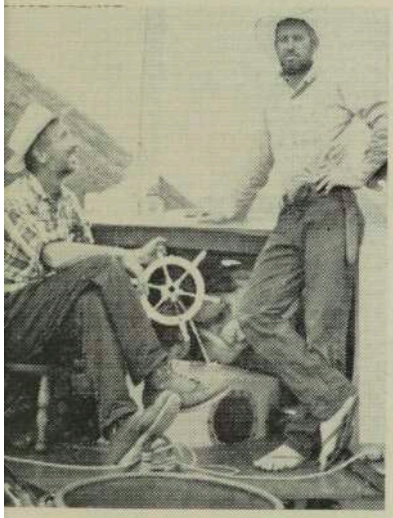
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The trimaran "Kamaiana", in Hawaii in September. Below is Al Wolfsen, the skipper (left) and Jim McCutcheon. See story this page.—Photos: W. R. Roll.

picking up a copy of *PIM*. Now, ettled down again as an engineer for Woods Hole Oceanographic Institution, I would like very much to subscribe to *PIM* just to keep in touch with God's country. Then, on February 17, 1972, my daughter will be 1 years, and I'll get another boat nd will be back again at the life I ave given up so recently.

We are a long way here from the ood old Pacific, but oceanography is apidly becoming the object of conderable effort throughout the world, s you know. I am afraid the USA is tarting "better-late-than-never", but nce underway we can move.

At present WHOI is having built, nder a Government contract, a deepea research vessel which can operate t depths of 6,000 ft.

Unlike several others which have een built, and can go to deeper epths, this vessel will be very manoeuvrable and can open up to view realms of this earth which I long wondered about as I cruised the Bahamas, Caribbean, Galapagos, French Polynesia, the Cooks, Tonga, Fiji and New Zealand.

But right now I am interested in learning the whereabouts and activities of the many yachts out there and how our many friends Down Under are making out.

● *KOAE*, built, owned and sailed by C. B. Taylor, a retired USN officer, left Suva for Auckland on September 14 and arrived on October 7. During the three weeks passage the ketch was hove-to for one period of 30 hours and at other times was becalmed.

Captain Taylor is accompanied by Mrs. Taylor and, for the Suva-Auckland leg of the journey, by J. P. Burgess a New Zealander. The Taylors plan a month in New Zealand before crossing to Brisbane. Future plans include Great Barrier Reef, Ceylon, Bombay, Red Sea, Suez and the Mediterranean before heading back to the United States.

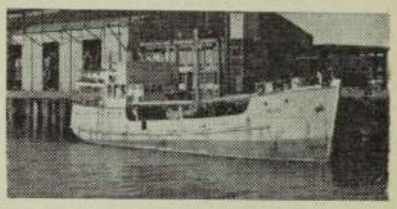
● *KAMAIANA*, a trimaran of revolutionary construction, put in at Waipio Stream, Hawaii, in September, 38 days out of San Francisco. On board were Al Wolfsen, 52, a self-styled herb doctor, and Jim McCutcheon, 34, a farmer, of Ontario. They may just go on farther into the Pacific but in the meantime the strange craft is the nautical sensation around Hawaii.

Its main hull is a 34 ft long section of 10-gauge sewer-pipe, with ends flattened to make a sharp bow and tapered stern. To it, attached by steel pipes, are two outriggers made of 24-inch water-main. Twin keels of armour plate are welded to the outriggers and steering is by twin rudders. The mast is made from a rejected light pole and she carries a jib and mainsail rig.

A plywood deck tops the sewer pipe hulls and on it is a cabin and wheelhouse.

Wolfsen got the idea for his strange

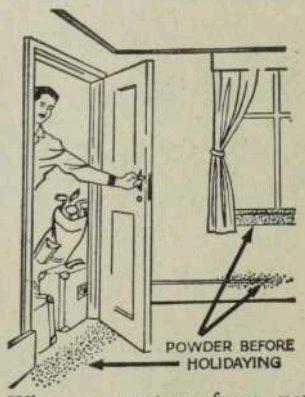
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craft when he was working as an aircraft engineer during the war. He calculates that it cost him $4,000.

Apart from designing sea-going freaks he is also author of a book called *God is My Doctor*—a collection of nature cures and advice on health. Neither he nor McCutcheon had ever been to sea before this trip.

● *HUNAKAI*, 36 ft Block Island ketch, which had been cruising on the high seas since her arrival in Fiji earlier this year, returned to Suva on September 6, and left on September 13 for Auckland.

● *STA RETA*, 40 ft twin screw motor sailer, which arrived at Suva in July on a cruise, left Suva on September 14 to return to Auckland. Her owner, Richard King, spent some time cruising in Fiji waters.

● *LA RETA*, Auckland-owned pleasure craft, which arrived at Suva on July 26, spent some time on cruises in Fiji. She left in September "for the high seas".

● *ANDRA*, 30 ft Tahiti ketch arrived Honolulu October 1 with Ronald Sewell, owner-skipper, and Jim Rassat aboard after a 36-day passage from Pago Pago. The pair spent a year in the Societies, Cook Islands and Samoa. During the 3 weeks trip from Rarotonga to Samoa, they never lost sight of the 34 ft yawl, *Opportunity*. During this trip they stopped at Aitutaki and Rose Island. *Andra* will stay in Hawaii.

● *LADY PAT*: After two unsuccessful attempts to leave the Hawaiian Islands for Tahiti, this 33-ft yawl has returned to Honolulu and cancelled plans for a South Pacific trip.

● *ASTREA* was overdue at Honolulu in early October and Coast Guard planes and ships had been alerted to watch for the missing 52 ft schooner with four men and a woman aboard. *Astrea* was on a voyage from Yalapa, Mexico, to Tahiti. The schooner left Mexico on August 27 and was due in the Marquesas by the middle of September. The Coast Guard identified those aboard as: Philip D. Hays, Glendale Calif, skipper; Jerry Spot, no address; James Sunseri of San Jose, Calif; and Ruth Byra and John Allen of Phoenix, Arizona.

● *NINA*, skippered by John Samson, arrived in Hilo, Hawaii, Sept. 30, after a 19-day passage from Tahiti. Samson, a native of Alberta, Canada, purchased the New Zealand built, Woolacott ketch in Sydney, in 1960. He cruised New Zealand waters

PACIFIC SHIPPING

and left Auckland the end of May. Aboard as crew were his wife, Pat, Judy Cameron (of Sydney), Judy McNichol (Auckland), and Lynette Helyar (Auckland). Samson worked as a plantation assistant for Mariboi Rubber Estate, Papua, before buying the 34-foot ketch. He plans to sell the *Nina* in Hawaii.

● *ULULANI* of Newport, Calif., arrived Honolulu September 26 after a calm-filled 16 day crossing. Aboard as sailing master is Dick McIlvride who passed through Honolulu in June while delivering *Kalona* to San Pedro, Calif., his wife, Pat, daughter, Jean, and owner, Benjamin Moore, of Newport, Calif. Additional crew members are David Lewis, of Bay of Islands, NZ, and Wayne Dumbleton, of Palmerston North, NZ. Moore plans to cruise the 63 ft ketch extensively in New Zealand waters. The Hand-designed ketch has a 14 ft beam and 8 ft draft. She was formerly *Antares*. *Ululani* departed Honolulu October 1 for Fanning Island, Samoa, Fiji and New Zealand.

● *SEA WIND* and the Malcolm Grahams, reporting from Thursday Island in mid-September say they had great difficulty in dragging themselves away from the hospitality of Port Moresby (and the showers of the Yacht Club).

On the way to TI they cruised amongst the islands of the Torres Strait, dropping anchor at a different one every night. At Thursday Island they were having the bottom of *Sea Wind* scraped and getting a general clean-up for the next leg of their journey to Christmas Island and Cocos-Keeling. From Cocos they expect to head for the Seychelles, but otherwise plans are indefinite.

Cruising yachts *New World* and *Heather* were in TI just before they arrived; and *Tuarangi* left a few days after their arrival, heading to Mauritius.

● *DWYN WEN*, big 106 ft American schooner, added four girls to her crew in New Zealand before she left Auckland, September 30, on a 1,000-mile haul to Tonga. With owners Mr. and Mrs. B. J. Walters, complement is now 19—including Captain S. G. Rayner, her master, two cameramen and a cook. *Dwyn Wen* will visit Tonga, the Cook Islands, Tahiti and the Society Group before she completes her cruise in Hawaii around the New Year. During the cruise 10,000 or more feet of colour film will be shot. It will be edited into a Pacific adventure film.

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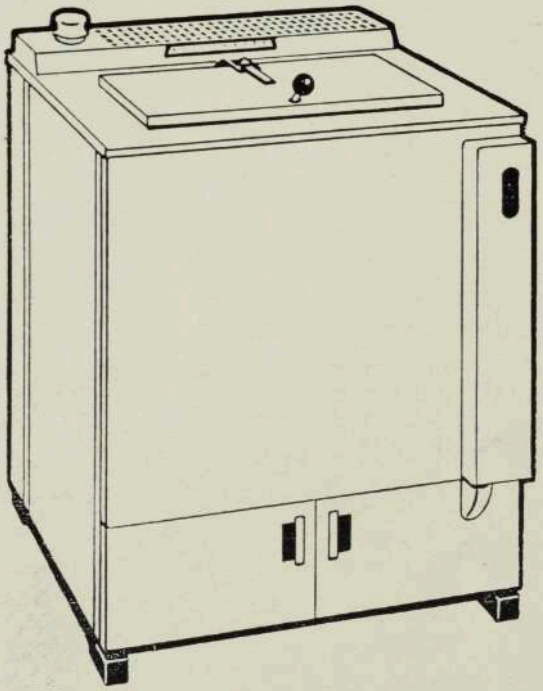


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Territories TALK-TALK

With Tolala

In the July "Talk-Talk" I sent out a query concerning the Mortlock Islands in New Guinea—after whom were they named?

NOW comes to hand a suggestion from E. L. Mauseth, of Alden, Minnesota (USA), for long years a correspondent with Islanders (and, incidentally, a keen conchologist), to the effect that a Captain Benjamin Morrell, a New England skipper, sealer and whaler, hailing from Stonington, Connecticut, was responsible for naming both the Mortlock Islands —the one in the Carolines and the one in New Guinea.

Mr. Mauseth quotes his authority two old newspapers published in Nantuckett, Mass., *The Enquirer* and *Mirror*, dating from 1800 to 1850. The name was that of a First Mate or seaman, writes Mr. Mauseth. Captain Morrell is credited with having "discovered" the Caroline Mortlocks in 1830.

From another source, however, an expert on Pacific Islands history, comes a different tale.

He quotes Andrew Sharp's *The Discovery of the Pacific Islands* in which it is stated that a Captain Mortlock, of the British vessel *Young William*, sailed about the Pacific in 1795 and in that year discovered some islands in the Carolines, one of which was Nomoi (south of Truk). No mention is made of our New Guinea Mortlock Islands.

So apparently, it is a toss-up between Morrell and Mortlock and personally I'd be inclined to back Mortlock; not that I doubt for one moment Reader Mauseth's sincerity.

I find it rather strange that a "colourful personality", such as Morrell is described, did not perpetuate his own name on some coral isle in the Pacific.

Are there any other suggestions?

"Taken For A Ride"

A feature of the *SP Post*, Port Moresby, which I invariably delight in reading is "Have a look", by J. D. McCarthy. His comments always appear critical, constructive, rational and free from that innocuous, vague phraseology which characterises official hand-outs. Therefore I surmise he is of the Non-Official species and (to use a modern term) an expatriate.

I notice, however, that in the *Post* of September 10 he refers to a comment of mine in August *Talk-Talk* anent the rise in the Administration's "pay packets" and wonders whether I have been "taken for a ride" when I whitewash the Establishment's extravagance and describe it as expenditure for "native welfare".

J. D. McC. can rest assured I have been taken for no ride (in this respect, at least).

For many years now Government expenditure has been broadly described, in most departments, as being on account of "native welfare" and therefore deemed a justifiable expense unquestioned by the Australian tax-payer, who has footed the bill, feeling it was doing something for the less privileged people.

Perhaps the cover-up has been legitimate, for it can be argued that our very existence both in Papua and New Guinea is in the cause of native advancement towards our way of life.

The fact that we are surrounding our Government officers with all kinds of expensive amenities (in order to induce them to join and remain in the service) is beyond the point.

Incidentally, JD quotes me incorrectly when he credits me with using the word "impolite". I am afraid politeness, when I have pen in hand, is not one of my strong points, but the word which I did use was "impolitic", and there is a considerable difference between the two.

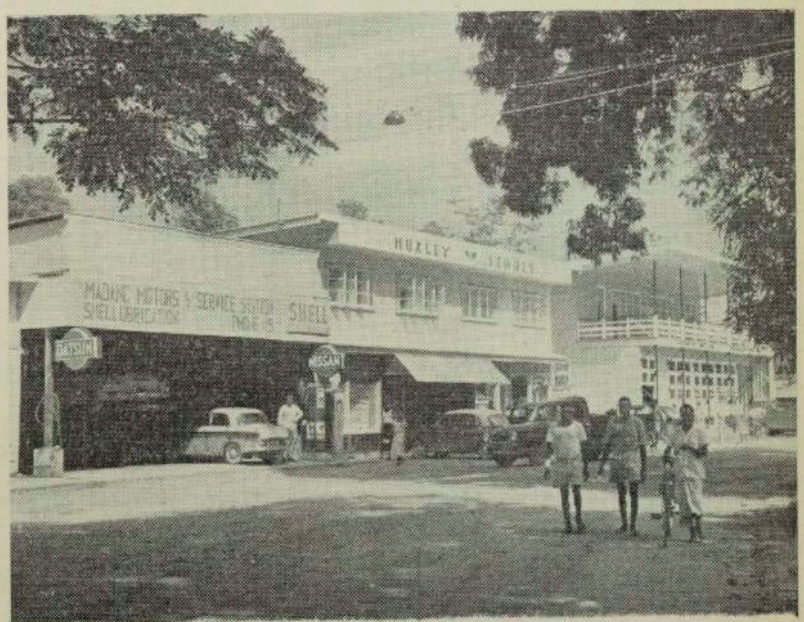
To JD I wish all the best. May his typewriter ribbon never grow dim.

Those Pay Packets

While on the subject of expenditure it is of interest to note that Highlands Member Ian Downs made some pithy comments in the last session of the Council concerning staff increases when speaking on the Appropriation Bill 1963-64.

The budget's emphasis was "too much departmental activity and too little on capital works," he said. And that was putting it very nicely.

Quite recently somebody in the know worked it out that Administration salaries for 1963-64 financial



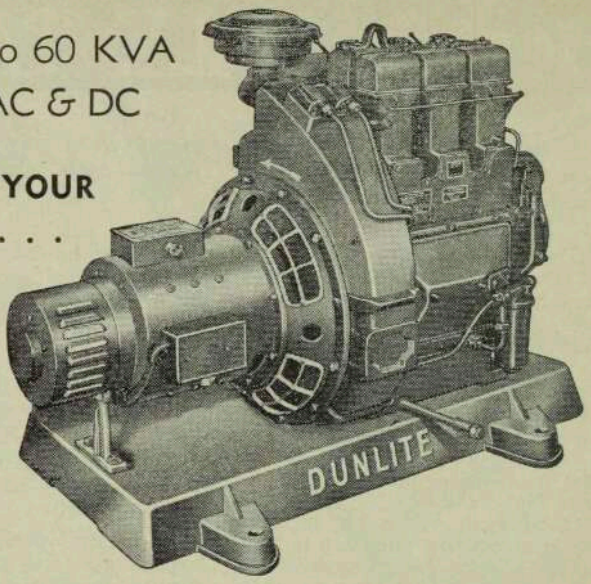
Madang is one of the prettiest towns on the New Guinea mainland. In the last few years there has been much business development, with modern new buildings being erected. Here is part of the business area.

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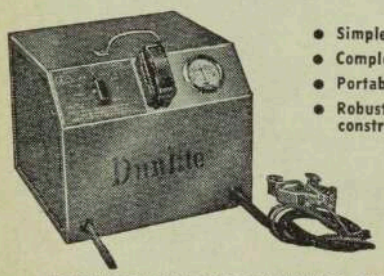
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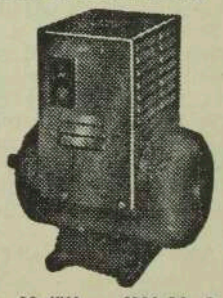
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year would be 52.47 per cent. of entire departmental expenditure.

Add to this the expense of glorifying Port Moresby to bring it up to Capital Grandeur and what have you left for roads, bridges, wharves and airfields, which comprise the hard core of an agricultural country's economical development?

What remains in the Treasury coffers for the essential needs of hygiene and education for places like those Fringe Islands, sometimes called "forgotten"?

Not as much as there should be by any means.

And speaking of "departmental expenditure", and turning back the clock a few years, just for the helluvit:—

In the TNG report to the League of Nations for 1938-39 the Administration's total revenue from all sources was £460,835/14/- and total expenditure £502,579/11/9.

The Public Works Department, responsible for roads, bridges, buildings and what-have-you, spent £11,278 on salaries, £23,524 on contingencies and £69,145 on new works. For the previous year salaries amounted to £7,511, therefore an explanatory note points out (somewhat apologetically, it seems) that the "increase was consequent on appointments of additional technical staff."

New Works

Glancing at some of the new works' items in that period one sees "road development £34,482", "Purchase of timber rights £2,247", "Four new wards Kokopo Native Hospital £758." and numerous staff bungalows, native quarters, Customs sheds and District Offices at Angoram, Bena Bena, Buin, Gasmata, Kavieng, Madang, Rabaul and many other spots.

Needless to say there were no custom-built homes, furnished with imported tubular furniture.

That was "working on a shoestring" with a vengeance, as compared with these days. But one must not forget New Guinea was not Australia's curly-headed boy in those days but was kept within its budget by the astute Orton Townsend who handled the purse-strings; and, what is more, it showed a surplus at the end of the financial year of £17,947.

It started the year with a carry-over surplus of £59,691.

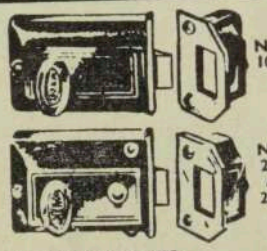
Of course, in those days £1,000,000 was an astronomical figure and treated with respect, not carelessly tossed about and symbolised as £1m.

LOCK UP WITH Lockwood

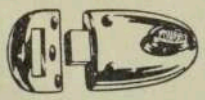
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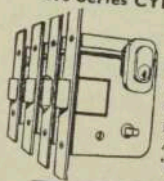


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570 Series CYLINDER MORTICE LOCKS. Precision, dependability, security! Moving parts solid brass Over 30 applications in all. Available as a 'master-key' system.

