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Pacific Islands Monthly

DECEMBER, 1963
VOL. 34. NO. 5.

The News Magazine Of The South Pacific

ESTABLISHED 1930

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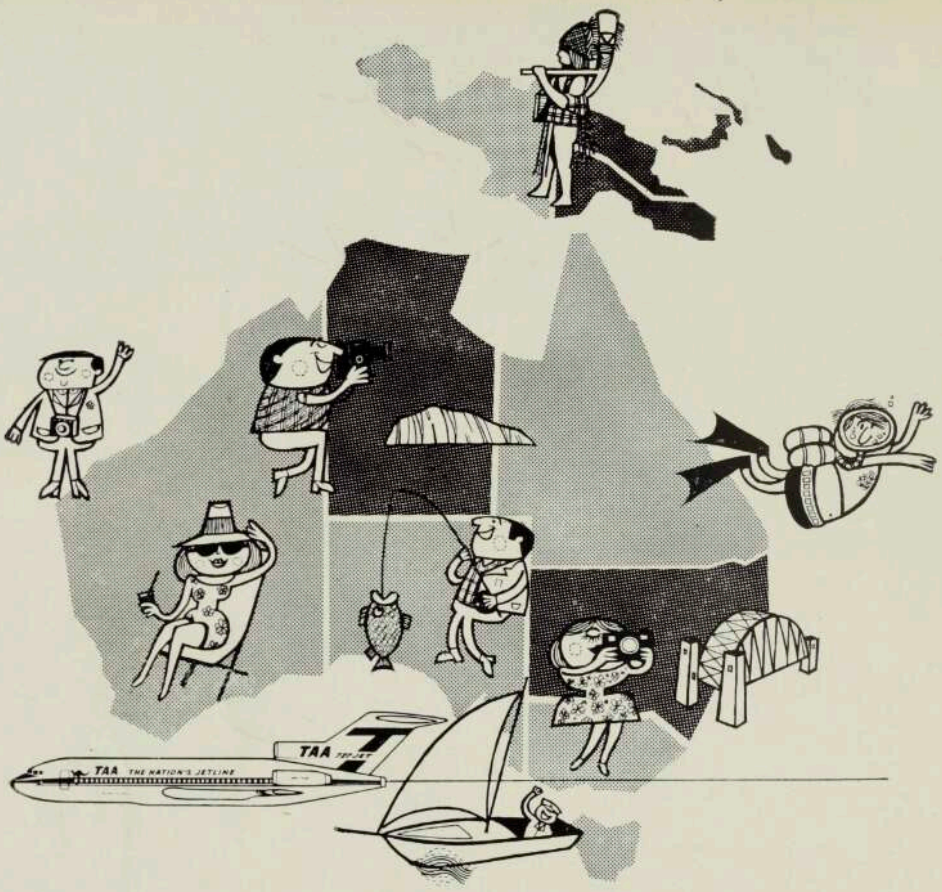

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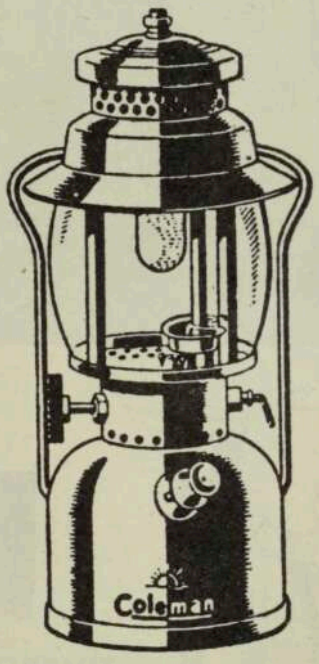

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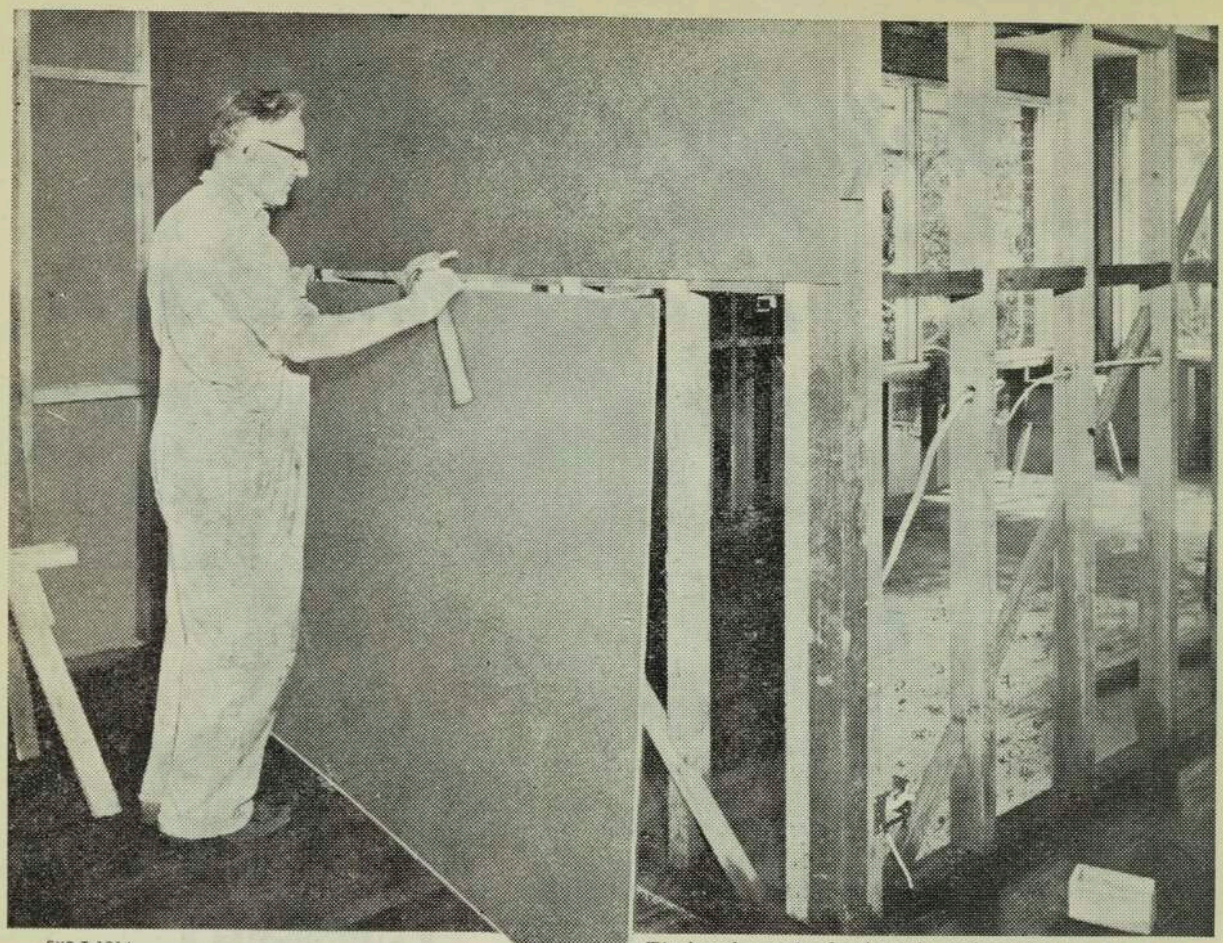