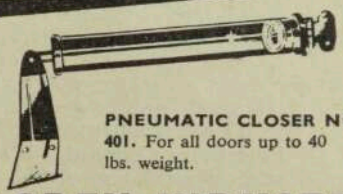


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And then, not the least by any means, Australia had no pack of Afro-Asian critics climbing on its back.

Camohe Grows

"Another Good Year for W. R. Carpenter" reads the heading in a Sydney morning paper and for me it started a train of thought that went back to Rabaul in 1920 when the Expropriation Board was starting to take over the German assets of the local companies.

Australian business firms with long vision were then carefully watching commercial events in old German New Guinea and how the post-War I changes might be moulded to their hearts' desires.

In the NDL Bungalow (later known as the Walstab Bungalow) on Central Avenue and opposite the Proclamation Square there was opened an office for W. R. Carpenter & Co., Ltd., Island produce buyers and general agents, of Sydney, practically an unknown concern in NG.

A rather dour, tactiturn manager by the name of Tatham was in charge and his assistant was a pleasant cove, Bert Perriman, who, as people gradually got sorted in the town and found their niche in the later months of 1920, proved a good mixer and became one of the boys.

He had a car (a Rabaul rarity at that time) even though it was only a T Ford model (I think its number was 22.) But it was quite capable of making a trip to the popular Kokopo Hotel in the evenings—and, what was more, returning.

It was Bert who was responsible for creating the goodwill spirit and the firm's acceptance by those that really mattered. And, might I add, that characteristic remained with him down the years.

Out in the harbour, near the Hernsheim Wharf, lay anchored a



Round trippers on a recent "Bulolo" to Rabaul included Mr. George Phillips and Mrs. Phillips. Mr. Phillips was formerly a Licensing Inspector (liquor) with the NSW Police. While in Port Moresby he saw his son, who is manager of the Reserve Bank there.

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not very natty-looking schooner, *Camohe*.

Its master was one Captain Hope, a rather fierce-looking individual with a black tooth-brush moustache, who cruised about the islands from time to time, picking up bits and pieces of produce from clients who were not bound hand-and-foot to the Expro-board.

Such was WRC in Rabaul in 1920; its headquarters, its fleet and its personnel.

It has gone a long way since then!

Too Much Change?

It's all rather confusing, really. On the one hand we have the Powers That Be adjuring the people of New Guinea to go easy in their march towards territorial independence; yet, on the other hand we have all sorts of ideas, stemming from Western cultures, being propounded by long-haired visiting tourists and inspired native sophisticates, as for instance the adoption of the Western style of surnames and upsetting old tribal methods of naming the rising generation.

In our enthusiasm to Westernise these native people we have revolutionised their languages, clothing, houses, foods, religions, marriages, agricultural and fishing methods, to say nothing of introducing them to the gentle art of alcohol.

One is prompted to ask whether, as trustees of a county and its people, it comes within our purview to inaugurate such drastic changes?

Are such innovations wholly necessary in bringing them to a state where they are capable of self-government?

Or, as an alternative, should we not allow these people to adjust these detailed cultural changes themselves if and when they find it necessary to do so, *after* having attained self-government?

Are shirts and pants and socks and boots an essential qualification for self-government? Western houses? A universal knowledge of the English language? A change of nomenclature? And a change of religion? . . . Other native countries have not found it so.

Parenthetically, I quote a heading in a Sydney morning newspaper: "A cheery Prime Minister in a mid-grey lava-lava whizzed through Sydney at the week-end carrying golf clubs."

It was Prime Minister Mataafa, of Samoa. And note, please he wore a "lava-lava" not a "lap-lap",, as we have insistently called it since War II.

If, in this Age of Conformity, Samoans are determined to maintain their own individual attire, why not New Guinea?

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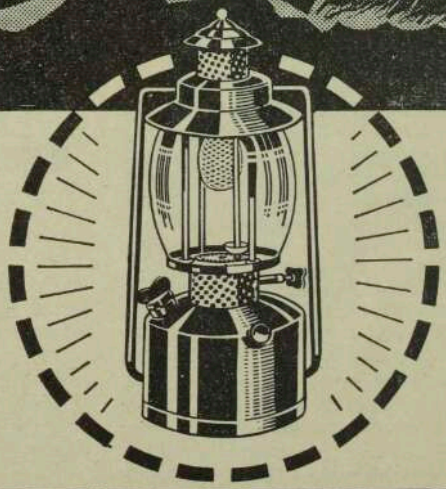
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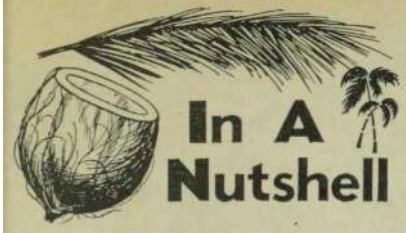
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In A Nutshell

● Subject to the approval of the United States Government, Pan American Airways will establish a weekly air service, using Boeing 707 jet aircraft, between Honolulu and Tahiti.

This follows an agreement between Panam and South Pacific Air Lines. SPAL will abandon its Honolulu-Tahiti service.

SPAL has been operating a Honolulu-Tahiti service since April, 1960, but has never obtained authorisation to extend its flights to San Francisco and Los Angeles; whereas Panam has long had a service between Honolulu and the Californian ports, but none from Honolulu to Tahiti.

The first flight of the new service is expected either in December or January.

● The Japanese tuna fishing company Taiyo Gyogyo, which has an interest in the recently-established tuna fishing industry in New Caledonia, may establish a tuna base in French Polynesia soon. Two members of the company recently inspected sites at Raiatea, and were particularly impressed by one in Fafao Bay.

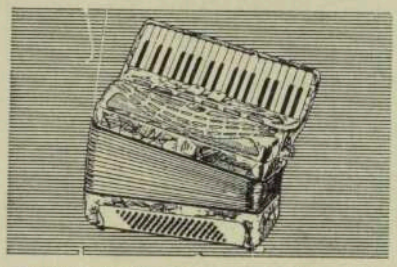
● Lever's Pacific Timbers Ltd., a new company to be constituted in the BSIP to exploit timber there, plans to log 30 million super feet of timber on Gizo, and then to begin operations on Kolombangara. Heavy equipment for the company was being shipped from England in September.

The company's general manager, Mr. A. D. Melhuish, arrived at Yandina on September 24. He was formerly a senior official with African Timber and Plywood (Ghana) Ltd.

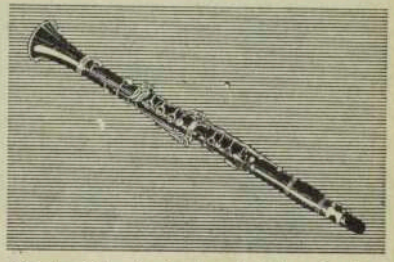
● The New Hebrides Chamber of Commerce, Industry and Agriculture, which was officially opened by the British and French Resident Commissioners in June, began its first working session on October 3. This was the first of a series of quarterly general meetings.

● Apia's Harbourmaster, Mr. Harry Jay Moors, in Apia in October, was sentenced to three months' gaol on a charge of having forged a certificate on a Treasury voucher. It was alleged that by manipulating vouchers, Moors

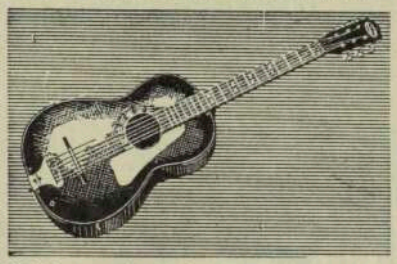
the MAGIC of MUSIC



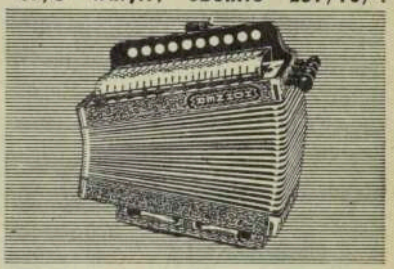
"Busilacchio" piano accordion, 80 basses, 37 piano keys, 2 treble tone changes. With case £77/10/-.



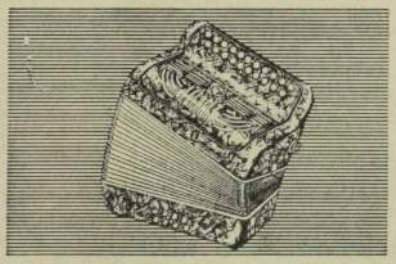
"Dolnet" clarinet, B-flat, Boehm system, case. Blackwood £49/10/- (7/8 wkly.), ebonite £37/10/-.



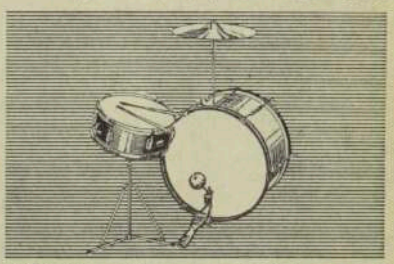
"Col oye" guitar, round hole, 18 frets, recommended by famous TV recording star himself. £6/10/-.



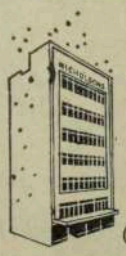
"Hohner" melodeon or bush accordion with 2 stops £10/15/-, 3 stops £12/7/6, 4 stops £14.



"Busilacchio" button accordion, diatonic or chromatic tuning. Single row £15, double row £22.



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had obtained an air conditioner for his office. His counsel submitted that nobody had been defrauded and the signing of the certificate was not forgery. The Chief Justice, in passing sentence, said Moors had abused his position of a trustee of public revenue. Leave to appeal was granted and Moors was released on bail.

● With improvements in the export of nickel to Japan and increased exports to France of smeltered nickel over the last few months, New Caledonia's revenue has taken an upwards turn. The large deficit earlier expected in this year's budget should be considerably reduced. Government departments have also helped the position by carrying out important economies and there is even a hope now that the budget might be balanced.

● There has been a delay in the start of an internal air service for the British Solomons, which it was hoped would begin in September. It is still expected to start before the end of the year. The service will be operated by Captain L. Crowley, of Crowley Airways, New Guinea, who is converting a De Havilland Dove aircraft for the service.

● An Apia report in October said negotiations were in the final stages for Polynesian Airlines to increase its fortnightly Cook Islands' service to weekly flights, and to introduce a new service each fortnight between Apia and Nadi, Fiji.

● One hundred members of the French Foreign Legion arrived in Papeete on October 9 to assist in the erection of the atomic testing centre in French Polynesia. A civil engineer in October completed a survey of Papeete port and will submit plans for a transformation of the port to handle the big increase in sea traffic expected. A substantial sum has recently been voted by the French Parliament for the work. The new harbour plans include the building of a road on the barrier reef at Papeete.

● The *Eastern Queen* left Noumea on September 28 with a full passenger list of 550 Vietnamese returning home to Haiphong, North Vietnam. This shipload seemed to have many more young people aboard than former ones. Amongst them were many local footballers who had played either in Noumean teams or in Viet teams in Noumea.

● Additional seismological instruments are being erected in tunnels in Rabaul to help the resident vulcanologist predict the behaviour of volcanoes there.

MALLEYS

LIQUID PETROLEUM
GAS WASH BOILER

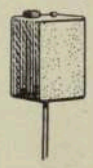
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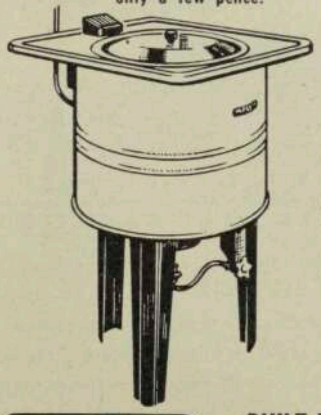
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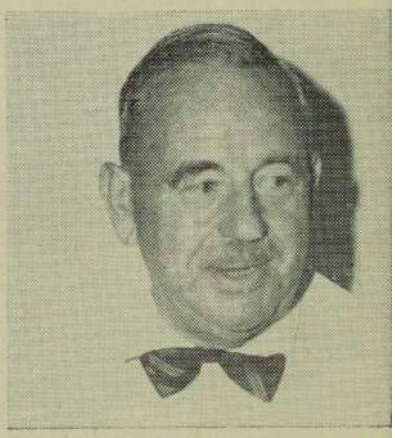
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People

Western Samoa's Chief Justice, Paul Molineaux, in October, warned the Samoan public against attempting to influence the judiciary in the outcome of court cases. He said he had on occasions been approached on the street, in the office and even at his home by persons involved in cases pending. This was wrong and it had to cease. Any person who in future attempted to influence a judicial officer could find himself being faced with a charge of contempt of court, or with a more serious charge of official corruption, which carried a maximum penalty of five years' jail.

* * *

The grand old man of Pacific missionaries, Dr. C. E. Fox, entered his 86th year in October—still active with the Melanesian Mission in the Solomons. Dr. Fox is the author of *Threshold of the Pacific*, *Kakamora* and *Lord of the Southern Isles*.



Recent visitor to Rabaul was Colonel E. T. Penfold, who has been visiting New Guinea regularly since 1924 and is a welcome traveller there.

One of Papua-New Guinea's best known medical officers, Dr. Joan Refshauge, an assistant Director of the P-NG Department of Health, was to retire at the end of October. The popular Dr. Refshauge is the woman who started the vital Infant Welfare section of the Department. This was in 1948, and she had the help of one European nursing sister and an interpreter. On the eve of her retirement there were clinics in most Territory centres, 55 European infant and maternal welfare sisters, two Administration training schools for infant

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welfare nurses, 10 Mission training schools and 141 Mission centres receiving subsidies. There were 214 infant welfare nurses in training.

When Dr. Refshauge first started visiting villages to hold clinics, the women were suspicious and sometimes had to be ordered out by village chiefs and police so their children could be examined. The first breakthrough came when a Port Moresby woman allowed the doctor to examine a sick child in the woman's house. She cured the child and the women gradually started to come to the village clinic. Dr. Refshauge went to the Territory in 1947.

* * *

A couple of years ago, when an American television personality was in the Solomons making a documentary on the area in which President Kennedy figured in his PT-109 exploits in World War II, he gave Vouza, the highly-decorated Solomons war hero, who is now in his mid-seventies, a sum of money to get a new set of teeth. Well, the teeth have now arrived and Vouza is the happiest Solomon Islander in the Protectorate.

The reason Vouza had to wait so long for his teeth was that the dentist who made the impression went away on leave; and when he finally got the teeth made, they went astray in the post. When they eventually did turn up, they were a bit loose, but with the addition of some of the powder you use to hold false teeth in position, Vouza can smile a firm, toothy smile.

What's more, he has £20 over from the transaction, and would like to buy a car with it.

* * *

Mr. Rob Wright, the Fiji Government photographer, arrived in Vila, New Hebrides, on September 23 for a two-week visit to take a comprehensive collection of pictures for use by the British Service. Arrangements were made for him to see as much as possible of the Group in the time available. He afterwards went to Honiara to spend a fortnight of photography in the Solomons.

* * *

A plaque on the banks of the Tauri River, P-NG, was recently erected in memory of Patrol Officer Fergus David Anderson, 24, who was drowned there on his way to start a patrol post at Kaintiba, in November, 1961. The plaque was erected by PO T. A. Steen.

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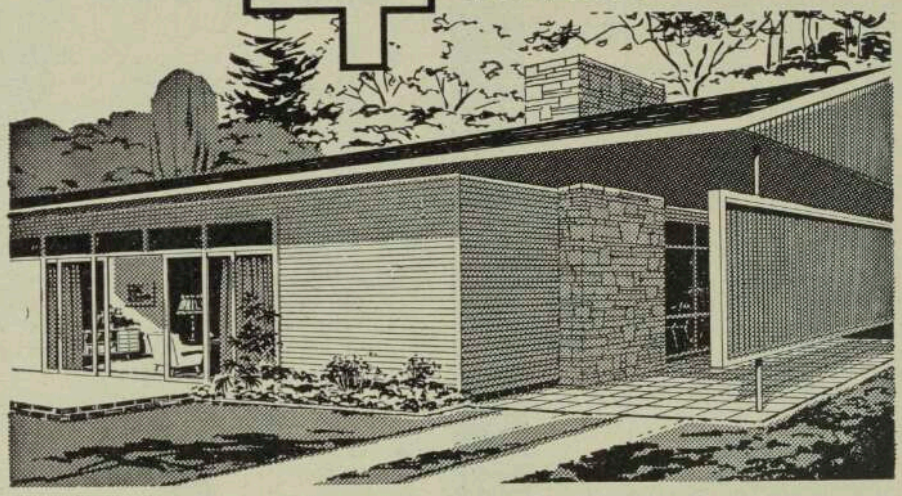
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DEATHS OF ISLANDS PEOPLE

Mr. C. O. Taylor

Mr. Cecil Osmond Taylor, a former Deputy Postmaster-General in Fiji, died at Suva on September 30 at the age of 62. He was born at Great Morven, Worcestershire, and went to Fiji at an early age. He joined the Colonial Service in Fiji in 1916.

He is survived by his widow (formerly Nita Griffen, a member of a well-known Suva family), one son, James (Suva) and one daughter, Mrs. L. C. Gustafsson (Te Atatu, New Zealand).

Mr. J. Dowling

Mr. John Dowling, a prominent figure in Fiji commerce for many years, died at Sydney on September 29 at the age of 78.

He arrived in Fiji before the first world war to work for Henry Marks and Co., and when that firm was absorbed by Morris Hedstrom Ltd. he was replaced in his post as manager of the Lautoka branch and transferred to Calcutta as Morris Hedstrom's branch manager there.

Mr. Dowling returned to Fiji in 1923. From 1927 to 1929 he was Morris Hedstrom manager at Apia.

Mr. Dowling went back to Fiji in 1929 and in 1935 became manager of the Morris Hedstrom subsidiary, Millers Ltd. In 1942 he went to Sydney as manager of the Sydney office of Morris Hedstrom.

He retired in 1946.

Mr. Dowling is survived by his widow and a son by an earlier marriage.

Mrs. May Alice Holmes

Mrs. "Pat" Holmes, one of the best-known of Rabaul's earlier residents, passed away at Turramurra (Sydney) on September 24, aged 77.

For some considerable time she had been suffering from a heart ailment, yet, notwithstanding this, her death came as a shock to her relatives and a host of friends.

Mrs. Holmes first went to New Guinea during the years of the Military Occupation when she was then Mrs. Robins, wife of a member of the AN&MEF, who, owing to experience gained in Fiji, was sent to manage Raua plantation in Bougainville, where he died.

His widow remained in the Territory with her two children, and she occupied various key positions. She was for a time manageress of the Kokopo Hotel and later was in charge of a Domestic Science School, run by the Administration in Rabaul.

In 1927 she married Mr. Eric P. ("Pat") Holmes, Secretary for Lands and Mines in the NG Administration and was a popular figure in Rabaul's social life for many years until November, 1941, when some of the Government departments were transferred to Lae.

On retiring from the service after the war the Holmes lived for some years in Brisbane and then later moved to Sydney.

Sorrowing relatives included Mrs. Thelma White (daughter) and her son Michael and Mrs. Kath. Robins (daughter-in-law) and her two sons.

Many New Guinea friends attended the funeral, among them being: Mr. and Mrs. S. A. Lonergan, Mr. and Mrs. Arthur Browning, Mr. and Mrs. E. Bishton; Mesdames M. Foxcroft, J. Edwards, E. Ormonde, J. Hawnt and Stafford Grimes; Messrs. C. L. Anthony, L. C. Roberts and B. T. Webb.

May Holmes will be long remembered by her many friends for her kindly and generous disposition and her understanding nature.—G.T.

LAST OF THE McCOYS

Floyd Hasting McCoy, a great-great-grandson of "Bounty" mutineer William McCoy, and the last man on Pitcairn Island to bear that surname, died on Pitcairn on September 15 at the age of 66.

His death means that male lines of only two of the nine "Bounty" mutineers who settled the island in 1790 are now represented there. These lines are those of arch-mutineer Fletcher Christian and Midshipman Edward Young, the only two officers among Pitcairn's first settlers.

Floyd McCoy, a former merchant seaman, was a keen radio "ham", who, as VR6AC, was well known to radio enthusiasts all over the world.

He went to sea when he was 15.

Mr. McCoy married in Australia in 1941, and, with his wife Violet (who survives him) returned to Pitcairn to settle in 1947. The McCoy's had no children.

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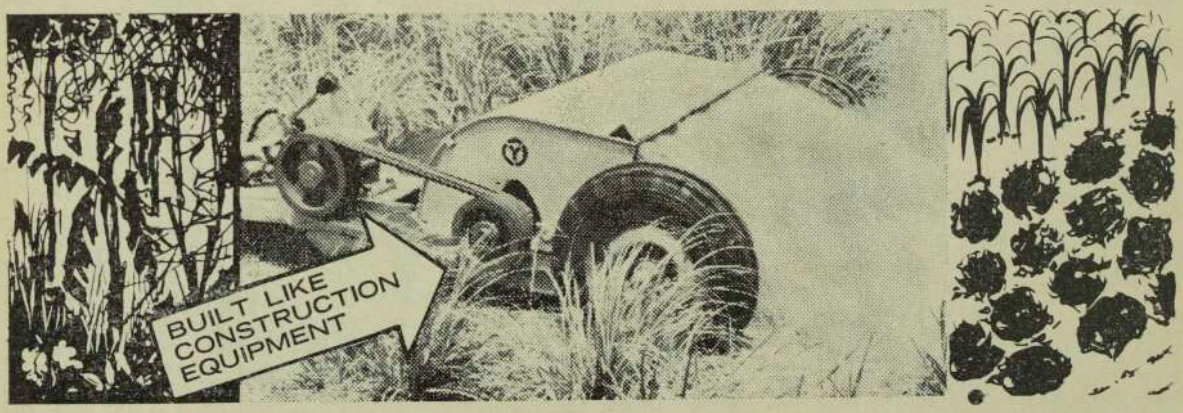
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Pacific Commerce and Produce

More Millions In The Carpenter Empire

The Carpenter empire grows and grows. The report of Carpenter Holdings Ltd. for the year ended September 30 was distributed in late October (quick accountancy and auditing!) and shows a rise in profits from £702,687 in 1962 to £1,342,204. Dividend goes up from 15 to 20 per cent. for the half-year, or an average of 17½ per cent. for the year.

LAST year's share units (5/- each), which numbered 15,732,372, are being increased by 4,267,628, which will make the issued capital £5 millions. The share premium account is now just under £2 millions, and the unappropriated profits just over £2 millions, which means that the shareholders' funds now are just under £9 millions.

Little wonder that the Sydney market, smelling something good coming along, lifted the 5/- stock units from 27/- to 35/- in three months.

The old board (Messrs. R. B. Carpenter, C. H. Carpenter, W. S. Bennett, B. B. Perriman, W. G. Johnson, C. D. Brownhill, H. E. Snell, G. C. Remington and W. A. Ince) is being joined by Messrs. W. R. Carpenter and S. S. Proud as associate directors.

The former is known in the city as "young Randolph". He is the son of Mr. H. C. Carpenter and grandson of the founder, Sir Walter Randolph Carpenter, and, in the city's respectful opinion, he will be a force to be reckoned with in the Carpenter structure in the years ahead.

The following list of the Holdings company subsidiaries shows how carefully this organisation has been following a policy of diversification:

IN AUSTRALIA (24): W. R. Carpenter & Co. Ltd.; Southern Pacific Insurance Co. Ltd.; Morris Hedstrom (Aust.) Pty., Ltd.; American Trading & Shipping Co. Pty., Ltd.; M. G. B. Jefferson Pty., Ltd.; Claude Neon Industries Ltd.; Claude Neon Ltd.; Claude Neon Lights (Victoria) Ltd.; L. G. Burley Pty., Ltd.; Marvelcraft Pty., Ltd.; Scanlan's New Neon Ltd.; Neon Holdings Ltd.; Consolidated Neon Ltd.; Endurance Electric Pty., Ltd.; Motor Services (Gladesville) Pty., Ltd.; Ionlite (Queensland) Pty., Ltd.; Neon Supplies Pty., Ltd.; Neon Luminous Products Pty., Ltd.; Neon Signs Ltd.; W. R. Carpenter & Co. (Solomon Is.) Pty., Ltd.; J. B. Carpenter & Sons Ltd. (Non-operative); Artcraft Neon Signs Pty., Ltd.; T. E. Page & Co. Ltd. (Non-operative); On Chong & Co. Ltd. (Non-operative).

IN PAPUA AND NEW GUINEA (12): Pacific Trading Co. Ltd.; New Guinea Co. Ltd.; Coconut Products Ltd.; Island Estates Ltd.; Garua Plantations Ltd.; Tovarur Plantations Ltd.; Repairs & Sales Ltd.; W. R. Carpenter (New Guinea) Ltd. (Non-operative); W. R. Carpenter Oversea Shipping Ltd. (Non-operative); Island Transports (New Guinea) Ltd. (Non-operative); Island Products Ltd.; Southern Cross Marine Insurance Co. Ltd.

IN FIJI (13): Pacific Products Ltd.; Morris Hedstrom Ltd.; Island Industries Ltd.; W. R. Carpenter & Co. (Fiji) Ltd.; Millers Ltd.; Suva Motors Ltd.; Pacific Shipowners Ltd.; The Lau Traders Ltd.; Fiji Pastoral Co. Ltd.; Cicia Plantations Ltd.; Kanacea Ltd.; Austral Motors Ltd.; Island Transport Ltd.

IN NEW ZEALAND (1): Paramics Ltd.

IN CANADA (1): BC Ship Chartering Co. Ltd.

IN UNITED KINGDOM (1): W. R. Carpenter & Co. (London) Ltd.

'Steamships' Bigger Profits In Papua-New Guinea

IN the year ended June 30 last, Steamships Trading Co. Ltd., of Papua, had a net income, before tax, of £332,866 from trading, and £66,704 from its subsidiaries and investments, which gave it a total income of £399,570, as compared with £320,455 in the previous year.

Tax provision this year is £68,000 (up £11,000); which means a net revenue of £331,750, for disposal. The proposed dividend is 8d per share unit of 5/-, slightly more than 13 per cent., which is slightly less than the previous year. This will leave an accumulated unappropriated profit of £341,520 (last year it was £250,101).

The company has an issued capital of £1,481,900 in 5/- stock units. With reserves of £1,688,674, and unappropriated profits of £341,250, the shareholders' funds, in addition to subscribed capital, are £2,029,194. In other words, the company's working capital is £3,511,094.

But this is not enough. The company's recent expansion into New Guinea (purchase of Colyer Watson Ltd.) and into other things (Goroka Coffee Producers Ltd., Lamington Hotels Ltd., Sagarai Estate Ltd., Mango Avenue Motors Ltd. and Rabaul Stevedores Ltd. in Rabaul, and Brown River Timber Co. Ltd.) have created a somewhat cramped capital position, seen in a bank overdraft of £225,759 (£170,718 last year) and short term loans, £105,000 (last year, £135,000).

The directors now propose to ease this by making another 1,193,628 ordinary 5/- shares available to shareholders (1 for 5) at a premium of 2/6 each. This should provide another £420,000 of additional capital.

The Australian market, in October, valued the 5/- units at over 14/-. the company is well managed; and the economic prospects are such that the company's earnings should more than cover the dividend requirements of the new capital. The new issue is almost certain to be promptly taken up. If it is not, it will be due, not to trading prospects, but to the Territory's uncertain political outlook—an uncertainty that Canberra's reluctance to give any promise of security to Territory investors has done nothing to alleviate.

More Angles on Fiji's Banana Export Trade

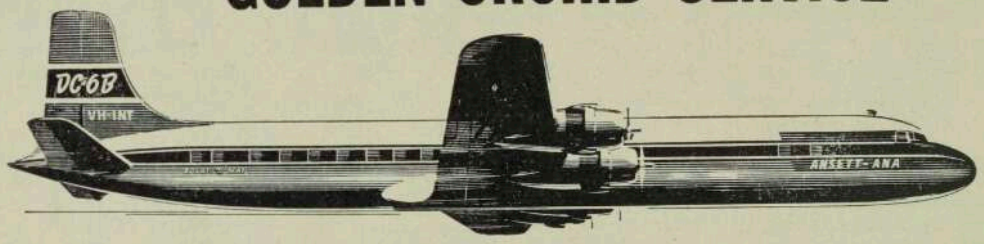
THE idea of growing and packing bananas in Fiji for the market in Japan has not so far made much real progress; but it has not been given up. There could be an announcement soon about Government arrangements with Japanese interests.

Mr. P. D. Lakshman has also in recent months been trying to get official permission to create an organisation for the shipment of bananas to Japan. But the chairman of the Banana Marketing Board (Mr. J. A. Sandys) informed him in October that "an exclusive licence to export bananas to Japan was given last year to the Land Development Authority; and, while the Authority's managing agents (Fiji Development Company) are engaged in active negotiations with a Japanese firm of importers, I regret that the Banana Marketing Board cannot issue another licence to you". (Over)

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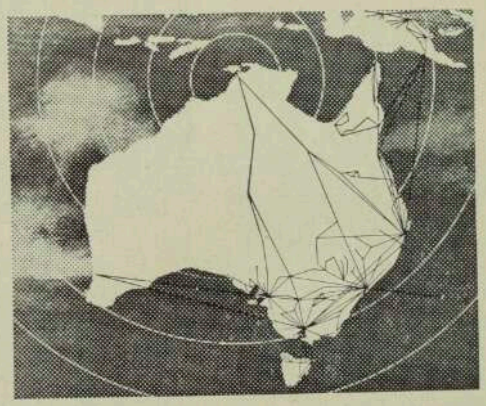


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Mr. Lakshman, for many years, was a prominent industrial and political figure in Lautoka, and last year he retired from public life in Lautoka and took up residence on a large area of land in the Deuba district of Fiji, which he purchased from the late Mr. J. P. Bayly. Since then he has been planning to develop the land's natural resources, and has been engaged in the saw-milling business.

Early this year Mr. Lakshman entered into negotiations with an overseas company, formulated a plan for planting up 2,000 acres of land near Deuba with bananas (with a view to exporting from 16,000 to 20,000 cases per fortnight to Japan) and applied for an export licence. It was then he learned that, at this stage, it is not intended to issue more than one such licence.

Since then he has renewed the application, and has had vigorous arguments in the old Lakshman style, but he has not made much progress.

Mr. Lakshman proposed that since he cannot get a licence to export to Japan, he be given the right to export to Australia or Canada or the United States, if suitable arrangements for such a traffic could be made.

He reported on October 4 that the chairman had replied that "the board would view with favour such an application".

It Had Its Roots In Bulolo Gold

THE annual accounts of Placer Development Limited, a 38-million-dollar organisation with headquarters in Vancouver, are to hand.

This huge organisation, now owning enterprises—mostly mining—in all continents, really came into being because a group of Adelaide men, some 40 years ago, had confidence in Cecil Levien's plan to dredge gold out of the Bulolo flats, in New Guinea. They formed Guinea Gold NL; and out of that syndicate came Bulolo Gold Dredging, Guinea Airways and other money-makers.

Placer spread its wings and flew far out over the globe, and in its 37 years of activity it has earned enormous profits. It still has a million-dollar interest in Bulolo Gold Dredging Ltd.; and, through Bulolo, in Associated Plywoods Pty. Ltd., of Sydney, and Commonwealth-New Guinea Timbers Ltd., of Bulolo. Of the latter, the annual report says:

"Sales generally continue to be depressed, and the necessary withdrawal from the United States market on account of low prices caused a stock accumulation which could only be rectified by a cut-back in production until conditions improve. The dividend received by Bulolo, of $180,750, is in line with the amount received in the previous fiscal year."

Fiji's Sugar Hopes Remain Bright

HURRICANE Flora in the Caribbean in mid-October did not do the Cuban sugar crop any good, and it was reported to have damaged machinery in some of the mills. There was an upward trend in world prices immediately after the hurricane. In late October London price was £Stg.102—a new postwar peak.

When Cuba lost the lucrative United States market not long ago the United States reallocation of the Cuban quotas were of immediate benefit to Fiji, which secured an allocation of 10,000 tons a year.

But the Fiji sugar exports to the U.S. are much higher because of the allocation of additional temporary quotas, and in the current year the Colony will export about 40,000 tons to the United States.

The United States shortage had an immediate world reaction for every country which could grow sugar began planting more, hoping to get a new or additional quota.

From the Fiji point of view that could have meant next year guaranteed markets of only 10,000 tons in the United States, plus its British Commonwealth Sugar Agreement quota of about 125,000 tons, and the 15,000 tons it sells locally and to neighbouring Pacific Islands.

With a production target of 30,000 tons sets for 1964 that means that half of the output would have to go on the world market, which has been subject to violent price fluctuations.

Sugar marketers don't like selling in such conditions. They much prefer a stable price for several years, even though that price may be below the peak free world prices.

In the meantime the chairman of the Fiji Sugar Board, Mr. Justice Marsack, has told the International Sugar Council that Fiji wants a bigger sugar quota. He will make every effort to get one when the International Sugar Agreement comes up for re-negotiation (it has been in abeyance for some years).

He rightly pointed out that if Fiji's quota were doubled it would have little effect on world markets, but would make a very material difference to the prosperity of Fiji, and Fiji would have no trouble in producing the tonnage, or dealing with it in the mills.

The Stock Market

SYDNEY SALES PRICES

	Sept. 23	Oct. 24
Bali Plantations . .	4/9½	4/10
Burns Philp	84/-	81/6
Burns Philp (SS) .	56/-	53/-
Choiseul Pintn. . .	245/-	258/-
C.S.R. Co.	67/6	73/-
Dylup Plantations .	6/3	6/11
Fiji Industries . . .	14/3	14/-
Hackshall's	16/6	16/-
Kerema Rubber . .	4/3	3/9
Koitaki Rubber . .	16/6	14/9
Lolorua Rubber . .	9/-	9/-
Makurapau Pintn. .	4/2	4/-
Mariboi Rubber . .	6/6	5/9
Pacific Is. Timbers .	2/6	2/11
Palgrave	2/4	2/10
Plantation Holdings .	3/9	3/9
Queensland Insurance	115/-	120/-
Rubberlands	4/9	4/9
Sandy Creek	6d	6d
Sangara	10½d	10d
Sogeri Rubber . . .	7/3	7/6
Sthn. Pac. Insurance	32/-	30/9
Steamships Trading .	13/8	13/8
W. R. Carpenter . .	34/3	35/6
Watkins Consolidated	3/6	3/3

OIL AND MINING SHARES

	Dec. 4, 1958	Sept. 23, 1963	Oct. 24, 1963
Emperor . .	b9/-	b6/9	s7/6
Loloma . .	b30/-	b55/-	s58/-
Bulolo G.D.	b32/-	s60/-	s46/-
N.G.G. Ltd.	b2/3	b2/5	b2/6
Oil Search .	b9/9	b2/9	b2/9
Ent. of N.G.	s11d	b3d	b2½d
Pac. I. Mines	—	b6/10	b7/10
Ditto Opt. .	—	b5/6	b6/1
Papuan Apin.	b4/6	b6/11	b5/-
Placer Dev.	b91/-	b236/-	b222/-
Timor Oil .	n.q.	b11d	b10d

Sydney Stock Exchange share price index for "Ordinaries" on Oct. 24 was 342.5; on September 23, it was 345.18.

EXCHANGE RATES

FIJI.—Through **BANK OF NSW. ANZ BANK and BANK OF NZ. Australia on Fiji**, basis £100 Fiji: Buying, £A111/2/6; Selling, £A113. **Fiji-London**, basis £100 London: B. £110/15/-; S. £112. **NZ-Fiji**, basis £100 NZ: B. £111/11/9; S. £110/4/3.

SAMOA.—Through BANK OF NZ. Australia on Samoa, basis £100 Samoa: T. T. B. £A123/12/6; S. £A124/10/9. **Samoa-London**, basis £100 London: B. £99/7/6; S. £101/10/-. **Samoa-NZ**, basis £100 NZ: B. £100; S. £100/10/-. **Samoa-Fiji**, basis £100 Samoa: B. £111; S. £110.

NORFOLK IS.—Commonwealth Bank quotes exchange rate **Australia - Norfolk Island**: 5/- per £A100.

PAPUA - NG.—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, Kavieng, Madang, Wewak), **BANK OF NSW** (branches: Port Moresby, Lae, Bulolo, Rabaul, Madang, Samarai, Goroka; agencies: Wau, Boroko, Kokopo), **ANZ BANK** (Port Moresby, Lae, Rabaul) and **NATIONAL BANK OF A/ASIA.** (Port Moresby, Lae) quote exchange rate Australia-Papua-NG: 10/- per £A100.

FRENCH PACIFIC COLONIES.—Pacific francs (CPF) are used in New Caledonia, New Hebrides, and Fr. Polynesia. **FRENCH BANK (Comptoir National D'Escompte de Paris**, Sydney), in July 1963, quoted: Selling, Noumea, 196 Pac. francs to £ Aust.; Papeete 196 (nom.) Pac. francs to £ Aust.; 247 Pac. francs to £ Stg., 96.5 Pac. francs to US $; Noumea 18 Pac. francs to 1 French franc (conversion rate: 1 Pac. franc equals 0.055 French franc). Paris-London: Selling, 13.725 francs to £Stg.

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Fiji Tobacco Opens Enlarged Factory

THE Fiji Tobacco Co. Ltd., a subsidiary of the British Tobacco-Wills group, officially opened a new factory at Nabua, about four miles from Suva, on October 16.

Executives from the Australian headquarters who attended were Mr. T. J. N. Foley, chairman of British Tobacco-Wills, and many of its subsidiaries, Mr. C. B. Noble, director of production, Mr. B. E. White, public relations manager, and Mr. J. D. Hood, export manager. Mr. Hood, incidentally, was a former manager of the Fiji Tobacco Co.