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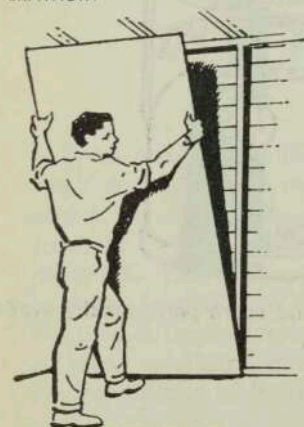

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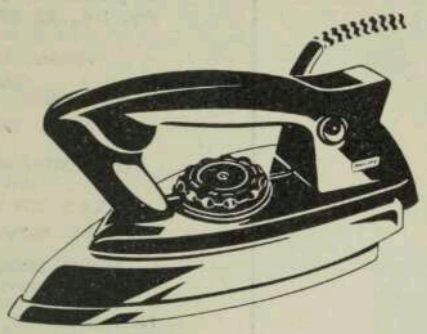

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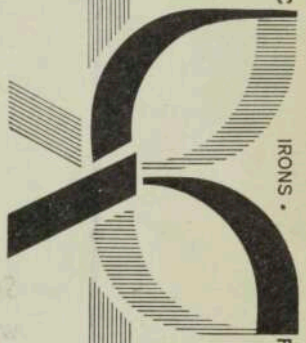

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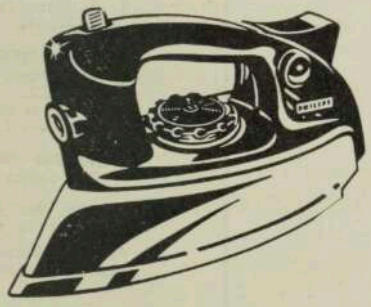

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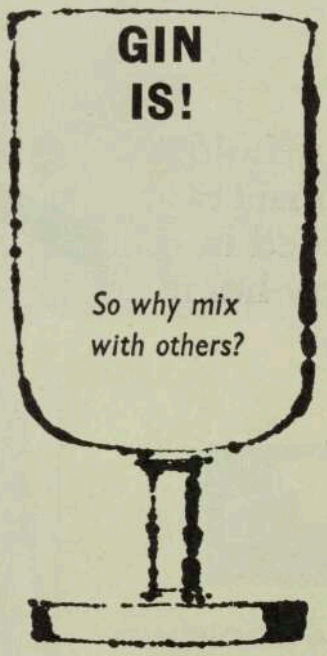

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THE COVER: Papua-New Guinea's famous Department of Native Affairs—the department which directs patrol officers—has been under administrative attack lately. There are some who say it has done its job and it should be absorbed into other agencies of Government. Its supporters, fortunately, are just as vocal. Meanwhile the work of the patrols still goes on.

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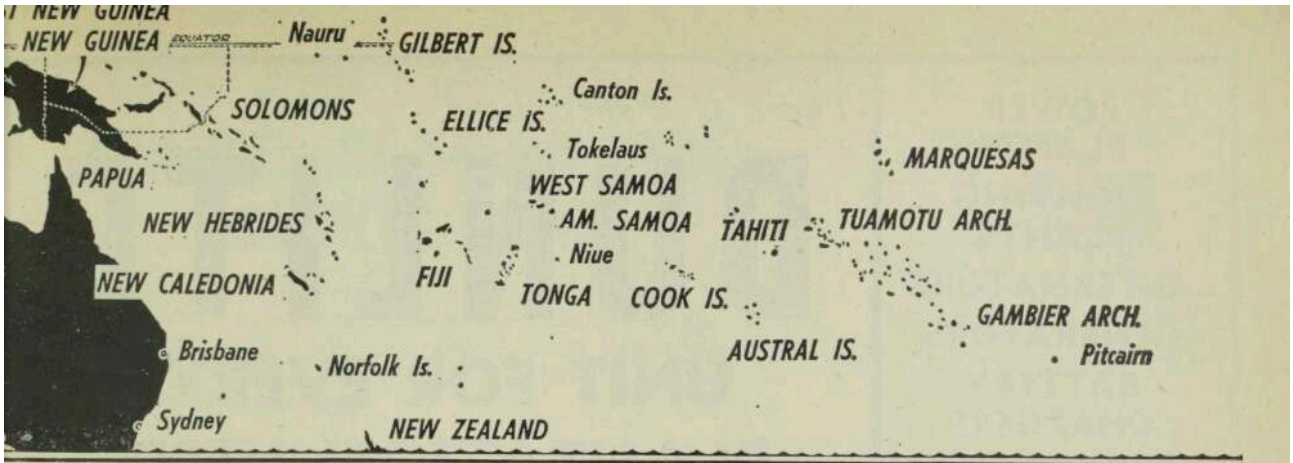