The company was the first to engage in the cigarette manufacturing industry in Fiji, and is now in strong competition with Carreras.

The demand for Fiji Tobacco's products has increased rapidly, and three or four years ago it was evident that the leased factory at Walu Bay, Suva, could not cope. They started the Nabua project in 1961, and altogether it has cost them about £160,000—site work, buildings and services, including fumigation plant at £75,000, and installed value of machinery and equipment at £85,000.

The new factory, designed to withstand hurricane-force winds of up to 150 miles an hour, is a portal steel frame structure, 80 ft by 180 ft floor area.

Working jointly with the tobacco factory is a leaf development project in the Sigatoka Valley, started in 1956, and managed by Leaf Development Ltd., another British Tobacco-Wills subsidiary.

The company has invested about £50,000 in the project, and has already received some return in the way of leaf exports, mainly to Australia. Some of the local leaf is used in the Fiji-manufactured cigarettes.

Fiji Tobacco distributes its products throughout the 170 inhabited islands of the group, and has a small export trade with both Samoas and Tonga. It is now looking east to the BSIP and the New Hebrides and north to the Gilberts.

The staff has grown from 35 in 1956 to more than 100 today.

The manager is Mr. John Morgan, who has Mr. J. E. Cowell as his factory manager and Mr. B. Bentick as his accountant. Mr. J. A. Colgan and Mr. A. O. Bishop look after the leaf projects.

In New Guinea, Wills' locally-produced Players Gold Leaf cigarettes, which sell for 2/- for 20, have already outstripped production capacity at the company's new factory at Madang. The factory will be enlarged, more staff will be put on, and supplies will be airfreighted to Madang to supplement supplies sent by ship.

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A Refreshing Beauty Bath

Little attributes more to beauty than the full luxury of a beauty bath. Pour in a little of your favourite bath oil, relax in the water and dream of sweet loveliness. Add further to your luxury by bathing with a super fatted complexion soap—a good lemon toning soap is best—why shouldn't your body be pampered occasionally as you would your complexion. Go further. Complete your beauty bath by smoothing in a film of oil of ulan from top to toe. A dusting of your talc and you'll feel on top of the world. This will give you an aura of fragrance and a body of glorious smoothness.

. . . . Margaret Merril.

Qantas and Fiji Airways Up, TEAL Down

QANTAS made a record profit for the year ended March 31—£1,406,246. This compared with a profit of £408,817 in the previous year. Revenue for 1962-63 was £40,845,700. The chairman reported that the international air transport industry was a valuable barometer of world trade which, in recent years, had tended to move in sympathy with the US economy. "The continued buoyancy in the USA undoubtedly contributed to the resumption of the traditional growth pattern in world air traffic in the past year,' he said.

The company was concerned about its ability to provide adequate services until the two additional 707s on order were delivered in the second half of 1964. Among other things there was a big upsurge in the growth of tourism and 150,000 visitors were expected in Australia next year.

Fiji Airways Ltd., which is owned equally by Qantas, BOAC and TEAL, made a net profit of £F1,681 for the year ended March 31, 1962, following a loss of £8,094 in the previous period of 15 months. Results for the 1962-3 year were expected to show an improved profit the Qantas chairman, Sir Hudson Fysh said.

TEAL for the year March 31, 1963, earned a profit of £NZ10,958, after taxation, compared with £63,572 for 1962. Total gross operating revenue for 1963 was £3,523,185. The chairman, Sir Leonard Isitt, said the year saw the final transition of TEAL from multi-ownership to full New Zealand ownership and the future would probably prove that this transitional year represents a trough in the company's financial health. Natural traffic growth should compensate in future for the sharing of Tasman services with Qantas and BOAC.

Much Trading In Pacific Islands Mines

THE 2/6 shares in Pacific Islands Mines, a company which has excellent prospects with gold on Misima Is., Papua, fluctuated in September-October and many happy investors who had bought into this company last year took their profits. Over a period of a few weeks the shares went up to 9/- and more.

A company report on October 29 said the company was having talks with overseas mining companies about a possible joint-venture. Consulting geologist Mr. F. G. Forman endorses the deep exploratory programme, involving 10,000 ft. of underground headings, recommended by the company's consulting engineer.

TRADING NOTES

MARIBOI RUBBER PAYS OUT 17½ PER CENT.: Although the average world price of rubber was down in the year ended June 30, 1963, the 20-years-old Mariboi Rubber Ltd., of Papua, countered with increased production and reduced average cost per pound. It finished the year with the satisfactory net profit of £29,944, and now is paying its usual 12½ per cent. recent dividend.

This is a planting company with an issued capital of £201,186, and it is associated with and controlled by Steamships Trading Co. Ltd.

F. H. STEPHENS (CONSOLIDATED) LTD.: For the year to June 30, 1963, the company showed a nett profit of £A161,248, after tax—an increase on the profit for the previous year of 23.68 per cent.

GOLD PRODUCTION DECREASES: The production of fine gold in New Guinea showed a slight decrease for the year to June 30, 1963, compared with previous year but fine gold production in Papua was almost double the value for the previous year. New Guinea figures were £666,787 (compared with £670,218 for 1962). Papua figures were £743 (£359).

HACKSHALLS' PROFIT UP: In the year ended June 30 last, Hackshall Ltd., the big Australian corporation which owns Pacific Biscuit Co. Ltd., Pacific Soaps Ltd. and Union Soaps Pty. Ltd. (three companies operating only in Fiji) made a profit of £91,702, which was £6,000 greater than last year.

Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. Samoa; 18/- Fiji; 20/- Tonga, Solomons & WPHC areas; 196 Pac. Frs.; $US2.25.)

COPRA

PAPUA-NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by six members, including three planters' representatives; and the Board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing-mill in Rabaul, and (d) Japan (surplus as available). Prices generally tally with ruling rate in Philippines, with premiums for hot-air dried.

P-NG Board's Tentative Purchase Prices for copra delivered main ports are: Hot-Air Dried, £59/-/- per ton; FMS, £57/10/- per ton; Smoke-Dried, £56/10/- per ton.

FIJI:—No Government control—producers sell where they wish. Bulk of copra goes to crushing-mills in Suva. Oct. 21 prices were: HAD £F59/10/-, FM £F57/-/-.

WESTERN SAMOA:—Official Copra Board takes all production, sells same and makes payments to producers. It goes mainly to Abels Ltd., NZ crushers, and to Unilever, UK. Local price recently was £56/12/6 Samoan, first grade.

TONGA:—Sales are under Government control. Part of production goes to Europe, under arrangement with Unilever controlled by Philippines prices, and part on to open market.

SOLOMON IS.:—All production marketed through official BSI Copra Board, at prices based on Philippines rate. Output goes to Unilever, UK; to Australian crushers; and the balance on to the open market. Local price in October was: 1st grade, £57/-/-; 2nd grade, £55/10/-; 3rd grade, £53/-/- per ton, f.o.b., BSIP ports (Honiara, Yandina and Gizo).

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates less freight, etc. The Government subsidy to producers is: £7/15/5 per ton for 1st grade, and £3/14/7 for 2nd grade.

NEW HEBRIDES:—On Oct. 18, the copra price was approximately £49/-/- (9,800 Pac. francs) per ton delivered Vila//Santo. French price then was 1,040 francs per metric ton, c.i.f., Marseilles.

COOK IS.: Copra goes to Abels, Ltd., of Auckland, who operate the only NZ copra crushing mill. Price paid is average London price for previous three months, less handling charges. Price for third quarter, Oct.-Dec., 1963, is £NZ57/13/6 1st grade, £NZ56/8/6 standard grade—both f.o.b., Rarotonga.

OTHER PRODUCE

COCOA:—Islands prices are usually based on the rates for Ghana cocoa which on Oct. 23 was £Stg.220 per ton, c.i.f., Sydney.

P.-N.G.: Sydney buyers on Oct. 23 reported: Quote No. 1: In store, Rabaul, export quality £210-£220 per ton, or on wharf Sydney, according to quality: £220-£235; quote No. 2: Best quality, on wharf Syd., Melb., £230, in store, N.G. ports, £222 (for UK, Continent and USA shipments).

W. SAMOA:—Nominal prices quoted in Sydney, Oct. 23, were: Grade 1, £Stg.220; Trade 2, £Stg.210, f.o.b., Apia.

COFFEE.—P.N.G.: October 21, good quality A grade, per lb, 4/- to 4/2; B grade, 3/9 to 4/-; C grade, 2/9 to 3/4, c.i.f., Sydney.

Overseas c.i.f. coffee prices were reported on October 21 as: Kenya AA, £Stg.350, A £Stg.335, B £Stg.330; Tanganyika AA £Stg.350; Uganda Robusta (standard) £Stg.215.

PEANUTS. — P.-N.G.: Sydney agents reported Oct. 23—f.o.b., Lae; Kernels—white Spanish 1/5 lb.; virginia bunch 1/8 lb.

RUBBER.—P.-N.G. price is based on Singapore rate, which on Oct. 21 was: No. 1, RSS, Spot, 70⅛ Straits cents per lb (24.45d Aust.).

VANILLA BEANS: Victor Karp Tulk & Co., Sydney, reported Oct. 23: White and yellow label processed, standard packs, 30/-, green label 29/-, c.i.f., Sydney.

RICE (Aust.): Prices until May 1, 1964—**P.-N.G.:** Dry brown and dressed, 112 lb bags, 5 tons and over, £58/10/- per ton, f.o.w. Vitamised and enriched white, 112 lb bags, 5 tons and over, £65/-/- f.o.w. **Other Pac. Islands:** Dry, white or brown, etc. £67/10/- (any quantity), f.o.w., Sydney or Melbourne.

PEARL SHELL.—Quotations for Australian M.O.P. Shell on Oct. 23 by Sydney independent shell agents were: Sound £750, D £500, E £300, EE £190 (in store Sydney). **Cook Islands: Penrhyn** £NZ425 (approx.), f.o.b., Rarotonga.

TROCHUS.—Sydney buyers on Oct. 23 indicated the following quotations to Islands producers: No. 1.—**Papua**—nominally £100 per ton, f.o.b., Papuan ports; **N.G.**—£95, c.i.f., Sydney; **B.S.I.**—£95, f.o.b., Honiara. No. 2.—**Papua**—£110 per ton; **N.G., B.S.I.**—£100 per ton.

GREEN SNAIL SHELL.—Sydney buyers quoted on Oct. 23: No. 1: £320 per ton, f.o.b., Islands port. No. 2: £300 (best quality), on wharf, Sydney; or £305 f.o.b., Islands port.

CROCODILE SKINS.—On October 23 Sydney buyers quoted for 12 in. and over, first grade quality as follows: **P.-N.G.**—24/6 per in., f.o.b. P-NG ports, small scale (salt water); large scale (fresh water) 16/- per in. **B.S.I.** 24/6 (small scale) del. Sydney.

PAPUAN GUM: £82/15/- f.o.b. Islands port.

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote F2/- (4 in. to 7 in.) to F3/- (9 in. to 11 in.) lb for well processed commercial varieties.

SHARK FINS: Suva merchants offer F4/6 per lb for well-dried fins of commercial quality. Sydney buyers quote 6/- to 8/- lb., ex-store Sydney, according to quality.

London and US Quotations

Copra: LONDON, Oct. 22, Philippines, in bulk, $206 US (equal to £Stg.73/12/7) per long ton, c.i.f., UK/Nth. European ports. Malayan, FMS, delivered weights, c.i.f. UK/Nth. European ports. N.Q. NEW YORK: Oct. 22, Philippines, $185 US per short ton, c.i.f., Pacific Coast ports. CEYLON: 950 Rupees per ton c.i.f.

Coconut Oil: LONDON, Oct. 22, Ceylon, 1% in bulk £Stg.110/-/- per ton, c.i.f., UK/North European ports. Straits, 3½%, £Stg.106/-/- c.i.f.

Rubber: LONDON, Oct. 21, c.i.f., RSS No. 1 Spot, 20-15/16d Stg. lb, Nov. Shipment 21-3/16d Stg. lb, Oct. 20-13/16d Stg. lb.

(£1 Australian is equal to about 2.2 US Dollars or 10½ Rupees.)

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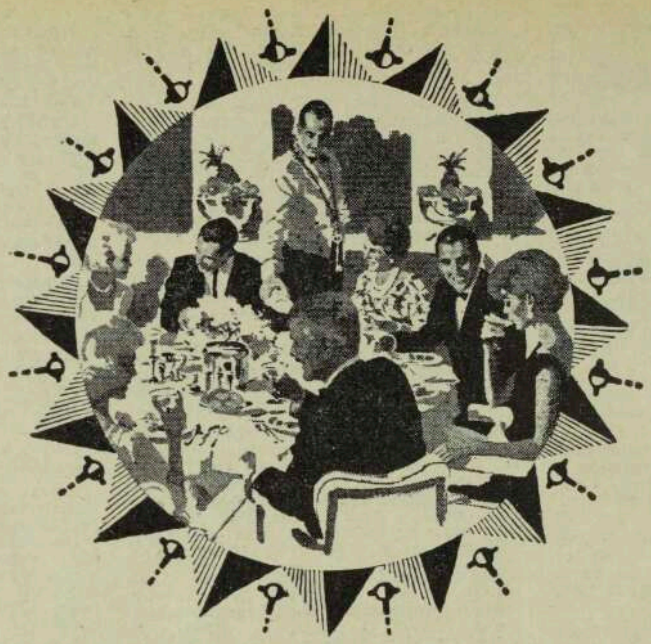
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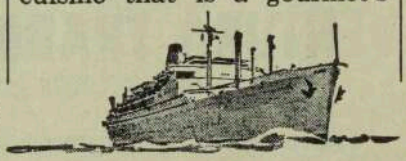
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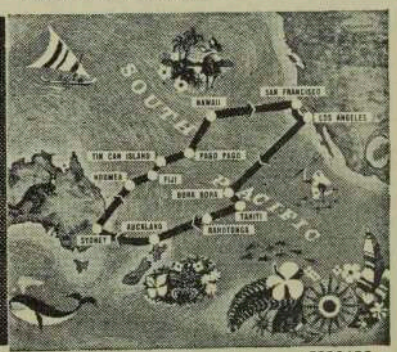


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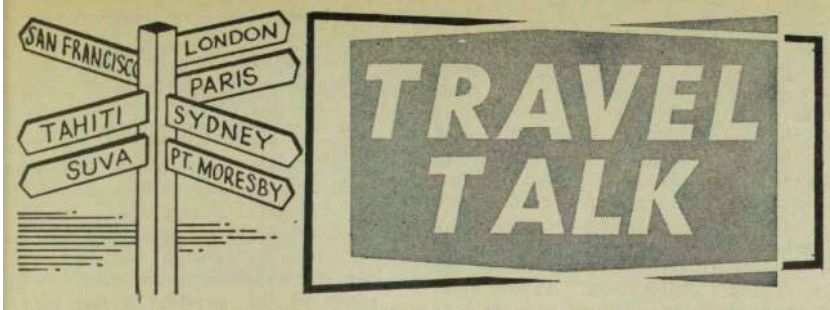
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New Hotels Keep Pace With Increased Fiji Tourism

From a Suva Correspondent

It is not long since well-wishers of Fiji, and critics of economic conditions here, were commenting savagely upon the fact that, while the group had an enormous tourist potential, Fiji did not have suitable first-class hotel accommodation for tourists, even if they could be persuaded to come.

CONDITIONS have changed for the better, are still improving. There is now accommodation for a very large number of tourists.

Here are the establishments that may be rated as first-class, or close to first-class, and which are—or are about to be—fully equipped to take care of overseas travellers.

Grand Pacific Hotel: Built 50 years ago, and conducted efficiently, but unimaginatively, for 40 years by Union Steam Ship Co., it was bought about 1958 by the powerful Cathay interests of Singapore, modernised and greatly enlarged. For very many years, it had no competitor in Fiji, until the late Sir Hugh Ragg established the Korolevu Beach Hotel.

Korolevu Beach Hotel. A luxury tourist resort on the South Coast of Viti Levu. This probably has contributed more than any other single factor in creating overseas interest in Fiji's holiday attractions. Its unique "bure" accommodation has been expanded considerably in recent months, and it seems always to be full.

Club Hotel. After long, earthquake-induced hesitation, Morris Hedstrom Ltd. finally built the modern Club Hotel in the middle of Suva, and leased it to the Ragg interests. It is admirably conducted, and commands a substantial share of the growing overseas traffic.

Nadi Hotel was built by Northern Hotels Ltd., in modern style, in Nadi town, to cater in some degree for air travellers.

Hotel Suva was built recently on a hill into the Suva city area. It is well-managed and can claim a share of both pleasure and commercial travellers.

Beachcomber Hotel, Deuba, 30 miles along the South Coast from Suva, was developed by the Ragg interests in recent years as a holiday resort, and makes an appeal to tourists. It was sold in October to interests which plan to modernise the buildings, and go after "the one-day tourist traffic" out of Suva.

Mocambo Hotel, at Nadi Airport. After World War II, a new force entered Fiji hotel-development in the person of Mr. Barry Philp, who took over the old American mess-hall alongside Nadi air-strip, and made of it a famous, colourful stop-over for trans-Pacific air-travellers. When this was swept away in the construction of the new Nadi Airport, a couple of years ago, Mr. Philp moved over to nearby Namaka Hill, and built—and sold to largely American interests—the very modern, luxurious Mocambo Hotel, for incoming and departing air travellers. A big new block now is being added to the Mocambo, doubling its already large capacity.

Sky Lodge. About the same time, a group of enterprising men established Sky Lodge, a modern type of hotel, well managed by Mr. Paddy Doyle, between Namaka Hill and the airport.

Reef Lodge. After Mr. Philp sold his new Mocambo Hotel to the American group, and retired to the delightful Korotogo Coast (south-west Viti Levu) he built a super-bungalow overlooking the lagoon, with a farm behind it, extending up into a fertile valley. Within a year, he had sold it to a New Zealand group; and the latter, at the moment, is adding extensive, modern, lagoon-side accommodation to the big bungalow. It is to be called Reef Lodge, and it will cater for the luxury class of tourists, A La Korolevu Beach Hotel.

South Pacific Hotel. Having greatly enlarged the Grand Pacific Hotel, the





RIGHT: Two views of the prototype of Mr. Barry Philp's new style tourist accommodation in Fiji. Mr. Philp can be seen at the door.

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THE PACIFIC

Cathay interests built a large, very modern hotel in Lautoka, near the Northern Club, where they now are competing for first-class tourist traffic with the old-established Lautoka Hotel, owned and managed by the Ragg interests.

Tradewinds Bay. Having handed over his Reef Lodge bungalow to the New Zealanders, the tireless Barry Philp moved along the coast to a point about half-way between Korotogo and Korolevu Beach, and turned his heavy equipment loose upon the clearing of a heavily wooded area of land he had acquired behind a charming little bay. The main thoroughfare (Queen's Road) runs close beside the beach; but it was announced in September that the Government had consented to shift the road back some 300 feet, thus making available, between the beach and the road, an area that can be divided to take a score or more of lagoon-side bungalows.

Mr. Philp, and his architect brother Colin, have designed a special kind of bungalow for this place—high-pitched native roof, two floors, specially cooled, and planned to take all mod. cons. A prototype has been erected near where the new road will go

Holiday Cottages. Much enterprise is being shown in establishing modern, luxuriously-equipped cottages for rent along the popular Korotogo coastal strip. Between the new Reef Lodge, now taking shape, and Korotogo native village, there are now the well-known Baxter and Corbett holiday cottages, as well as many private bungalows owned by Suva and Lautoka residents.

All these might be described as Tourist Traffic hotels. In addition, of course, there are good-class commercial and country hotels in Suva and in the smaller towns—not very modern, perhaps, but well-equipped and capable of providing even fussy tourists with good accommodation.

Fifteen years ago there were two great barriers in front of the development of Fiji's tourist attractions—namely, finding the tourist, and accommodating him, or her, when found. The second barrier now is out of the way, and Fiji now—aided by private enterprise, especially hotel-owners and transportation companies—is stepping confidently along the road towards more and more promotional work.

Fiji looks towards Australia, New Zealand and North America for the bulk of its tourists, and the stream undoubtedly will increase sharply within the next few years.

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"$99 For 99 Days" Has Sydney HQ

THE Continental Trailways Bus System of the United States (one of Greyhound's keenest competitors) has now got an office in Sydney, NSW. This is part of its drive to attract Australian, New Zealand and Pacific tourists to the United States.

The new office, which is located in Guardian Assurance Building (6th Floor), Pitt and Hunter Streets, Sydney (telephone 28-4673) will not retail USA travel to the general public, but will concentrate on serving the travel industry.

The primary part of Continental Trailways' overseas "Visit USA" programme is the "$99 for 99 days" ticket plan which was pioneered by the company. (Although credit for it usually goes to the Greyhound company).

Tourists from overseas using the bargain fare may enjoy unlimited travel throughout the United States aboard Continental Trailways' Silver Eagle and Golden Eagle luxury buses.

GEIC IS BECOMING TOURIST CONSCIOUS

The remote and isolated Gilbert and Ellice Islands Colony—which will not be so remote and isolated when Fiji Airways begins a regular air service to Funafuti and Tarawa soon—is beginning to get quite conscious of the amenities it has for the tourists it expects the aeroplanes to bring.

The news bulletin issued by the Colony's Information Department stated recently that two new hotels, Hotel Boin-te-Riburibu at Bikenibeu, Tarawa, and the Hotel Vaiaku-Langi, at Funafuti, would "throw wide their portals early in 1964 to welcome those seeking an atoll holiday".

Another interesting item in the department's bulletin recently was "A Wanderer's Guide to Bairiki", which gives potential tourists a good idea of what they can expect in the food line in those parts.

Said the bulletin:

"There are two places to eat and drink at the islet of Bairiki, that is, if you are a teetotaller. One is styled the Nikoraoi Cafe, a prefabricated corrugated iron store building where you can buy flour, rice and tobacco.

"The dining room attached is known as the Grey House where, after ordering from pretty stewardesses, you may be served with an eighteen-penny plate of fish soup, sixpenny slice of bread and threepenny cups of coffee, tea, or a shilling bottle of cold drink.

"If you are a more cultured wanderer who likes to be given a proper treat, and if you give two hours' notice to the manager, Nei Tangira Rabaua, you will receive what they call a 'saloon type meal' of European dishes—three courses for breakfast, and four courses both for lunch and dinner. The cost here depends on what food you are served, but it will not exceed 10 shillings for one large meal, and not more than five shillings for breakfast.

"The restaurant has oil-stoves, and they use hygienic methods of food preparation to safeguard the wanderer's health.

"A fast-moving wanderer may be served with sandwiches and slices of bread and butter at the Nei Karikiraoi Cafe. This building stands by the waterside, and serves quick and light meals only."

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● PIM's shipping and airways schedules are up to the minute. They are revised each month just before publication from information supplied by the shipping and airways companies.

SHIPPING TIME-TABLES

All sailings are approximate and may vary by as much as two weeks.

Sydney-Fiji

MV Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva and Lautoka with cargo and passengers. Next Sydney sailings: Dec. 8, 30 (approx.).

Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney (B 0151).

Sydney-Fiji-Tonga-Samoa

Union Steam Ship Co. maintains monthly services from Melbourne and Sydney (periodically from Adelaide) to Lautoka, Suva (including transhipments for Vavau and Niue), Apia and Nukualofa.

Next sailing: Waiana Nov. 26 (approx.).

Details from Union Steam Ship Co. of NZ Ltd., 247 George Street, Sydney (B 0528); or other branches and agents.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva, normally operate a service three times yearly with the Lakemba along the above route.

Next sailing from Sydney: Late Feb. (approx.).

Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney (BU 4147).

Sydney-New Caledonia-New Hebrides-Fr. Polynesia

Vessels of Messageries Maritimes Line, from Marseilles, via West Indies and Panama, call about every six weeks at Papeete (with occasional calls at Taiohae, Marquesas Group), Vila, Noumea and Sydney, and return by same route.

Next inwards voyages, ex-Marseilles:

Oceanien: Taiohae Dec. 17, Papeete Dec. 19-22, Vila Dec. 29-30, Noumea Dec. 31-Jan. 3, arr. Sydney Jan. 6.

Tahitien: Papeete Jan. 18-21, Vila Jan. 28-29, Noumea Jan. 30-Feb. 2, arr. Sydney Feb. 5.

Next outwards voyages, ex-Sydney:

Oceanien: Dep. Sydney Jan. 8, Noumea Jan. 11-14, New Hebrides Jan. 15-21, Noumea Jan. 22, Papeete Jan. 28-Feb. 1.

Tahitien: Dep. Sydney Feb. 2, Noumea Feb. 10-13, New Hebrides Feb. 14-20, Noumea Feb. 21, Papeete Feb. 27-Mar. 2, Taiohae Mar. 5.

Polynesie maintains monthly passenger sailings between Sydney, Noumea, Vila, Pt. Sandwich (occasionally), and Santo. Next Sydney sailings: Nov. 29, Dec. 20, Jan. 17.

Details from Messageries Maritimes, 36 Grosvenor St., Sydney (BU 2654).

Sydney-NZ-Fiji-Tahiti Panama-UK

Southern Cross and Northern Star each make four round-the-world voyages per year, two west-bound, then two east-bound, calling at Fiji and Tahiti every trip.

Northern Star: From Southampton (UK), via South Africa at Sydney Dec. 5-7, Wellington Dec. 10-12, Auckland Dec. 14, Suva Dec. 17, Papeete Dec. 21-22, thence via Panama to Southampton, arr. Jan. 15.

Southern Cross: From Southampton (UK), via Panama, Tahiti Dec. 29-30, Fiji Jan. 4, Wellington Jan. 8-10, arr. Sydney Jan. 13, thence via South Africa to Southampton, arr. Feb. 19.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (BW 1828).

Sydney-Norfolk Is. New Caledonia

Colorado del Mar and Milos del Mar (owned by Societe Maritime Caledonienne, Noumea) carrying cargo only, make a regular three weekly voyage from Sydney or Melbourne to Norfolk Is., New Caledonia (Noumea).

Next sailing: Colorado del Mar from Sydney Nov. 29.

Details from F. H. Stephens Pty. Ltd., 13 Bridge St., Sydney (27-3605).

Sydney-Norfolk Is.-New Hebrides-BSI-Bougainville

MV Tulagi leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports, Bougainville ports. Next Sydney sailing: Dec. 12 (approx.).

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (B 0547).

Sydney-Papua-New Guinea

Malekula sails from Sydney for Brisbane, Pt. Moresby, Lae, Madang, Alexishafen, Wewak, Rabaul, Pt. Moresby, Sydney. Next Sydney sailing: Dec. 20 (approx.).

Malaita sails from Sydney for Brisbane, Pt. Moresby, Rabaul, Lombrum, Lorengau, Madang, Lae, Samarai, Brisbane, Sydney. Next Sydney sailing: Dec. 31 (approx.).

Bulolo sails about every six weeks: Sydney, Brisbane, Pt. Moresby, Samarai, Lae, Madang, Rabaul, Samarai, Pt. Moresby, Brisbane, Sydney. Next Sydney sailing: Nov. 29 (approx.).

Montoro sails from Melbourne for Sydney, Brisbane, Pt. Moresby, Samarai, Rabaul, Kavieng, Wewak, Madang, Lae, Pt. Moresby, Sydney. Next Sydney sailing: Nov. 22 (approx.).

Burnside and Braeside sail about every four weeks from Sydney for Singapore and call (if cargo inducement offering) at Pt. Moresby (Papua) and Indonesian ports. Next Sydney sailing: Braeside Nov. 29.

Details from Burns, Philp and Co., Ltd., 7 Bridge Street, Sydney (B 0547).

Soochow: Leaves Sydney about every four weeks for Brisbane, Rabaul, Kavieng, Madang, Lae, Pt. Moresby, Sydney. Next Sydney sailing: Nov. 22 (approx.).

Shansi: Leaves Sydney every four weeks for Brisbane, Pt. Moresby, Samarai, Lae, Madang, Rabaul, Sydney. Next Sydney sailing: Dec. 10.

Details from New Guinea Australia Line (Swire and Yuill Pty., Ltd., agents), 8 Spring St., Sydney (BU 4701).

Elizabeth Boye: Leaves Sydney approximately every five weeks for Port Moresby, Wewak, Madang, Lae, Sydney. Next Sydney sailing: Nov. 29 (approx.).

Slitan: Leaves Sydney approximately every five weeks for Brisbane, Pt. Moresby, Rabaul, Wewak, Madang, Lae, Sydney. Next Sydney sailing: Nov. 22 (approx.).

Sletta: Leaves Sydney approximately every five weeks for Rabaul, Wewak, Madang, Lae, Sydney. Next Sydney sailing: Nov. 29 (approx.).

Details from Karlander NG Line (F. H. Stephens Pty., Ltd., agents), 13 Bridge St., Sydney (BU 8311).

Austasia Line's vessel Matupi runs between Australian ports (turn round at Adelaide) and Papua-New Guinea.

Matupi: Dep. Melbourne Dec. 18, Sydney Dec. 24, Brisbane Dec. 30, Pt. Moresby Jan. 4, Lae Jan. 9, Madang Jan. 11, Rabaul Jan. 14.

Details from Blue Star Line (Aust.) Pty., Ltd., 17-19 Bridge St., Sydney (BU 1271).

Sydney - P-NG - Far East

Australia-West Pacific Line's Motorvessels maintain services between Australia and Hongkong via Islands ports.

Southbound vessels call at: NG, BSI (quarterly), New Hebrides (irregularly), and Australian ports. Northbound vessels from Sydney call regularly at NG ports.

Tenos: From Adelaide and Melbourne, dep. Sydney Nov. 29 for Brisbane Dec. 1-2, Rabaul Dec. 6-7, Lae Dec. 8-9, Madang Dec. 10-11, thence direct to Hong Kong. Dep. Hong Kong Dec. 20 for Manila, Madang Jan. 5-6, Lae Jan. 7-8, Rabaul Jan. 9-10, Honiara Jan. 12-13,

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Vanikoro Jan. 15-18, thence Brisbane Jan. 22, Sydney, Adelaide and Melbourne.

Milos: From Hong Kong and Manila, due Rabaul Nov. 22-23, Madang Nov. 24-25, Lae Nov. 26-28, Brisbane Dec. 2-4, Sydney Dec. 6-9, thence Melbourne and Adelaide. Dep. Sydney Dec. 24 for Brisbane Dec. 26-28, Rabaul, Lae, Madang, and Hong Kong.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

China Navigation Co. Ltd. vessels Anking and Anshun call at Pt. Moresby, Papua, on their way north from Sydney to Hong Kong. Next vessels:

Anshun: Dep. Sydney Nov. 23, for Brisbane Nov. 25-26, Pt. Moresby Nov. 30-Dec. 1, thence Manila and Hong Kong.

Anking: Dep. Sydney Dec. 21 for Brisbane Dec. 23-24, Pt. Moresby Dec. 28-29, thence Manila and Hong Kong.

Details from Swire and Yuill Pty. Ltd., agents, 8 Spring St., Sydney (BU 4701).

Dominion Navigation Co. Ltd. (UK) vessels maintain monthly service between Sydney and Japan (via Manila, Hongkong and Keelung), return via Guam and Rabaul.

Francis Drake: Dep. Sydney Nov. 27, arr. Brisbane Nov. 29, Manila Dec. 11, Hong Kong Dec. 14, Japan Dec. 30, Guam Jan. 10, Rabaul Jan. 15, Sydney Jan. 22.

George Anson: Dep. Sydney Dec. 28, arr. Brisbane Dec. 30, Manila Jan. 11, Hong Kong Jan. 14, Japan Jan. 30, Guam Feb. 10, Rabaul Feb. 15, Sydney Feb. 22.

Details from H. C. Sleigh Ltd., 115 York Street, Sydney. Tel. (2-0253).

Sydney-Tahiti-Europe

Nederland Line Royal Dutch Mail's Oranje sails irregularly from Sydney for Europe, via NZ, Papeete and Panama Canal; occasionally calls are made also at Suva.

Next southbound Tahiti call: Dec. 7-8, due at Sydney Dec. 17.

Next northbound Tahiti call: From Sydney, at Papeete Jan. 6-7, 1964.

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

Sydney-(or NZ)-North America

Cargo vessels operated by the Union Steam Ship Co., maintain two-monthly service across the Pacific, from Melbourne and Sydney to Vancouver and USA ports. Occasionally calls are made at Fanning Island.

Waihemo: Dep. Sydney early Feb. (approx.) for Fiji (opt.) and Vancouver.

Details from Union Steam Ship Co. of NZ Ltd., 247 George St., Sydney (B 0528); and other branches and agents.

Europe-Tahiti-New Caledonia BSI-P-NG-West NG

A regular service from the Continent and UK, via Panama, to Tahiti, New Caledonia, BSI, P-NG and West NG is operated jointly by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Schie Lloyd (RL): From Continent and London, due Papeete Dec. 1-2, Pt. Moresby Dec. 20, Rabaul Dec. 22-23, Lae Dec. 24-25, Madang Dec. 26, Kota Baru Dec. 29.

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

Europe-Tahiti-New Hebrides-New Caledonia-Australia

Messageries Maritimes cargo vessels run monthly between France and Noumea via East Africa and Australia. From Sydney, vessels go to Brisbane and Noumea; return to France via Australian coastal ports.

Next sailings from Sydney: Ventoux Nov. 18 (Noumea Nov. 25); Vosges Dec. 16 (Noumea Dec. 23).

Other MM vessels run between France and Sydney, via Panama Canal and Pacific ports.

Next vessel: Euphrate (Papeete Dec. 12, Vila (opt.), Santo (opt.), Noumea Dec. 23, Australia Dec. 29).

Details from Messageries Maritimes, 36 Grosvenor St., Sydney (BU 2645).

Far East-Fiji-NZ-Sydney

Royal Interocean Lines operate a service from Singapore to Fiji, NZ, and Australia, with three vessels (Van Cloon, Van Noort and Van Neck) calling periodically at Suva and/or Lautoka.

Van Noort calls at Lautoka Dec. 8, Suva Dec. 10; Van Neck calls at Lautoka Dec. 23, Suva Dec. 24.

Details from Royal Interocean Lines, 261 George Street, Sydney (2-0573).

The Pacific's Most Modern Cargo Fleet . . .

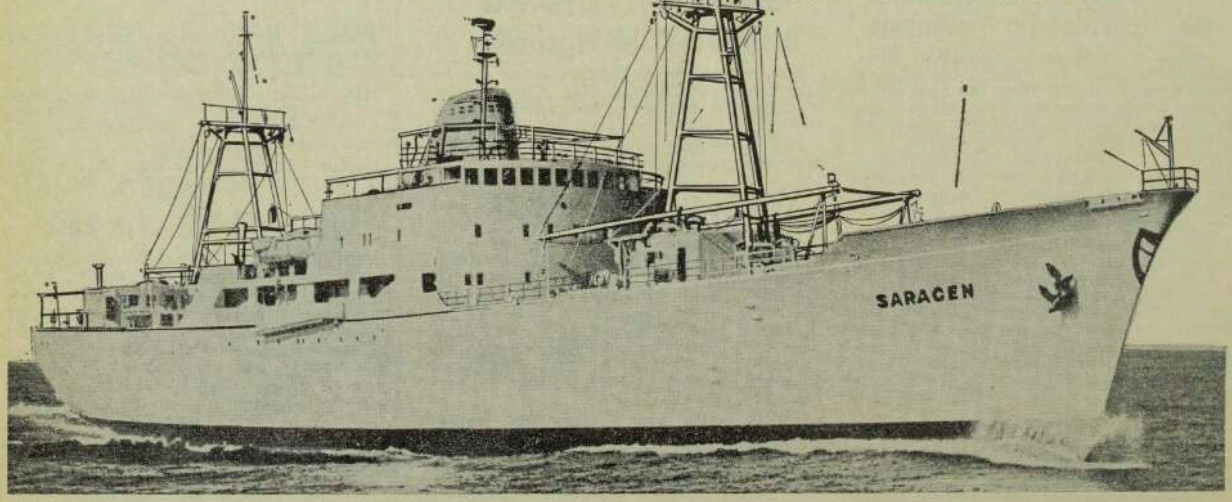
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Australia-NZ-Fiji-Canada-USA

		ARCADIA	ORONSAY	ORCADES	ORIANA
SYDNEY	depart	Dec. 31	Jan. 23	Feb. 19	Mar. 6
AUCKLAND	arr/dep	Jan. 3	Jan. 26	Feb. 22	Mar. 9
SUVA	arr/dep	Jan. 6	Jan. 29	Feb. 25	Mar. 12
HONOLULU	arr/dep	Jan. 11	Feb. 3	Mar. 1	Mar. 16
VANCOUVER	arr/dep	Jan. 16-17	Feb. 8-9	Mar. 6-7	Mar. 20-21
SAN FRANCISCO	arr/dep	Jan. 19-20	Feb. 11-12	Mar. 9-10	Mar. 23-24
LOS ANGELES	arr/dep	Jan. 21	Feb. 13	Mar. 11	Mar. 25
HONOLULU	arr/dep	Jan. 26	Feb. 18	Mar. 16	Mar. 29
SUVA	arr/dep	Feb. 2	Feb. 25	Mar. 23	thence
AUCKLAND	arr/dep	Feb. 5	Feb. 28	Mar. 26	to UK*
SYDNEY	arrive	Feb. 8	Mar. 2	Mar. 29	

* Via Far East and European ports, arr. Southampton May 3.

Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 2-6 Spring St., Sydney (B 0532)

USA-Eastern Pacific-NZ-Sydney-Central Pacific-Hawaii

		MARIPOSA	MONTEREY	MARIPOSA	MONTEREY
SAN FRANCISCO	depart	Nov. 28	Dec. 19	Jan. 12	Feb. 2
LOS ANGELES	arr/dep	Nov. 29	Dec. 20	Jan. 13	Feb. 3
BORA BORA	arr/dep	Dec. 7	Dec. 28	Jan. 21	Feb. 11
PAPEETE	arr/dep	Dec. 8-10	Dec. 29-31	Jan. 22-24	Feb. 12-14
RAROTONGA	arr/dep	Dec. 11	Jan. 1	Jan. 25	Feb. 15
AUCKLAND	arr/dep	Dec. 16-17	Jan. 6-7	Jan. 30-31	Feb. 20-21
SYDNEY	arr/dep	Dec. 20-23	Jan. 10-13	Feb. 3-6	Feb. 24-27
NOUMEA	arr/dep	Dec. 26	Jan. 16	Feb. 9	Mar. 1
SUVA	arr/dep	Dec. 28	Jan. 18	Feb. 11	Mar. 3
NIUAFOOU	arr/dep	Dec. 29	Jan. 19	Feb. 12	Mar. 4
PAGO PAGO	arr/dep	Dec. 29	Jan. 19	Feb. 12	Mar. 4
HONOLULU	arr/dep	Jan. 3-4	Jan. 24-25	Feb. 17-18	Mar. 9-10
SAN FRANCISCO	arrive	Jan. 8	Jan. 30	Feb. 23	Mar. 15

Details from Matson Lines, 50 Young St., Sydney. (BU 4272).

Far East-P-NG-BSI-New Hebrides-Fiji-New Caledonia

China Navigation Co., Ltd., vessels maintain monthly service from Japan southwards through P-NG, BSI, New Hebrides, Fiji and N. Caledonia; usually return to Japan direct.

Chungking: From Japan and Hong Kong, Rabaul Wewak Dec. 17, Madang Dec. 19, Lae Dec. 22, Rabaul Dec. 25, Pt. Moresby Jan. 3, Suva/Lautoka Jan. 8, Noumea Jan. 16, thence to Japan, arr. Feb. 2.

Chengtu: From Japan and Hong Kong, Rabaul Jan. 15, Madang Jan. 17, Lae Jan. 20, Samarai Jan. 23, Pt. Moresby Jan. 29, Suva/Lautoka Feb. 3, Noumea Feb. 10, thence to Japan, arr. Feb. 29.

Details from China Navigation Co., Ltd. (Swire and Yuill Pty., Ltd., agents), 8 Spring St., Sydney (BU 4701).

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: Dec. 2.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. Next Auckland sailings: Nov. 23, Dec. 31.

Details from Union Steam Ship Co. of NZ, Quay and Commerce Sts., Auckland. (Tel.: 49-430).

NZ-New Caledonia - P-NG-Far East

Crusader Shipping Co.'s cargo vessels, running between NZ and the Far East, call at New Caledonia and Papua, and, in some instances, Guam. Next voyages:

Port Adelaide: Dep. Auckland Dec. 13 for Noumea Dec. 16, Pt. Moresby Dec. 20, thence Singapore, Pt. Swettenham, Manila, Hong Kong and Shanghai (if inducement).

Port Montreal: Dep. Auckland Dec. 31 for Guam (arr. Jan. 9) and thence on to Japan.

Details from Shaw, Savill Line, agents, 101 Queen St., Auckland. (Tel. 30-310).

New Zealand-Tahiti

New Zealand Shipping Co. Ltd. vessels, operating between NZ and UK, via Panama, make a call every two months at Tahiti, northbound and southbound.

Next southbound voyage: Rangitane from London, due Papeete Dec. 4.

Next northbound voyage: Rangitoto, dep. Wellington Nov. 29, due Papeete Dec. 5.

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

Crusader Shipping Co. Ltd., Wellington, NZ, makes a call every two months (approx.) at Papeete on north-bound voyages of its West Coast Nth. American service. Next voyage: Saracen dep. Auckland Dec. 17 (approx.), at Papeete Dec. 23 (approx.).

Tonga-Fiji-Samoa

Tonga Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoniu. Calls are also made as required at Apia (W. Samoa) and Pago Pago (Am. Samoa). Turn-round in Suva is usually two days, and the Agents there are W. R. Carpenter (Fiji) 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: Dec. 5.

UK-Papua-NG-BSI

Bank Line operates a direct service from Europe to P-NG and BSI, vessels going on to Australia for cargo-loading and returning to UK via Suez. Next vessels:

Trentbank: From Continent and London, arr. Pt. Moresby Nov. 25, Samarai Nov. 27, Lae Nov. 28, Madang Nov. 30, Wewak Dec. 2, Kavieng Dec. 3, Rabaul Dec. 4, Honiara Dec. 7.

Roybank: From Continent and London,

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 transhipments for Vavau and Niue), Apia and Nukualofa.

Also from Auckland to Lautoka, Suva, Nukualofa, Vavau, Niue, Pago Pago and Apia.

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arr. Pt. Moresby Dec. 17, Samarai Dec. 18, Lae Dec. 19, Madang Dec. 21, Wewak Dec. 23, Rabaul Dec. 26, Honiara Dec. 29.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (BU 2041).

USA-Tahiti-Am. Samoa-Fiji-Australia

Matson-Oceanic Line operates a five-weeks passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Terminal ports, in Australia, vary with cargoes offering. Vessels call at Papeete, Pago Pago, Suva, Sydney, Brisbane, etc.

Next trans-Pacific sailings: From Brisbane, Ventura Dec. 23 (approx.); Sonoma Jan. 24 (approx.).

Details from Matson Lines, 82 Elizabeth St., Sydney (BU 4272).

American Pioneer Line ships on US Atlantic Coast-Panama-Sydney service make periodical calls at Tahiti on southbound voyage. Next Papeete calls: Pioneer Star Nov. 26; Pioneer Isle Dec. 20.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

USA-Tahiti-Samoa-Fiji-New Caledonia

Pacific Islands Transport Line's vessels Thorsisle and Thor I maintain approximately six weeks service from West Coast Nth. American ports to Pacific Islands.

Thorsisle: Dep. San Francisco Nov. 27, Los Angeles Nov. 30, arr. Papeete Dec. 11, Pago Pago Dec. 16, Apia Dec. 20, Suva Dec. 24, Lautoka Dec. 27, Noumea Dec. 30. Dep. Noumea Dec. 31 for Apia (open), arr. Pago Pago Jan. 3, Los Angeles Jan. 18, San Francisco Jan. 21.

Thor I: Dep. San Francisco Dec. 31, Los Angeles Jan. 4, arr. Papeete Jan. 14, Pago Pago Jan. 20, Apia Jan. 24, Suva Jan. 28, Noumea Jan. 31. Dep. Noumea Feb. 2 for Apia (open), arr. Pago Pago Feb. 5, Los Angeles Feb. 19, San Francisco Feb. 22.

Details from General Steamship Corporation Ltd., 1 Bush St., San Francisco, USA and Islands Agents.

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

Australia-Fiji-Hawaii-USA

BY QANTAS EMPIRE AIRWAYS

(Boeing 707 V-Jets)

NORTHBOUND

Tues., Thurs. and Sun.: Sydney (dep. 7 p.m.), Nadi (arr. 12.50 a.m., dep. 1.35 a.m.), Honolulu, San Francisco.

Mon., Wed. and Sat.: Sydney (dep. 7 p.m.), Nadi (arr. 12.50 a.m., dep. 1.35 a.m.), Honolulu, San Francisco, New York.

Fri.: Sydney (dep. 7 p.m.), Nadi (arr. 12.50 a.m., dep. 1.35 a.m.), Honolulu, San Francisco (extends to Vancouver alternate weeks; from Sydney, Nov. 22, Dec. 6, 20, Jan. 3, 17, 31, etc.).

SOUTHBOUND

Mon., Wed. and Fri.: New York, San Francisco, Honolulu, Nadi (arr. 4.10 a.m., dep. 5 a.m.), Sydney (arr. 7.05 a.m.).

Tues., Thurs. and Sun.: San Francisco, Honolulu, Nadi (arr. 4.10 a.m., dep. 5 a.m.), Sydney (arr. 7.05 a.m.).

Sat.: San Francisco (service begins from Vancouver alternate Sats.: Nov. 23, Dec. 7, 21, Jan. 4, 18, etc.), Honolulu, Nadi (arr. 4.10 a.m., dep. 5 a.m.), Sydney (arr. 7.05 a.m.).

(International Dateline is crossed between Nadi and Honolulu.)

BY CANADIAN PACIFIC AIRLINES

(Bristol Britannia and DC8 Jet)

NORTHBOUND

Alt. Sat. (Nov. 16, 30, Dec. 14, 28, Jan. 11, 25, etc.): Dep. Sydney 11 a.m. by Britannia for Auckland (arr. 4.50 p.m.).

Weekly from Auckland, dep. 5.35 p.m. every Sat. for Nadi (arr. 9.40 p.m., dep. 10.35 p.m.), Honolulu (arr. Sat. 10 a.m., dep. Sun. 10 a.m. by DC8), Vancouver, Amsterdam (arr. Mon. 2.25 p.m.).

SOUTHBOUND

Weekly from Amsterdam, dep. 2 p.m. every Sat. by DC8 for Vancouver, Honolulu (arr. Sun. 10.35 p.m., dep. Sun. 11.55 p.m. by Britannia), Nadi (arr. Tues. 7.20 a.m., dep. 8.05 a.m.), Auckland (arr. 12.15 p.m.).

Alt. Tues. (Nov. 26, Dec. 10, 24, Jan. 7, 21, etc.): Dep. Auckland 1.05 p.m. for Sydney (arr. Tues. 3.35 p.m.).

(International Dateline crossed between Nadi-Honolulu.)

Australia-Fiji (or Am. Samoa) Hawaii-USA

BY PAN AMERICAN AIRWAYS

(Intercontinental Jet Clippers)

NORTHBOUND

Sat., Thurs.: Dep. Sydney 5.30 p.m. for Nadi (arr. 11.20 p.m., dep. 11.59 p.m.), Honolulu and Los Angeles, arr. Sat., Thurs., 6.15 p.m.

Mon.: Dep. Sydney 5.30 p.m. for Pago Pago (arr. 1.50 a.m., dep. 2.35 a.m.), Honolulu and Los Angeles (arr. 6.15 p.m.).

SOUTHBOUND

Tues., Thurs.: Dep. Los Angeles 8 p.m. for Honolulu, Nadi (arr. 4.45 a.m., Thurs., Sat., dep. 5.30 a.m.), and Sydney (arr. Thurs., Sat. 7.45 a.m.).

Sat.: Dep. Los Angeles 8 p.m. for Honolulu, Pago Pago (arr. 4.45 a.m., dep. 5.30 a.m.), and Sydney (arr. 8.20 a.m. Mon.).

(International Dateline crossed between Nadi-Honolulu, and Sydney-Pago Pago.)

Australia-New Caledonia-Fiji-Tahiti-USA

TAI-Air France with DC8 Jet

Wed.: Dep. Sydney 8.40 a.m. for Noumea (arr. 12.20 p.m., dep. 2.15 p.m.), Nadi (arr. 5 p.m., dep. 5.50 p.m.), cross International Dateline, Papeete (arr. Tues. 11.55 p.m., dep. 6.10 p.m.). Immediate connection by Boeing non-stop to Paris.

Sat.: Dep. Los Angeles 1 a.m., Papeete (arr. Sat. 7.30 a.m., dep. Mon. 8.30 a.m.), cross International Dateline, Nadi (arr. Tues. 11.15 a.m., dep. 12.15 p.m.), Noumea (arr. Tues. 1.20 p.m., dep. 3.20 p.m.), Sydney (arr. Tues. 5.10 p.m.).

AUSTRALIA-NEW ZEALAND

Auckland-Brisbane

QANTAS-TEAL with Electra Mk. II's

Sat.: Dep. Auckland 11 a.m., arr. Brisbane 1.20 p.m.

Sun.: Dep. Brisbane 1 p.m., arr. Auckland 6.55 p.m.

Auckland-Melbourne

QANTAS-TEAL with Electra Mk. II's

Wed., Fri.: Dep. Auckland 8.30 a.m., arr. Melbourne 11.30 a.m. (Except on Friday, Nov. 22, when services operate as follows: Dep. 4.30 p.m., arr. 7.30 p.m.; dep. 5 p.m., arr. 8 p.m.; dep. 5.30 p.m., arr. 8.30 p.m.; dep. 6 p.m. arr. 9 p.m.).

Thurs., Sat.: Dep. Melbourne 12.30 p.m., arr. Auckland 7 p.m. (Also Friday Nov. 22, dep. 10.30 p.m., arr. 5 a.m. Sat., Nov. 23).

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Regular Freight and Passenger Service between Pacific Coast Ports of U.S.A. and Canada and

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GENERAL STEAMSHIP CORPORATION LTD.

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PAPEETE—Agence Maritime Internationale Tahiti.
PAGO PAGO—G. H. C. Reid & Co.
APIA—Burns Philp (South Sea) Company, Ltd.
NOUMEA—Etablissements Ballande.
SYDNEY—Birt & Co. (Pty.) Ltd.
SUVA—Burns Philp (South Sea) Company, Ltd.
LAE/RABAUL—Burns Philp (New Guinea) Ltd.
PORT VILA—Comptoirs Francais des Nouvelles Hebrides.

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● PIM's airways schedules are arranged alphabetically from point of departure under five main headings: Trans-Pacific Services, Australia-New Zealand, Australia-Pacific Islands, Inter-Territory Services and Internal Services.

Christchurch-Melbourne

QANTAS-TEAL, with Electra Mk. II's

Thurs.: Dep. Christchurch 9 a.m., arr. Melbourne 11.40 a.m.

Sat.: Dep. Christchurch 7 p.m., arr. Melbourne 9.40 p.m.

Wed., Sun.: Dep. Melbourne 12.30 p.m., arr. Christchurch 6.40 p.m.

Sydney-Auckland

QANTAS-TEAL, with Electra Mk. II's.

Daily: Dep. Auckland 9 a.m., arr. Sydney 11.05 a.m. (Except Nov. 19 when dep. 10.30 a.m., arr. 12.35 p.m.).

Daily: Dep. Sydney 1 p.m., arr. Auckland 6.45 p.m. (Except Nov. 19 when dep. 2 p.m., arr. 7.45 p.m.; dep. 2.30 p.m., arr. 8.15 p.m.).

Additional Wed., Fri.: Dep. Auckland 1.30 p.m., arr. Sydney 3.35 p.m. Dep. Sydney 4.30 p.m., arr. Auckland 10.15 p.m. (Except Fri. Nov. 22).

Sun.: Dep. Auckland 10.30 a.m., arr. Sydney 12.35 p.m. Dep. Sydney 1.30 p.m., arr. Auckland 7.15 p.m.

BOAC, with Comet IV's.

Mon., Thurs.: Dep. Sydney 9.45 a.m., arr. Auckland 2.45 p.m.

Tues., Sat.: Dep. Auckland 8.30 a.m., arr Sydney 10 a.m.

Sydney-Christchurch

QANTAS-TEAL, with Electra Mk. II's

Tues., Wed., Thurs., Fri., Sat.: Dep. Sydney 12.15 p.m., arr. Christchurch 6 p.m.

Tues., Wed., Thurs., Fri., Sun.: Dep. Christchurch 7.30 p.m., arr. Sydney 9.35 p.m.

Sydney-Wellington

QANTAS-TEAL, with Electra Mk. II's

Daily: Dep. Sydney 9.30 a.m., arr. Wellington 3.25 p.m. (Except Tues. Nov. 19).

Daily: Dep. Wellington 4.30 p.m., arr. Sydney 6.50 p.m. (Except Tues. Nov. 19).

Sat.: Dep. Sydney 12.30 a.m., arr. Wellington 6.25 a.m. Dep. Wellington 8 a.m., arr. Sydney 10.20 a.m.

Wellington-Brisbane

TEAL, with Electra Mk. II

Sun.: Dep. Wellington 9.15 a.m., arr. Brisbane 12.05 p.m.

Sat.: Dep. Brisbane 2.15 p.m., arr. Wellington 8.35 p.m.

Wellington-Melbourne

TEAL, with Electra Mk. II

Sat.: Dep. Wellington 8.45 a.m., arr. Melbourne 11.45 a.m.

Fri.: Dep. Melbourne 12.30 p.m., arr. Wellington 5 p.m.

AUSTRALIA-PACIFIC ISLANDS

Sydney-Brisbane-Honolulu

By Qantas Empire Airways, with Boeing 707 V-Jets

NORTHBOUND

Weekly from Sydney, dep. 5 p.m. every Sat., arr. Brisbane 6.15 p.m., dep. Brisbane 7 p.m., arr. Honolulu 7.30 a.m. Sat.

SOUTHBOUND

Weekly from Honolulu, dep. 2.30 p.m. every Sat., arr. Brisbane 7.30 p.m. Sun., dep. Brisbane 8.15 p.m., arr. Sydney 9.35 p.m.

Sydney-Lord Howe Is.

Airlines of N.S.W. (Sandringham Flying-boats).

Return flight from Rose Bay base every Tues. and Sat. Departure time from Sydney is dependent on time of high tide at Lord Howe Is.

Sydney-Norfolk Is.

QANTAS, with Skymaster DC4 Aircraft

Fri.: Dep. Sydney 8 a.m., arr. NI 2.45 p.m. Flight extends NI-Auckland-NI. (See "Inter-Territory Services").

Sun.: Dep. NI 2.15 p.m., Sydney arr. 6.15 p.m.

Sydney-New Caledonia

QANTAS, with Boeing 707 Jet

Thurs.: Dep. Sydney 11.15 a.m., arr. Noumea 2.45 p.m.

Thurs.: Dep. Noumea 4 p.m., arr. Sydney 5.50 p.m.

Sydney-Papua-New Guinea

Trans Australia Airlines and Ansett-ANA operate from Sydney to Lae and return with DC6B's. TAA runs the service Mondays, Wednesdays, Saturdays; Ansett-ANA Tuesdays, Thursdays, Fridays. Commencing Nov. 24 Ansett-ANA will also have a flight dep. Sydney on Sundays, dep. Brisbane on Mondays. This flight will dep. Lae on Mondays (from Nov. 25) on the southwards journey to Sydney.

NORTHBOUND

Dep. Sydney daily except Sunday at 9.45 p.m., arr. Brisbane 11.50 p.m.

Dep. Brisbane daily except Monday at 12.40 a.m., arr. Port Moresby 6.10 a.m., dep. Port Moresby 7 a.m., arr. Lae 8 a.m.