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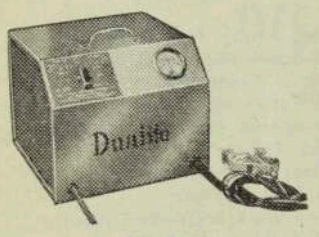

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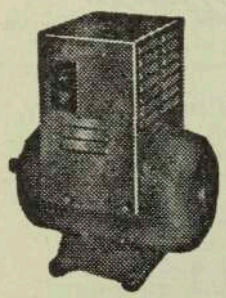

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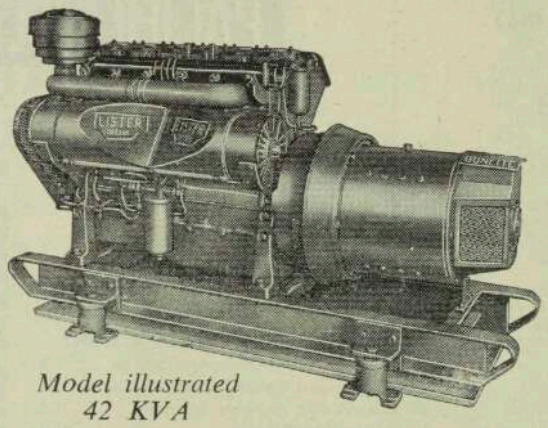

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SPEEDY AND FAR-REACHING CHANGES IN SOUTH SEAS POLITICAL SCENE

The spotlight on South Seas events in November was on political moves. Important changes in Papua-New Guinea and the Cook Islands were the main developments during a period when there was greater political movement throughout the South Seas than at any time before.

THE overall picture was one of a South Pacific which was advancing at a surprising speed.

Besides New Guinea and the Cooks there were developments in the Solomons, the Gilbert and Ellice Islands, French Polynesia, Fiji, Nauru and Norfolk Island.

Papua-New Guinea in November saw the end of a political era. The P-NG Legislative Council, which was established in November, 1951, sat for the last time. Early next year there will be general elections on a common roll and 54 members out of 64 will be elected. The Administrator for the first time will not be president. Details of the final Council meeting are on page 10.

A White Paper released in Honiara proposed that the first steps be taken next year to elect for the first time, eight of the ten unofficial members of the BSIP Legislative Council. Plans for a common roll there are especially significant in a Territory which has no experience of direct elections even for local government (see p. 41).

The Gilbert and Ellice Islands Colony in September inaugurated its first Advisory Council (photographs p. 8) and it was announced on Tarawa on November 1 that an Executive Council would be created from January 1 next. Britain is obviously now building up both these territories speedily, politically and economically.

Cooks' Plans

In the Cook Islands in November the Legislative Assembly accepted a report proposing that the Cooks be given full internal self-government by 1965, with a Cabinet and Chief Minister, and with the Queen as Head of State. New Zealand would be represented by a Commissioner who would have no powers to over-rule the Assembly.

As the New Zealand Government announced that it, too, accepted the report, the Cooks Assembly elected Mr. D. C. Brown as first Leader of Government business. A secret ballot resulted in 11 votes for him and 10 for Ngatupuna Matepi, the only other nomination (see p. 33).

Fiji's political future may be wrapped up in a conference to be called in London in 1964 or 1965, and in November there was a report (p. 54) that work to this end was now going on.

Both Nauru and Norfolk Island (p. 8) have been given different powers as a result of amendments granted by the Australian Government, in each case at the instigation of the Island councils.

In Tahiti two French Polynesian political parties were outlawed in November by a decree signed by President de Gaulle.

The two parties had 15 members in the 30-member Territorial Assembly (see p. 13).

New WPHC Announced

The new High Commissioner for the Western Pacific is Mr. Robert Sidney Foster, CMG, at present Deputy Governor of Nyasaland.

Mr. Foster, whose appointment was announced on November 1, succeeds Sir David Trench, KCMG, who is to be Governor of Hong Kong.

No date has yet been announced for Mr. Foster's arrival in Honiara, headquarters of the Western Pacific High Commission. The WPHC is responsible for British interests in the New Hebrides, the BSIP and the GEIC.

The new High Commissioner is 50, married with no children.

He joined the Colonial Service in 1956 as a cadet in Northern Rhodesia and became a District Officer there in 1958. He was appointed secretary of the Ministry of Native Affairs in Northern Rhodesia in 1960 before been appointed Chief Secretary of Nyasaland in 1961

During the war he was an officer with the Northern Rhodesia Regiment.

Mr. Foster's recreations include tennis and fishing.

COURTESY CALL ON THE QUEEN: Queen Salote of Tonga on October 24 received a courtesy call from the Acting Governor of Fiji, Mr. P. D. Macdonald (left). Also photographed here at the Palace are Ratu Edward Cakobau, who accompanied Mr. Macdonald, and Second Lieut. E. Nailatikau, Mr. Macdonald's ADC (right), who is a son of Ratu Edward. Recently he received his commission in the FMF. The new Governor of Fiji, Mr. Jakeway, will arrive in Fiji in January.— Photo: Rob Wright.