SOUTHBOUND

Dep. Lae daily except Monday at 9.15 a.m., arr. Port Moresby 10.15 a.m., dep. Port Moresby 11 a.m., arr. Brisbane 4.15 p.m., dep. Brisbane 4.50 p.m., arr. Sydney 6.55 p.m.

Qld.-Papua-New Guinea

TAA, with Fokker Friendship Prop-Jet

Alt. Mon.: Dep. Townsville 12.30 p.m., Cairns arr. 1.25 p.m., dep. 2.30 p.m., arr. Pt. Moresby 4.50 p.m. (Nov. 18, Dec. 2, 16, 30, Jan. 13, 27, etc.).

Alt. Wed.: Dep. Lae 12.30 p.m., Pt. Moresby arr. 1.30 p.m., dep. 2.15 p.m., Cairns arr. 4.35 p.m., dep. 5.35 p.m., arr. Townsville 6.30 p.m. (Nov. 27, Dec. 11, 25, Jan. 8, 22, etc.).

CAIRNS-PT. MORESBY-CAIRNS

Ansett, with Fokker Friendship Prop-Jet

Alt. Sat.: Dep. Cairns 3.35 p.m., arr. Pt. Moresby 5.55 p.m. (Nov. 16, 30, Dec. 14, 28, Jan. 11, 25, etc.).

Alt. Sun.: Dep. Pt. Moresby 9.05 a.m., arr. Cairns 11.25 a.m. (Nov. 17, Dec. 1, 15, 29, Jan. 12, 26, etc.).

INTER-TERRITORY SERVICES

Fiji-Am. Samoa

PAA, with DC7C Aircraft

Sun.: Dep. Nadi 12 noon, cross International Dateline, arr. Pago Pago 4.05 p.m. Sat.

Mon.: Dep. Pago Pago 4 p.m., cross International Dateline, arr. Nadi 6.10 p.m. Tues.

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Fiji-Am. Samoa-Tahiti-NZ

TEAL, with Electra Mk. II.

Sun.: Dep. Auckland 8.30 p.m., arr. Nadi 12.15 a.m. Mon. Dep. Nadi 3.30 a.m., cross International Dateline, arr. Pago Pago Sun. 7.10 a.m., dep. 7.45 a.m., arr. Papeete Sun. 12.50 p.m.

Mon.: Dep. Papeete 7 a.m., arr. Pago Pago 10.25 a.m., dep. 11 a.m., cross International Dateline, arr. Nadi Tues. 12.40 p.m. Dep. Nadi 1.30 p.m., arr. Auckland 5.20 p.m.

Fiji-New Hebrides-BSI

Fiji Airways, Ltd., with Heron Aircraft

Mon. and alternate Thurs. (Nov. 14, 28, Dec. 12, 26, etc.): Dep. Suva 9 a.m., Nadi arr. 9.40 a.m., dep. 10.25 a.m., Vila arr. 1 p.m. Next day (Tues. or Fri.) dep. Vila 8 a.m., Santo arr. 9.15 a.m., dep. 9.45 a.m., Honiara arr. 1.40 p.m.

Wed. and alt. Sat. (Nov. 16, 30, Dec. 14, 28, etc.): Dep. Honiara 6.45 a.m., Santo arr. 10.40 a.m., dep. 11.10 a.m., Vila arr. 12.25 p.m., dep. 1.10 p.m., Nadi arr. 5.45 p.m., dep. 6.30 p.m., Suva arr. 7.15 p.m.

Fiji-New Zealand

PAA, with DC7C Aircraft

Sat., Thurs.: Dep. Nadi 6 a.m. for Auckland, arr. 10.45 a.m.

Sat., Thurs.: Dep. Auckland 5.30 p.m. for Nadi, arr. 10.15 p.m.

TEAL, with Electra Mk. II's.

Daily (except Mon.)*: Dep. Auckland 8.30 p.m., arr. Nadi 12.15 a.m.

Tues.: Dep. Nadi 1.30 p.m., arr. Auckland 5.20 p.m.

Thurs., Sat., Sun.: Dep. Nadi 5.45 a.m., arr. Auckland 9.35 a.m.

Wed., Fri.: Dep. Nadi 8.45 a.m., arr. Auckland 12.35 p.m.

* Wed., Thurs., flights ex-Auckland, and Thurs., Fri., flights ex-Nadi are operated by Qantas under charter to TEAL.

Fiji-Tonga

Fiji Airways, Ltd., with Heron Aircraft

Alt. Thurs. (Nov. 21, Dec. 5, 19): Dep. Suva 7 a.m., arr. Nukualofa 11.15 a.m.

Alt. Sat. (Nov. 16, 30, Dec. 14, 28): Dep. Nukualofa 9.30 a.m., arr. Suva 11.45 a.m.

Alt. Sat. (Nov. 23, Dec. 7, 21): Dep. Suva 7 a.m., arr. Nukualofa 11.15 a.m., dep. Nukualofa 12.30 p.m., arr. Suva 2.45 p.m.

Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

Fiji-Western Samoa

Fiji Airways, Ltd., with Heron Aircraft

Alt. Thurs. (Nov. 21, Dec. 5, 19, Jan. 2, 16, 30, etc.): Dep. Suva 7.45 a.m., cross International Dateline, arr. Apia 1.25 p.m., Wed. (Nov. 20, Dec. 4, 18, Jan. 1, 15, 29, etc.).

Alt. Thurs. (Nov. 21, Dec. 5, 19, Jan. 2, 16, 30, etc.): Dep. Apia 10 a.m., cross International Dateline, arr. Suva 1.40 p.m., Fri. (Nov. 22, Dec. 6, 20, Jan. 3, 17, 31, etc.).

New Caledonia-New Hebrides

TAI, with DC4 Aircraft

Thurs., Sat.: Dep. Noumea 8 a.m. for Vila (arr. 9.55 a.m., dep. 10.30 a.m.), Santo (arr. 11.45 a.m., dep. 1.15 p.m.), Vila (arr. 2.30 p.m., dep. 3.05 p.m.), Noumea (arr. 5 p.m.).

New Caledonia-NZ

TAI, with DC4 Aircraft

Fri.: Dep. Noumea 8.30 a.m. for Auckland, arr. 3.10 p.m.

Fri.: Dep. Auckland 5 p.m. for Noumea arr. 10 p.m.

New Caledonia-Wallis Island

TAI, with DC4 Aircraft

Monthly service (second Saturday)

Sat. (Dec. 14, Jan. 11, etc.): Dep. Noumea 11 p.m. for Wallis Is. (arr. Sun 6.30 a.m.).

Tues. (Dec. 17, Jan. 14, etc.): Dep. Wallis Is. 4.45 p.m., Noumea arr. 10.15 p.m.

Norfolk Is.-New Zealand

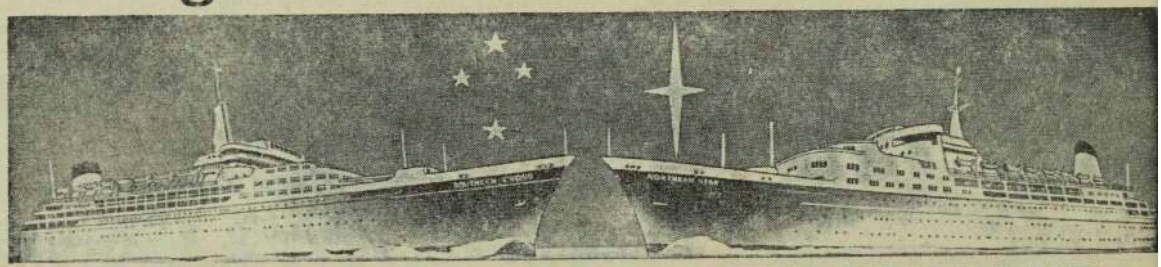
TEAL, by Qantas Skymaster (Charter)

Fri.: Dep. NI 4 p.m., Auckland, arr. 7.45 p.m.

Alt. Sat.: Dep. NI 2.15 p.m., arr. Auckland 6 p.m.

Sun. and alt. Sat. (Nov. 16, 30, Dec. 14, 28, etc.): Dep. Auckland 10 a.m., arr. NI 1 p.m.

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P-NG-Solomons

TAA, with Fokker Prop-Jet and DC3.

Alt. Tues.: Dep. Lae (DC3) 6 a.m. for Rabaul, Buka, Munda, Yandina, Honiara, arr. 4.20 p.m. (Nov. 19, Dec. 3, 17, 31, Jan. 14, 28, etc.).

Alt. Wed.: Dep. Honiara (DC3) 7.30 a.m. for Yandina, Munda, Buka, Rabaul, Lae, arr. 3.45 p.m. (Nov. 20, Dec. 4, 18, Jan. 1, 15, 29, etc.).

Alt. Tues.: Dep. Lae (Fokker) 9 a.m. for Rabaul, Buka, Munda, Honiara, arr. 4.20 p.m. (Nov. 26, Dec. 10, 24, Jan. 7, 21, etc.).

Alt. Wed.: Dep. Honiara (Fokker) 6.45 a.m. for Munda, Buka, Rabaul, Lae arr. 12 noon (Nov. 27, Dec. 11, 25, Jan. 8, 22, etc.).

P-NG - West NG

TAA, with DC3 Aircraft

Alt. Tues. (Nov. 26, Dec. 10, 24, Jan. 7, 21, etc.): Dep. Lae 9 a.m. for Madang, Wewak, Kota Baru, arr. 1.35 p.m.

Alt. Wed. (Nov. 27, Dec. 11, 25, Jan. 8, 22, etc.): Dep. Kota Baru 11.35 a.m. for Wewak, Madang, Lae, arr. 5.05 p.m.

BIAK (WEST NG)-LAE
Garuda Indonesian Airways (DC3).

Alt. Tues. (Nov. 19, Dec. 3, 17, 31, Jan. 14, 28, etc.): Dep. Biak 6.15 p.m., Kota Baru, arr. 8.25 a.m., dep. 9.25 a.m., arr. Lae 1.30 p.m.

Alt. Wed. (Nov. 20, Dec. 4, 18, Jan. 1, 15, 29, etc.): Dep. Lae 9.15 a.m., Kota Baru, arr. 12.15 p.m., dep. 1 p.m., arr. Biak 3.10 p.m.

Tahiti-Hawaii

TAI, with DC8 Jet Aircraft

Alt. Wed. (Nov. 27, Dec. 11, 25, Jan. 8, 22, etc.): Dep. Papeete 4 p.m. for Honolulu, arr. 9.35 p.m.

Alt. Thurs. (Nov. 28, Dec. 12, 26, Jan. 9, 23, etc.): Dep. Honolulu 11.55 p.m. for Papeete, arr. alt. Fri. 5.20 a.m.

South Pacific Airlines with Super-G Constellation Aircraft

Fri.: Dep. Honolulu 11.30 p.m., arr. Papeete Sat. 8.30 a.m.

Sat.: Dep. Papeete 10 p.m., arr. Honolulu Sun. 7 a.m.

Details from South Pacific Airlines, 11 California St., San Francisco, USA.

Tahiti-USA

TAI, with DC8 Jet Aircraft

Fri. and alt. Wed. (Nov. 20, Dec. 4, 18, Jan. 1, 15, 29, etc.): Fri. Dep. Papeete 8.15 a.m. for Los Angeles, arr. 6.10 p.m. Wed.: Dep. Papeete 4 p.m. for Los Angeles, arr. 9.35 p.m.

Sat. and alt. Thurs. (Nov. 21, Dec. 5, 19, Jan. 2, 16, 30, etc.): Dep. Los Angeles 1 a.m. for Papeete, arr. 7.30 a.m.

W. Samoa-Am. Samoa

Polynesian Airlines Ltd., with DC3 Aircraft

Between Western Samoa and American Samoa—flight time: 45 minutes.

Dep. Faleolo (W. Samoa): Sun. 7 a.m., 3 p.m.; Mon. 9.15 a.m., 2 p.m.; Wed. 8 a.m.; Thurs. 3 p.m.; Sat. 3 p.m.

Dep. Pago Pago (American Samoa): Sun. 8.15 a.m., 4.30 p.m.; Mon. 10.30 a.m., 3.15 p.m.; Wed. 9.15 a.m.; Thurs. 4.30 p.m.; Sat. 4.30 p.m.

W. Samoa-Cook Islands

Polynesian Airlines Ltd., with DC3

Between Western Samoa and Cook Islands (Aitutaki and Rarotonga).

Dep. Faleolo 8 a.m. each alternate Friday (Nov. 22, Dec. 6, 20, etc.), arr. Aitutaki 2.10 p.m., dep. 2.55 p.m., arr. Rarotonga 4 p.m.

Dep. Rarotonga 7 a.m. alt. Sat. (Nov. 23, Dec. 7, 21, etc.), arr. Aitutaki 8.05 a.m., dep. Aitutaki 8.50 a.m., arr. Apia 1.20 p.m.

Agents: Gold Star Transport Co. Ltd., Apia; R. E. Pritchard, Pago Pago.

INTERNAL SERVICES

Fiji

Fiji Airways, Ltd., with Heron and Drover Aircraft

Suva-Nadi-Suva: Two flights daily (Wed., Fri. and Sun. morning timetables 30 mins. earlier): Dep. Suva 8 a.m., arr Nadi 8.45 a.m., dep. Nadi 9.15 a.m., arr. Suva 10.05 a.m.; and dep. Suva 3 p.m., arr. Nadi 3.45 p.m., dep. Nadi 4.10 p.m., arr. Suva 5 p.m.—all Heron flights.

Suva-Nadi: Dep. (Drover) Suva alt. Wed. 3.05 p.m., arr. Nadi 3.55 p.m. (Nov. 20, Dec. 4, 18, Jan. 1, 15, 29, etc.).

Nadi-Suva: Dep. (Drover) Nadi alt. Thurs. 6.15 a.m., arr. Suva 7.05 a.m. (Nov. 21, Dec. 5, 19, Jan. 2, 16, 30, etc.).

Suva-Labasa-Suva: Dep. 11 a.m. Wed., Thurs., Fri. and Sat.

Suva-Labasa-Savusavu-Labasa-Suva: Dep. 11 a.m. Tues.

Suva-Savusavu-Matei-Suva: Dep. 11 a.m. Mon.

Suva-Ura-Savusavu-Suva: Dep. 7.20 a.m., Wed.

Suva - Savusavu - Labasa - Savusavu - Suva: Dep. 11 a.m. Thurs., Sat., Sun.

Suva-Ura-Suva: Dep. 7.20 a.m., Sun.

Suva-Labasa-Matei-Labasa-Suva: Dep. 11 a.m. Mon.

Suva-Matei-Labasa-Matei-Suva: Dep. 11 a.m. Fri.

Suva-Savusavu-Suva: Dep. 11 a.m., Wed.

Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

French Polynesia

RAI, with DC4 Aircraft

Services to the Leeward Group (Isles Sous le Vent), Society Islands.

Mon., Sat.: Dep. Papeete 9.10 a.m., Raiatea arr. 10 a.m., dep. 10.15 a.m., Bora Bora arr. 10.35 a.m.

Wed.: Dep. Papeete 8.15 a.m., Raiatea arr. 9.05 a.m., dep. 9.35 a.m., Bora Bora arr. 9.55 a.m.

Mon.: Dep. Bora Bora 4.15 p.m., Raiatea arr. 4.35 p.m., dep. 4.55 p.m., Papeete arr. 5.35 p.m.

Wed., Sat.: Dep. Bora Bora 10.55 a.m., Raiatea arr. 11.15 a.m., dep. 11.35 a.m., Papeete arr. 12.25 p.m.

Details from RAI, Quai Bir Hakeim, Papeete, or any TAI office.

New Caledonia

TRANSPAC, with Herons and/or Dragons

Noumea-Mare: Tues. dep. Noumea 2.30 p.m. for Mare, Noumea, arr. 4.30 p.m. Fri. dep. Noumea 2 p.m. for Mare, Noumea, arr. 4 p.m.

Noumea-Lifou: Tues., Wed., Fri. dep. Noumea 8 a.m. for Lifou, Noumea, arr. 10 a.m. Sat. dep. Noumea 9.15 a.m. for Lifou, Noumea, arr. 10.15 a.m.

Noumea-Isle of Pines: Mon., Wed., Fri., Sat. dep. Noumea 10.30 a.m. for Isle of Pines, Noumea, arr. 11.45 a.m. Tues., Thurs. dep. Noumea 8.15 a.m. for Isle of Pines, Noumea, arr. 9.50 a.m. Sun. dep. Noumea 8 a.m. for Isle of Pines, Noumea, arr. 5.30 p.m.

Noumea-Ouvea: Mon. dep. Noumea 1.30 p.m. for Ouvea (via Houailou), Noumea, arr. 4.30 p.m. Tues. dep. Noumea 10.30 a.m., Noumea, arr. 2 p.m. Sat. dep. Noumea 8 a.m., Noumea, arr. 10 a.m.

Noumea-Houailou-Poindimie: Wed., Fri. dep. Noumea 1 p.m. for Houailou and Poindimie, Noumea, arr. 4.20 p.m.

Noumea-Kone-Koumac: Mon., Thurs. dep. Noumea 1 p.m. for Kone and Koumac, Noumea, arr. 5.30 p.m.

New Hebrides

New Hebrides Airways, with Drover.

Mon., Fri.: Dep. Vila 8.30 a.m. for Tanna, arr. 9.15 a.m., dep. 3.30 p.m., arr. Vila 4.45 p.m. (Usually a flight is made from Tanna to either Aneityum, Futuna, Aniwa or Erromanga before the scheduled departure for Vila).

Tues.: Dep. Vila 8.30 a.m. for Tongoa, arr. 9.05 a.m., dep. 10 a.m., Vila, arr. 10.35 a.m. (with extension to Pentecost and Santo on demand).

Details from New Hebrides Airways, Vila.

Papua-New Guinea

Operated by TAA

PT. MORESBY-LAE (Fokker Prop-Jet)

Alt. Tues.: Dep. Pt. Moresby 6.40 a.m., arr. Lae 7.40 a.m. (Nov. 26, Dec. 10, 24, Jan. 7, 21, etc.).

LAE-RABAUL-LAE (Fokker Prop-Jet)

Alt. Tues. Dep. Lae 9 a.m., Rabaul arr. 10.55 a.m. (Nov. 26, Dec. 10, 24, Jan. 7, 21, etc.).

Alt. Wed.: Dep. Rabaul 10.10 a.m., Lae arr. 12 noon (Nov. 27, Dec. 11, 25, Jan. 8, 22, etc.).

PORT MORESBY-DARU (DC3)

Alt. Fri.: Dep. Pt. Moresby 8.45 a.m. for Daru, returning same day via Balimo, arr. 2.25 p.m. (Nov. 22, Dec. 6, 20, Jan. 3, 17, 31, etc.).

PT. MORESBY-WEST. PAPUA (Catalina)

Wed.: Dep. Pt. Moresby 8 a.m. for Kerema, Baimuru, Kikori, Paibuna, Kerema, Pt. Moresby, arr. 3.25 p.m.