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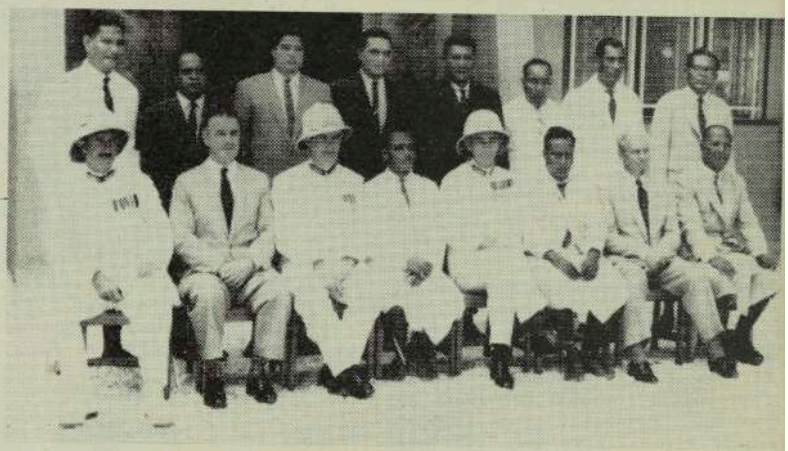
Historic Meeting Of First GEIC Advisory Council

The striking new building at right, of concrete with a traditional thatched roof, is the chamber for the Gilbert and Ellice Islands' newly constituted Advisory Council. It overlooks the lagoon at Bairiki, Tarawa. Below are the members of the first Council:

(Back row)—Mr. Reuben K. Uatioa (Official Member; Broadcasting officer), Mr. Tebau Tiba (Unofficial Member; stevedore), Mr. Henry Schutz (Unofficial; company director), Mr. Henry Naisali (Official; executive officer), Mr. Moeafu Moti (Unofficial; schoolteacher), Mr. Kirabuke Maio (Unofficial; store manager), Mr. Ruka Kaburoro (Unofficial; missionary), Mr. Pasefika Falani (Unofficial; retired civil servant). (Front row)—Mr. R. G. Roberts (Official; Senior Assistant Secretary), Mr. E. H. G. Blacklock (Unofficial; missionary), Mr. A. Angeloni (Ex officio; Assistant Resident Commissioner), Mr. Tebao Awerika (Unofficial; magistrate), Mr. V. J. Andersen (President; Resident Commissioner), Mr. Kiboboua Batiku (Unofficial; store manager), Dr. R. K. Bowman (Official; Chief Medical Officer), Mr. Kaobunang Iete (Unofficial; clerk). Absent from the picture is Mr. Tobinabina Kirimaua (Unofficial; missionary).



WIDER POWERS FOR NAURU COUNCIL

THE Nauru Local Government Council Ordinance was amended recently to give the council much wider powers. The amendment was approved by Australia's Minister for Territories, Mr. Hasluck, and was agreed to by the council.

The amended ordinance made it unnecessary for the council to obtain the Administrator's approval—as was previously needed—in a number of important matters. These include:

- Budgeting for the year, or spending money outside the Estimates.
- Engaging in business, carrying out works, or providing public or social services.
- Making rules. (However, any rule the council makes will be subject to disallowance by the Administrator within a specified time.)

The amendment to the ordinance also expands the council's advisory powers to enable it to advise the Administrator on any matter affecting the peace, order and good government of the territory.

New Powers For Norfolk Soon

Federal Parliament has made amendments to the Norfolk Island Act which open the way for the Norfolk Island Council to be reconstituted.

FURTHER legislation will establish a council of eight elected members, plus the Administrator, able to give advice on all matters, including the preparation of the budget. The Administrator, as a council member, will be required to give reasons to the Minister if he disagrees with council decisions.

The moves follow the Island's decision not to take on the responsibilities and functions of Local Government.

Norfolk people have consistently supported the council in its agitation for the changes and seem satisfied with the new powers. "Living standards have never been higher," a correspondent reports, and the tourist trade is booming.

VARZIN LAND APPEAL: The Australian High Court was expected in late November to hear an application for leave to appeal in what has become known as the Varzin Land Case, Rabaul. The Varzin case has put into dispute the recognition of some New Guinea land titles, and great importance is attached to it. If leave to appeal is granted it is unlikely that the High Court will hear the matter before February.

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New Airways Competition For Tahiti

Airline competition using Tahiti as a tourist draw card warmed up a bit more in November when Australia's international airline Qantas inaugurated a weekly Boeing 707 service Sydney-Nadi-Papeete and return.

THIS means that there are now three international airlines flying into Tahiti—Qantas, UTA (formerly TAI) and TEAL. A fourth, Pan American Airways, will be flying there soon.

The inaugural flight of Qantas was on Friday, November 22, leaving Sydney at 8 p.m. and arriving in Papeete at 8.30 a.m. the same day (the International Date Line having been crossed).

On the return service the 707 leaves Tahiti 22 hours later, arriving in Sydney at 12.30 p.m. on the Sunday.

The new service has been under negotiation by Qantas for some years but ran into difficulties because of bilateral agreements.

Even now the service is by provisional arrangement and what the future holds for it will depend on many things.

Qantas is aiming at a South Pacific crossing to Mexico, and then on to London. Tahiti is thus a vital link.

Pan American Airways is getting into the Tahiti service by taking over the Dollar interests of South Pacific Airlines, which operates to Tahiti from Honolulu. PanAm plans to use 707s on the new service.

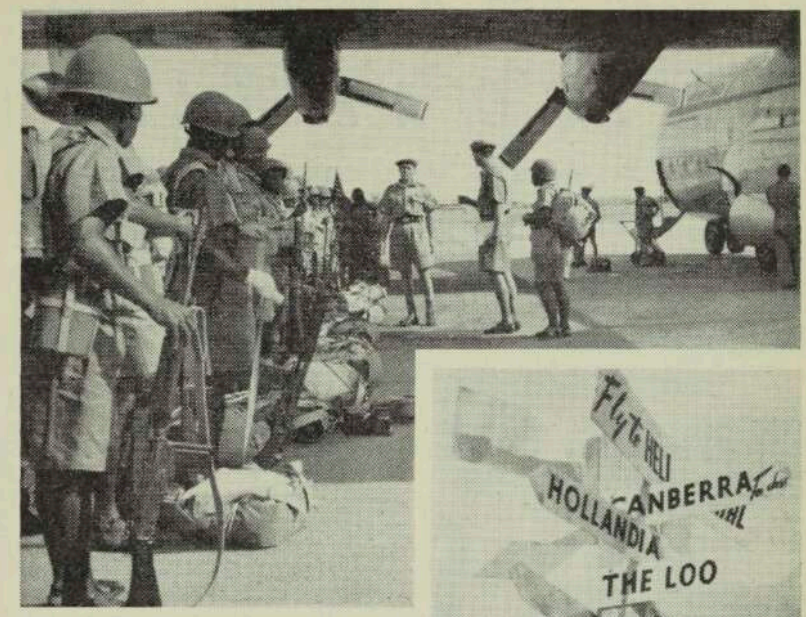
SPAL has authority to operate between Hawaii - Christmas Island - Tahiti - American Samoa - Western Samoa-Fiji.