Alt. Thurs.: Dep. Pt. Moresby 7 a.m. for Daru, D'Albertis Junction, Lake Murray, arr. 1.25 p.m. (Nov. 21, Dec. 5, 19, Jan. 2, 16, 30, etc.).

Alt. Fri.: Dep. Lake Murray 7 a.m. for Daru, Pt. Moresby, arr. 11.40 a.m. Nov. 22, Dec. 6, 20, Jan. 3, 17, 31, etc.).

PT. MORESBY-EAST PAPUA (Catalina)

Alt. Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Esa-Ala, Samarai, Pt. Moresby, arr. 4.30 p.m. (Nov. 18, Dec. 2, 16, 30, Jan. 13, 27, etc.).

Fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Deboyne, Samarai, Pt. Moresby, arr. 4.30 p.m. (Dec. 9, Jan. 5, etc.).

Fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai. Pt. Moresby, arr. 4.30 p.m. (Nov. 25, Dec. 23, Jan. 20, etc.).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Mon.: Dep. Lae 7.30 a.m. for Madang,

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National Library of Australia

Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.
Mon.: Dep. Rabaul 7.30 a.m. for Kavieng, Manus, Wewak, Madang, Lae, arr. 4.05 p.m.
Sun.: Dep. Lae 9 a.m., for Madang, Wewak, arr. 11.55 a.m.
Tues.: Dep. Wewak 6 a.m. for Madang, Lae, arr. 8.45 a.m.
Wed.: Dep. Kavieng 6.30 a.m. for Rabaul, arr. 7.30 a.m.
Fri.: Dep. Lae 7.30 a.m. for Madang, Wewak, Manus, Rabaul, arr. 3.25 p.m.
Tues.: Dep. Rabaul 12.45 p.m. for Kavieng, arr. 1.45 p.m.
Wed.: Dep. Rabaul 8.10 a.m. for Manus, Wewak, Madang, Lae, arr. 4.05 p.m.

CENTRAL HIGHLANDS (DC3)

Wed.: Dep. Madang 9.40 a.m. for Wabag, Wapenamunda, Baiyer R., Hagen, Banz, Minj, Goroka, Lae, arr. 3.55 p.m.
Thurs.: Dep. Lae 9.40 a.m. for Goroka, Minj, Banz, Hagen, Baiyer R., Wapenamunda, Wabag, Madang, arr. 4 p.m.
Sun.: Dep. Mt. Hagen 6.40 a.m. for Goroka, Lae, arr. 8.40 a.m.
Sun.: Dep. Lae 9.40 a.m. for Goroka, Minj, Banz, Mt. Hagen, arr. 12.45 p.m.

PT. MORESBY-POPONDETTA-LAE (DC3)

Thurs.: Dep. Pt. Moresby 11.30 a.m. for Kokoda (opt.), Popondetta, Garaina, Lae, arr. 2.05 p.m.
Thurs.: Dep. Lae 7.40 a.m. for Garaina, Popondetta, Kokoda (opt.), Pt. Moresby, arr. 10.15 a.m.

PT. MORESBY-WAU-BULOLO-LAE (DC3)

Thurs., Sun.: Dep. Pt. Moresby 10.45 a.m. for Wau, Bulolo, Lae, arr. 1.20 p.m.
Thurs., Sun.: Dep. Lae 7.30 a.m. for Bulolo, Wau, Pt. Moresby, arr. 10 a.m.

MADANG-GOROKA-LAE (DC3)

Tues.: Dep. Lae 9.40 a.m. for Goroka, Minj, Banz, Hagen, Madang, arr. 2.10 p.m.
Mon.: Dep. Madang 11.30 a.m. for Hagen, Banz, Minj, Goroka, Lae, arr. 3.55 p.m.

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. . . . Margaret Merril.

PT. MORESBY-GOROKA-MADANG (DC3)

Sun., Tues., Thurs.: Dep. Pt. Moresby 8 a.m. for Goroka, Madang, arr. 10.50 a.m.
Sun., Tues., Thurs.: Dep. Madang 7.30 a.m. for Goroka, Pt. Moresby, arr. 10.20 a.m.

LAE-RABAUL-LAE (DC3)

Tues., Thurs., Sun.: Dep. Lae 9.30 a.m., arr. Rabaul 12.05 p.m.
Sun., Tues., Thurs.: Dep. Rabaul 6 a.m., arr. Lae 8.35 a.m.
Sat.: Dep. Rabaul 9 a.m. for Jacquinot Bay, Hoskins, Talasea, Kandrian, Cape Gloucester (on request), Finschhafen, Lae, arr. 2.10 p.m.
Tues.: Dep. Lae 10 a.m. for Finschhafen, Kandrian, Talasea, Hoskins, Jacquinot Bay, Rabaul, arr. 3.10 p.m.

LAE-FINSCHHAFEN-LAE (Cessna)

Thurs.: Dep. Lae 7.30 a.m. for Finschhafen, Lae, arr. 8.45 a.m.

RABAUL-BUIN-RABAUL (DC3)

Fri. and alt. Wed. (Nov. 20, Dec. 4, 18, Jan. 1, 15, 29, etc.): Dep. Rabaul 8 a.m. for Buka, Wakunai, Aropa, Buin, Kieta, Wakunai, Buka, Rabaul, arr. 3.20 p.m.
Alt. Wed. (Nov. 20, Dec. 4, 18, Jan. 1, 15, 29, etc.): Dep. Rabaul 9.30 a.m. for Buka, Wakunai, Kieta, Buin, Wakunai, Buka, Rabaul, arr. 4.50 p.m.

Operated by Ansett-Mandated Air Lines with DC3's (unless otherwise shown)

Mon.: Dep. Lae 6.30 a.m. for Goroka, Madang, Rabaul, arr. 11.35 a.m.
Dep. Goroka 7.45 a.m. for Kainantu, Lae, Wau, Pt. Moresby, Wau, Lae, Goroka, Mt. Hagen, arr. 5 p.m.
Tues.: Dep. Rabaul 7 a.m. for Wewak, Madang, Goroka, Lae, arr. 3 p.m.
Wed.: Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul, arr. 4 p.m.
Dep. Lae 8.55 a.m. for Goroka, Madang, Wewak, arr. 12.15 p.m.
Dep Lae 9.20 a.m. for Rabaul, arr 12 noon.
Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.
Dep. Madang 7 a.m. for Goroka, Lae, arr. 8.45 a.m.
Dep. Mt. Hagen 6.30 a.m. for Banz, Goroka, Wau, Pt. Moresby, Wau, Lae, Goroka, Madang, arr. 3.45 p.m.
Dep. (Piaggio) Wewak 6.15 a.m. for Goroka, Wewak, Vanimo, Wewak, arr. 2.45 p.m.
Dep. Madang 8 a.m. for Mt. Hagen, Banz, Minj, Madang, arr. 11.45 a.m.
Dep. (Piaggio) Goroka 8.15 a.m. for Mt. Hagen, arr. 8.50 a.m.
Dep. (Piaggio) Mt. Hagen 6.30 a.m. for Banz, Goroka, arr. 7.30 a.m.
Dep. (Piaggio) Wewak 8.30 a.m. for Lumi, Nuku, Wewak, arr. 11.05 a.m.
Dep. (Piaggio) Wewak 1 p.m. for Maprik, Yangoru, Wewak, arr. 2.45 p.m.
Dep. (Piaggio) Mt. Hagen 9.30 a.m. for Mendi, Erave, Ialibu, Kagua, Mt. Hagen, arr. 12 noon.
Thurs.: Dep. Madang 7.30 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, arr. 2.30 p.m.
Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae, arr. 4.40 p.m.
Dep. (Cessna or Piaggio) Mt. Hagen 1.30 p.m. for Banz, Minj, Goroka, arr. 2.50 p.m.
Dep. (Piaggio) Wewak 8.30 a.m. for Telefomin, Wewak, arr. 11.40 a.m.
Dep. (Cessna) Wewak 8.30 a.m. for Aitape, Sissano, Vanimo, Dagua, Wewak, arr. 12.15 p.m.
Dep. (Cessna or Piaggio) Wewak 3 p.m. for Angoram, Wewak, arr. 4 p.m.
Fri.: Dep. Lae 8.55 a.m. for Goroka, Madang, arr. 10.35 a.m.
Dep. (Piaggio) Lae 9.05 a.m. for Kainantu, Goroka, Minj, Banz, Mt. Hagen, Wabag, Mt. Hagen, arr. 1.10 p.m.
Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.
Dep. Wewak 6.15 a.m. for Madang, Lae, arr. 8.50 a.m.
Dep. (Piaggio) Goroka 7.30 a.m. for Lae, arr. 8.25 a.m.
Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.
Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul, arr. 4 p.m.
Dep. Goroka 7.45 a.m. for Wau, Pt. Moresby, Wau, Lae, Goroka, arr. 2.40 p.m.
Dep. Madang 8 a.m. for Mt. Hagen, Banz, Minj, Goroka, Minj, Banz, Mt. Hagen, Madang, arr. 3.30 p.m.
Dep. (Piaggio) Mt. Hagen 9.30 a.m. for Mendi, Kagua, Erave, Ialibu, Mt. Hagen, arr. 12 noon.
Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang, arr. 10.35 a.m.
Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.
Dep. Madang 7 a.m. for Goroka, Lae, arr. 8.45 a.m.
Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.
Dep. Rabaul 6.30 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae, arr. 4.40 p.m.
Dep. (Piaggio) Wewak 8.30 a.m. for Ambunti, Burui, Wewak, arr. 10.05 a.m.

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This company maintains regular return flights from Port Moresby to Aroa, Bereina, Balimo, Cape Rodney, Daru, Embi, Gurney, Kairuku, Kokoda, Palli, Popondetta, Rorona, Tapini, and Woitape.

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FROM SYDNEY (Aust. currency) TO—	Single £ s. d.	Return £ s. d.
Moresby	48 14 0	92 5 0
Lae	60 4 0	115 5 0
Rabaul	70 9 0	135 15 0
Noumea	56 18 0	108 3 0
Honiara	92 4 0	179 5 0
Norfolk Is.	27 10 0	52 5 0
Lord Howe	16 9 0	32 18 0
Nadi	85 9 0	162 8 0
Suva	91 5 0	175 0 0
Auckland	54 10 0	103 11 0
Christchurch	54 10 0	103 11 0
Wellington	54 10 0	103 11 0
Pago Pago	121 4 0	278 4 0
Honolulu	282 12 0	536 19 0
San Francisco	350 9 0	665 18 0
Vancouver	350 9 0	665 18 0
Papeete	181 5 0	344 8 0
FROM AUCKLAND (NZ currency) TO—		
Nadi	43 0 0	81 4 0
Norfolk Is.	20 15 0	39 9 0
Papeete	114 10 0	217 11 0
Noumea	45 10 0	86 19 0
FROM SUVA (Fiji currency) TO—		
Nadi	5 16 0	12 12 0
Nukualofa	18 10 0	45 3 0
Apia	25 0 0	47 10 0
Honiara	67 10 0	128 5 0
Vila	30 13 0	58 5 0
Santo	39 14 0	75 9 0
FROM NADI (Fiji currency) TO—		
Pago Pago	31 15 0	60 7 0
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Regular meetings and social gatherings, with lectures, are held at the Feminist Club Rooms, 7th Floor, 77 King St., Sydney, on the last Thursday of each month, at 8 p.m.

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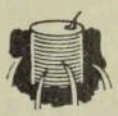
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Every purchaser of a new tank should buy a TECT-A-TANK unit at the same time. With the first filling of the tank, TECT-A-TANK will slowly release a corrosive-resistant film on the inside walls, adding years of useful life. Will not affect water in any way . . . never needs replacing.

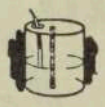


1. Have your plumber install a Tect-a-Tank tube in your tank before delivering it.



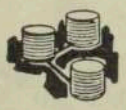
5. Test each tank for leaks before installing. After testing, drain tanks effectively.

2. Always make sure Tect-a-Tank is installed *before* any water runs into the tank.

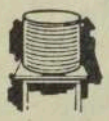


6. Always provide the tank with a cover and strainer.





3. Do not connect tanks in series, either by overflow or through common outflow pipes.

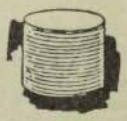


7. Ensure that the bottom of the tank is uniformly supported on the tank stand.

4. Prevent as far as possible the contact of soldering flux and flux residues with tank interiors. If this should occur, scrub and flush thoroughly.



8. Some bituminous paints may be satisfactory for painting inside the tank, but others can seriously affect its life. Contact the John Lysaght office in your State for advice on this matter.



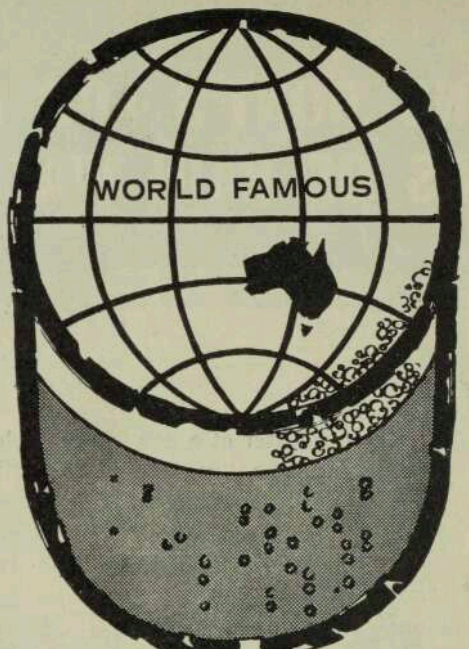


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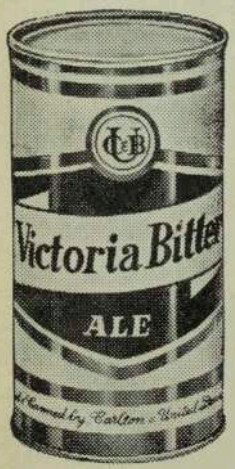
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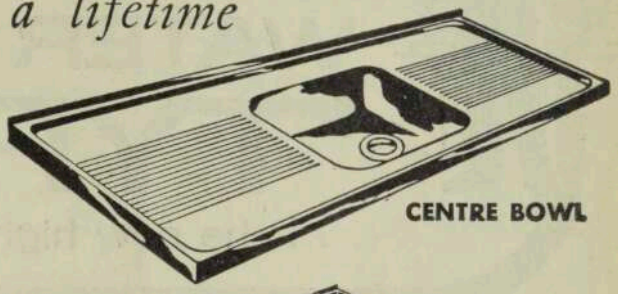
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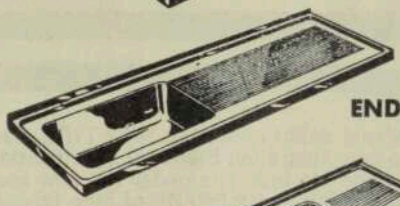
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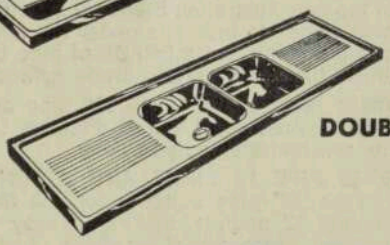
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CENTRE BOWL



END BOWL



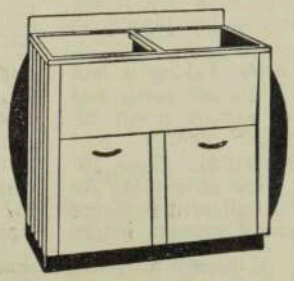
DOUBLE BOWL

MALLEYS

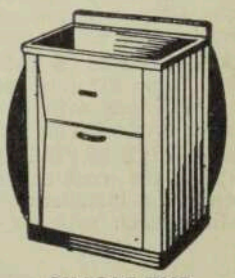
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FACT: TYPE 30 PIPE IS FLEXIBLE. The high degree of flexibility of "Type 30" pipe allows for easy uncoiling and recoiling, making "Type 30" pipe extremely convenient and easy for laying over difficult terrain, or for moving the pipe from one location to another.

FACT: TYPE 30 IS EASY TO JOIN. Laying is fast with "Type 30" pipe because joints are easily and quickly made with the use of simple insert fittings. Anybody can join "Type 30" pipe!

FACT: TYPE 30 PIPE IS ECONOMICAL. "Type 30" pipe is the most economical pipe obtainable for permanent installation . . . four different pressure ratings each with six different diameters insure the correct margin of safety at the least cost.

FACT: TYPE 30 WILL NOT CORRODE. "Type 30" will not be corroded by rust or salt water and is immune to the attacks of most insects; however, in common with **all** plastic pipe it is only moderately resistant to some termites. Areas heavily infested with termites may need soil treatment with a suitable insecticide.

FREE: A new booklet on flexible pipes. This 16-page booklet will tell you why "Type 30" is the logical choice for watering systems; gives you handy hints on a variety of uses to which "Type 30" can be put; explains the methods of jointing and laying; answers all the questions you ask yourself about plastic pipe. So, whether you are planning to install "Type 30" NOW or in the future, you will find this booklet extremely useful. If you'd like a copy write to:

Union Carbide Australia Limited, Plastics Division, 167 Kent Street, Sydney. ALL "Type 30" PIPE is marked "Type 30" right on the pipe itself.

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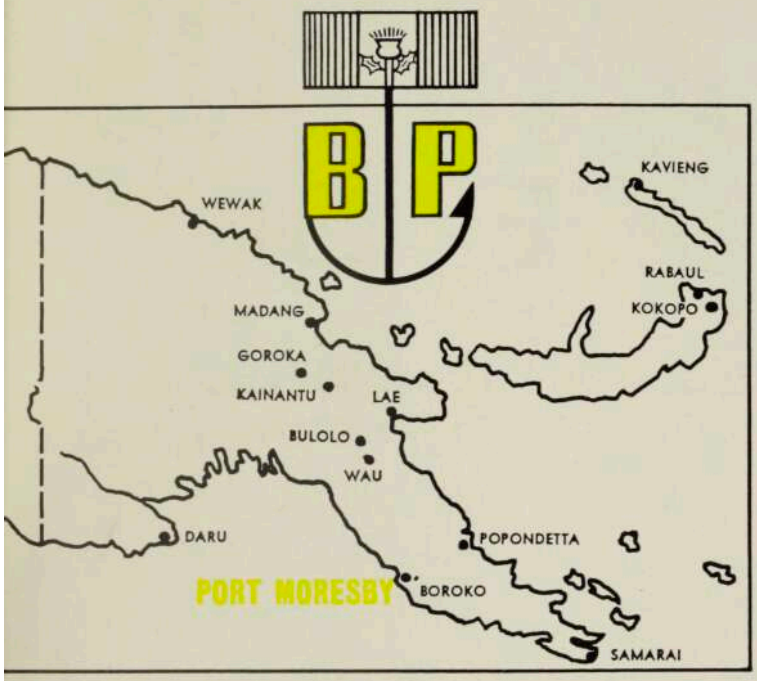
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