French Name Change

The French airline TAI (Transports Aeriens Intercontinentaux) has merged with UAT (Union Aeromaritime de Transports) and has changed its name to UTA (Union de Transports Aeriens). In Australia the company will be known as UTA-Air France.

Airlines of NSW, which operates a flying boat service from Sydney to Lord Howe Island, has still not bought another aircraft to replace the Sandringham lost in a storm on the island in July. Officials inspected two Sandringhams in South America, but they were in need of repairs and now the company is hoping to secure the release of an RNZAF Sunderland.

P-NG ARMY MEN ON THE MOVE



● **P-NG's Pacific Islands Regiment in October - November made a successful 1,200 miles "show the flag" tour of New Britain and New Ireland, as part of a big recruiting drive. The PIR is being strengthened, in line with a policy of building up P-NG defences. Below, the men march through Rabaul. Above, other PIR men embark on an RAAF Hercules at Port Moresby for movement to Vanimo, near the WNG border. The signpost is at Vanimo.**—Photos: C. H. Meen and RAAF.

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A Bang And A Whimper Mark The End Of A Political Era

From a Port Moresby Correspondent

Papua-New Guinea ended a political era in November with both a bang and a whimper. The Legislative Council was prorogued to make way for a largely-elected House of Assembly next year, and the emotional display which marked the last hour of the sitting was in contrast to the earlier up-and-at-'em approach of many of the honourable members.

THE attacks were natural enough: The Administration had chosen this last council to put through a number of controversial bills.

And so, no doubt, was the emotion. Island councils are more often than not debating societies rather than legislatures, and not even the move a few years ago from the old Red Cross Hall down on the beach to the present grand chambers with air conditioning and headphone interpreting services ever really changed the easy atmosphere of the P-NG Council. By next year, with 64 members, 54 of them elected, the old ways will surely go.

"Today is the end of a chapter," said Dr. John Gunther, the House leader.

In the verbal back-slapping which folowed there were special tributes for the doctor ("a true leader of the House," said Mr. Ron Slaughter); for the Administrator, Sir Donald Cleland, who sat as president for the last time because the House next year will elect its own Speaker; and for Mr. B. Fairfax-Ross, the Council's senior nominated member, and best debater by far, who announced that he wouldn't be standing for election.

Everybody agreed that the Council wouldn't be the same without "Fax".

Public Service

But all that was at the end. At the beginning, most controversial of the bills was the Public Service Bill, which lays down the future development of the Territory's Public Service.

The main argument was: Would there be two separate divisions, one for natives and one for Europeans, or would there be one division with separate pay scales?

The whole subject has been a hot one for more than 12 months, with the Public Service Association fighting some fierce battles within and without its ranks.

Finally the Association decided it wanted a divided Public Service—a Territorial one organised on local conditions, assisted by an expatriate one. After convincing the Government that this was what it should set up, the public servants then changed their minds. A divided Public Service would cause racial problems, they said. They wanted a single service.

The Government took the view that a single service, with differing rates of pay for locals and others, would be just as racially divided anyhow, and pushed ahead with its bill for a Public Service with two divisions.

In November, the elected members went in for attack. The result: The Government backed down and announced it would set up one service, with separate pay scales.

Furthermore, the members extracted an important undertaking that separate legislation would be introduced for a scheme to compensate expatriate public servants who were replaced by natives as the Territory advanced.

Local Government

The Local Government Bill generated almost as much heat, and almost as much confusion. Mr. Ian Downs, who never loses an opportunity to tell the Administration that it has a mania for grabbing cash and wasting it as soon as it gets it, had a field day.

The bill creates multi-racial local government councils with wide taxing powers. The bill's opponents said the taxing powers were far too wide.

Councils could tax pigs, goats "and other animals", such things as bicycles "and other vehicles", land

Nominations Open: NG House of Assembly

NEW GUINEA politicians with bones through their noses are going to get a pleasant surprise when elected to the P-NG House of Assembly next year—the money's not bad.

Elected members are to get £950 a year, plus £5/5/- a day travelling allowance and attendance money for the sittings; plus cost of travelling within their electorates on electoral business twice a year; plus £25 a year postage and telephone allowance; plus free insurance during air travel on parliamentary business.

Elected members of the Administrator's Council and those selected as Parliamentary under-secretaries will do even better—they get a remuneration of £1,300 a year.

At the other end of the scale are the official members—they rate only £150 a year, plus "travelling allowance in accordance with Public Service Regulations".

Nominations for the House opened on November 25 and will close on January 6. Polling will be conducted between February 15-March 18, and the new House will meet towards the end of May or early June, 1964.

HURRICANE DAMAGE IN THE NEW HEBRIDES

SEVERAL islands in the New Hebrides suffered serious damage when they were struck by very high winds from November 17 to 19.

All islands are in the central sector of the group—Tongoa, Tongariki, Epi, Malekula (southern side) Pentecost (eastern side), Efate and Tanna.

About 80 per cent. of the buildings in the stricken areas are said to be seriously damaged or destroyed; and damage to coconut palms is expected to affect copra production for several years.

Forari, site of a manganese mine on the eastern side of Efate, suffered heavily in the hurricane, with damage to wharves and tug boats estimated at £50,000.

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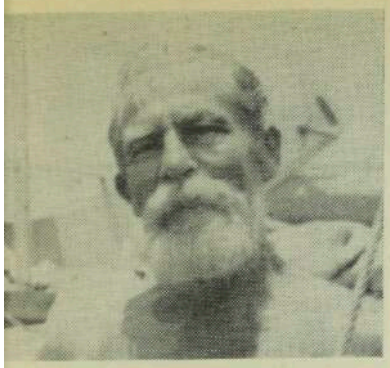
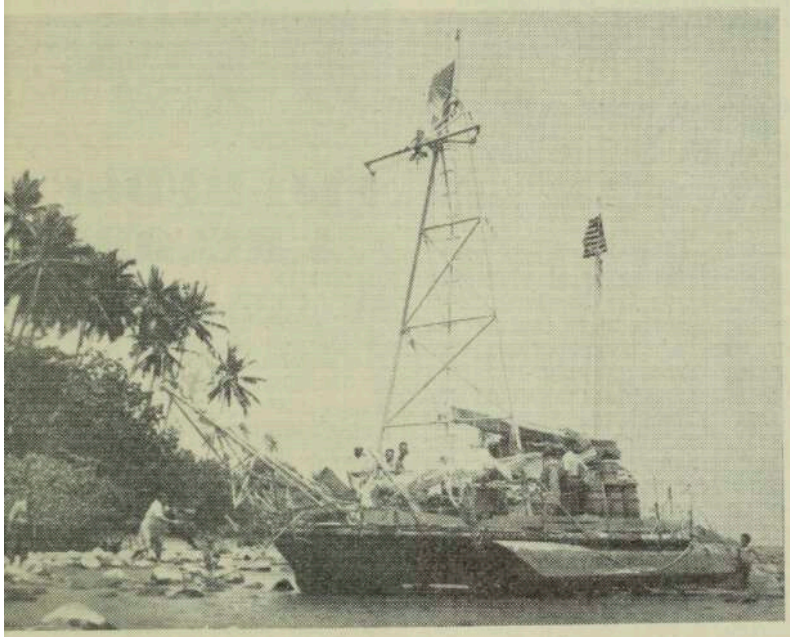


Raft Voyager Still Plans To Head For Australia

After a voyage of 7,450 miles from Peru to Western Samoa in 130 days raftsman William Willis, aged 70, still plans to continue on to Australia. He says he will head for Botany Bay.



BUT just when he sets out on this leg depends on medical advice, for Willis in late November was preparing to leave Apia by air for America for surgical treatment of a hernia suffered during the voyage from Peru.

Willis and his raft left Peru on July 4 and arrived in Western Samoa at 7 p.m. on November 11 (see p. 105 for details). He planned to reach Australia non-stop and carried a visa to land.

His arrival caused a great sensation in Samoa. Local newsmen were bombarded with requests for news stories; the local newspapers sold out; and Willis received offers from all over the world for his story.

He said he would make no decisions till he got to Australia.

But he gave details to some local people, including Messrs. Vernon MacKenzie and Eric Smith.

He told them he realised 500 miles from Peru that the rudders on his raft were too light and wouldn't take the shock of the seas.

He attempted to turn about so he could rebuild the rudders on land, but heavy winds drove him away, to the Galapagos and across the Equator.

He made running repairs as best he could, sometimes with seas breaking 10 or 20 feet above him.

But the possibility of reaching Australia, he said, "became more and more dim". Because he was unable to steer he often drifted helpless.

He planned finally to make repairs in Fiji, but the weather worsened and he was driven back by westerly winds. Finally he set course for Apia when he realised he was about 200 miles away from Samoa.

When he arrived only six miles from Apia he said he told the first people he saw "to broadcast the news, to call up the Prime Minister at once and whoever might be interested because I was worried about my wife getting the news that I was alive".

● **The photographs, by "Samoana", show Willis as he was when he arrived, and his raft on the beach at Puipa'a.**

(without saying how), and there was a blanket provision which seemed to mean that councils could tax just about anything else they wanted (including probably copra and cocoa as Mr. Fairfax-Ross pointed out).

The Government was so tax happy, fumed Mr. Downs, that it was willing to give local government powers given to "no central government in the world outside of a dictatorship".

The Government replied that there were at least six safeguards which would allow Greater Authority to cane the wrists of councils that got too big for their boots—a view which the elected members treated with the derision it deserved.

The Government finally saw the light to the extent of accepting amendments in three important particulars, including the method of taxing land, but would not remove the blanket tax provisions.

Only some of the Legco members at that final setting will live to fight it another day.

In the mixed bag of adjournment speeches there was a proposal by Mr. John Stuntz for the establishment of an economic advisory committee, composed of non-officials, who would advise on economic development; a suggestion by Ruben Taureka that P-NG design its own flag; a plan by Mr. Fairfax-Ross for a city to be built in Milne Bay; and a comment by Mr. Downs on statements which the Minister for Territories, Mr. Hasluck, was supposed to have made during conversations in the Territory recently about the future of the Department of Native Affairs. Mr. Downs said he did not think a very useful purpose had been served "by the Minister denying something which suggested that a number of other people must be liars".

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FIVE-YEAR DEVELOPMENT PLAN FOR FIJI OPENS UP A 'NEW FRONTIER'

Fiji hopes to spend £F15,000,000 in a five year development programme between 1964-68, the Acting Governor, Mr. P. D. Macdonald, told the Budget session of the Fiji Legislative Council in November. Describing the plan as a "new frontier" for Fiji, Mr. Macdonald said agriculture was to be transformed throughout the Colony from a subsistence level to one of a cash economy.

HE said the Fijians could not cling to the methods of the past. The time had arrived when they had to contract into the Western economic system, even at the expense of an adjustment of their traditional way of life.

"There must, I suggest, be an opening up of more economic opportunity to the Fijian people on an individualist basis. Indeed, I believe that has already begun to be appreciated." he said.

In the five year plan Fiji plans to spend roughly two thirds as much as it has in the past 19 years. The plan is both social and economic.

The distribution of the spending will be as follows, with the figures in brackets showing expenditure for the 19 years from 1945 to 1963.

Planning, surveys and census, £250,000 (£357,041); communications, £3,000,000 (£11,163,892); economic, £6,500,000 (£2,313,952); social, £3,500,000 (£5,277,788); miscellaneous, £1,750,000 (£4,194,681).

The programme of economic development calls for:

- A cocoa industry of £5,000,000 to £7,000,00 by planting up to 40,000 acres in the next 10 years, particularly in the Wainibuka, southern Vanua Levu and Taveuni areas;
- A doubling of copra production to 80,000 tons, accompanied by improvements in copra quality. By the end of September 569 applications for subsidy had been received, and 538 had been approved);
- Increased efforts to reduce food imports wherever that seemed likely to be successful, examples of which were an increase in the cultivation of rice, potatoes, and the introduction of sheep farming;
- An increase in the production of local staple crops to keep pace with mounting demand and to reduce the cost of living;
- An improvement in quality and increases in banana production provided additional markets could be found;
- More effective and less wasteful internal marketing arrangements; and
- Experiments to be initiated for other crops which looked as though they might have potential.

Mr. Macdonald said Fiji could support its growing population under conditions of political and economic stability only if an imaginative, farsighted development plan was vigorously prosecuted.

Mr. Macdonald sounded a note of warning in his otherwise generally optimistic address about economic development. As land settlement and development went ahead it would become increasingly necessary to make use of areas with less fertile soils.

Mr. Macdonald recently made an extensive tour of the Colony, and told the council of what he described as the "beginnings of an agricultural revolution" of which city dwellers, and those who lived in the towns and townships were not fully aware.

Finance for the plan is expected to come from local revenue, from loans, and from CD&W grants.

The Government expects to contribute £2½ million from local revenue, to receive £6½ million in loans, £250,000 from miscellaneous sources and £2¾ million from CD&W Funds between 1964 and 1966. The Colonial Development Welfare Act expires in 1966.

Biggest single item in the plan is for a new hospital for Lautoka at a cost of £1,100,000. There has been much agitation for this hospital for years.

MEDICAL TEAM IN NG: Heading the eighteenth surgical team to visit Papua-New Guinea is Mr. C. J. Officer-Brown, surgeon from the Alfred Hospital, Melbourne, seen here (right) with his wife. A Burmese Colombo Plan scholarship holder, Dr. Michael Mullerworth (left) is accompanying the team as an observer. The team is a thoracic surgical team, and consists of 13 in all.

FIJI BUDGET A RECORD

Fiji's Budget for 1964 *is a record* £12,634,696, *an increase of* £718,666 *on the amount approved for* 1963. *The spending for next year is made up of* £9,413,938 *in the recurrent budget and* £3,220,758 *in the capital budget.*

ONCE again education is at the head of the list with £1,403,195 for next year, followed by annually recurrent works at £1,363,995, "miscellaneous", £1,162,090 and medical, £1,040,643.

The record spending does not involve any increase in taxation. The Acting Financial Secretary, Mr. R. M. Major, expects a surplus of £386,052 in the recurrent budget and a balanced capital budget.

The budget, although "stayput" in many ways, provides for the start of a five-year (1964-68) development plan, involving expenditure of up to £15,000,000 (see this page).

As usual the main revenue will come from Customs and excise duty. Mr. Major estimated that this will yield £4,435,000 (£4,245,000 in 1963). Income tax is expected to return £2,350,000 (£1,980,000 in 1962) and death and gift duties £220,000 (£85,000 last year). Mr. Major described the revenue expected from death duties this year as a windfall, not likely to recur.

Mr. Major painted a fairly bright picture for 1964, but at the same time he urged the need for restraint. He rightly pointed out that Fiji was enjoying a boom because of an excellent sugar crop.

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NEW COOKS APPOINTMENT: Mr. M. L. Hegan (above) in November was appointed Secretary to the Government of the Cook Islands and Deputy Resident Commissioner, in succession to Mr. L. K. Pitt. He is at present Acting Assistant Secretary for Island Territories in Wellington. Mr. Hegan joined the Department in 1939. He was seven years with the Western Samoa Government, and then Chief Clerk in the Cooks from 1952-59. He is married with three children. **See also p. 35.**

They're Honourable Members Now

In future, Western Samoa's members of Parliament will be able to indulge in extra-marital sexual activities only at the risk of losing their seats in Parliament.

PRIME Minister Fiame Mataafa successfully put through a motion to this effect in November. He incorporated in the Electoral Bill clauses providing for the vacating of a seat by any member who has sexual intercourse with any person other than his spouse by a valid marriage; or if, while he is a member, he is guilty of "conduct unbecoming a member of Parliament".

The debate to the motion provided the most entertaining listening at Mulinuu for a long time.

One member said that from now on he, for one, would be "a changed man".

Another, Pila'e, took the typical viewpoint when he said he didn't know of any country where there was a law against adultery for members of Parliament and none against departmental heads, public servants and the public generally. He added: "Let he among you who is without sin cast the first stone."

TWO POLITICAL PARTIES BANNED IN TAHITI

A decree signed by President de Gaulle outlawed two political parties in French Polynesia early in November. The two parties are the Rassemblement Democratiques des Populations Tahitiennes (RDPT) and the Pupu Tiama Maohi headed by Mr. Jean-Baptiste Ceran-Jerusalemy.

THE RDPT, which is usually described as Leftist, had 14 seats in the 30-member Territorial Assembly and the other party had one.

The banning of the two parties followed the circulation in Tahiti of petitions protesting against the "invasion" of the island by French troops who will prepare the way for nuclear tests at Mururoa Atoll, some 750 miles away.

When the Territorial Assembly met on November 15, Mr. Ceran-Jerusalemy attempted to get the Assembly to discuss the ban on the two political parties, but this move was defeated by an overwhelming majority.

The general feeling was that the Assembly was not competent to discuss the matter.

President de Gaulle's decree banning the two parties was made under a law of January 10, 1936, which stipulates that "all associations or groups whose aim is to assault the integrity of the national territory shall be dissolved by decree."

The law also forbids such associations or groups to reconstitute themselves, either directly or indirectly, by for example, changing their names.

The RDPT (meaning Democratic Rally of the Tahitian People) was founded in 1947 by Pouvanaa a Oopa, who was banished from French Polynesia in 1959 for his anti-French activities.

The RDPT, which was anti-capitalist and anti-colonialist, campaigned for the independence of French Polynesia before the de Gaulle referendum of September, 1958, which gave French colonies throughout the world the chance to obtain independence simply by voting for it.

In this referendum, 36 per cent. of the people of French Polynesia voted for independence—a result which was greeted by Pouvanaa and his followers with riots and attempted arson.

After a long delay, Pouvanaa was tried and sentenced to eight years' detention and 15 years' banishment from French Polynesia, and was deported to France late in 1959.

Since then, political affairs in Tahiti have generally been quiet, and almost nothing has been heard of the independence movement.

When members of the Territorial Assembly were asked earlier this year to affirm their desire to see French Polynesia remain an integral part of France, all 15 members of the RDPT and the other banned party voted in favour of the resolution.

Despite the ban on the two parties, the members in the Territorial Assembly have retained their seats.

Lenormand Banned

In Noumea in November it was announced that Governor Grimald of Tahiti had signed an order forbidding Mr. Maurice Lenormand, New Caledonia's Deputy, to land in or pass through French Polynesia. No reason was given.

Mr. Lenormand, who frequently passes through Tahiti en route to France on parliamentary business, protested against the action to the president of the Chamber of Deputies in Paris. The New Caledonia Assembly also wired the Territorial Assembly in Papeete to join with New Caledonia in protest.

ANNUAL INDEX TO PIM TO APPEAR EACH DECEMBER

PIM's annual index, which has appeared in the past in the issue for each July, will be published in December from next year.

To make the change, an index for the five months from August to December this year is published in this issue.

PIM's annual index has always previously appeared each July because the first issue of PIM was published in August, 1930, and it has hitherto been the practice to end each volume (12 issues) in the following July.

However, from next year, each volume will run from January to December. So this issue (No. 5) is the last in Volume 34.

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Tropicalities

"National unity", is one of those phrases which gets bandied about in the South Pacific as elsewhere. There has to be integration, unity, co-operation, if any big Island group is to advance—we all know that.

MOST of us do not seriously feel that town rivalries — Port Moresby, *v.* Rabaul, Suva *v.* the Great Northwest, the Highlands *v.* the Coast — amount to anything more than mere honest competition, and certainly nothing likely to endanger "national unity".

But there are some people in New Guinea who believe that district rivalries there have become so bitter that they do endanger national unity —or more correctly, they are likely to prevent the development of national unity in the much-fragmented P-NG society. They say the situation is in fact serious.

It has developed more swiftly as a result of the forthcoming elections, when New Guinea will for the first time have a common roll. Now that electioneering has begun, the Port Moresby Administration appears to be under severe attack for "taking everything and giving nothing".

The recent inquiries throughout New Guinea by the commission investigating the needs of higher education in the Territory were blasted by the same kind of rivalry whenever the matter was raised of a site for a university. Most NG people were as violently opposed to having it put on the Port Moresby site as were Port Moresby people to having it put anywhere else.

From what we hear, this particular facet of their report has given the commissioners some unhappy moments and it is by no means certain that their report will recommend that a university be established in Port Moresby.

But there isn't any doubt that the report will recommend that a university be established in the Territory and we rather suspect that it will also throw overboard the routine kind of thinking on universities and suggest that P-NG establish a completely free body (not a university college) able to attract some academic brains on the teaching side. Brains, apparently, *can* be attracted to new universities if their owners feel they will have a free hand to try out their own methods. Scientifically speaking, New Guinea is certainly not devoid of interest for academics looking for ready-made laboratories, and a careful choice of faculties could attract some interesting people.

A New Guinea university would set standards lower than required on the mainland, but the commissioners have made it clear enough in their public statements that they don't think this is a bad thing, because university standards differ, and New Guinea can expect to take extraordinary measures to meet an extraordinary situation.

The report, when it is released in January, should make quite an impact on the academic world. Its effect on the New Guinea world we are not so bold as to attempt to calculate.

One Politician Who Can Prove It

IT was ironic that planter Frederick Archibald of Savusavu, Fiji, should have been removed from the Fiji Legislative Council in August. Mr. Archibald was the only member of the 38-man council to have a certificate to say he was sane.

Mr. Archibald's difficulties, which have been something of a public talking point for some months, started on April 7, when he was declared elected for the Northern seat, after defeating Mr. Harold Gibson, of Labasa, by 17 votes. Mr. Gibson had held the constituency since 1937 except for one break of three years just after the war, when Mr. Archibald held it.

In May a court action was brought against Mr. Archibald, by Labasa interests, on the ground that Mr. Archibald had not been eligible for election, being of unsound mind. This petition was rejected on technical grounds.

In August another move was made, this time by the Government, to disqualify him.

In court nobody disputed that Mr. Archibald had been in the Suva Mental Hospital for a few days in 1959 and for six weeks in 1960, and had been allowed to leave, on trial. It was agreed that it was not until June this year that he asked for (and was given) a formal discharge certificate, and this was after his election.

Planter Frederick Archibald, with documentary proof!—Photo: Stan Whippy.

Judgment was made against Mr. Archibald who was disqualified from office. The Attorney-General told the court: "In view of the unfortunate and distressing nature of the case I don't propose to ask for costs."

Many people in Fiji considered the case would have been a lot less unfortunate and distressing if the Government had kept its own nose out of it.

But you can't keep a good man down over a few technicalities. In November Mr. Archibald again stood for the by-election caused by his own disqualification, and this time got 399 votes to Mr. Gibson's 301.

And this time he quite definitely had that documentary proof that he was entitled to be there.

Vote 1: Bananas

AUSTRALIA went to the polls on November 30, with Fiji bananas one of the major election issues. To be sure, not all Australian electors either knew or cared whether Fiji bananas were allowed into Australia, but up in the banana-bending areas of the New South Wales north coast they certainly did.

Labour had spread it around that if the Liberals got back they would

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YOU MUST HAVE BEEN A BEAUTIFUL BABY: Otherwise, how else would you be among the winners of the New Britain Women's Club annual baby show in Rabaul? From left to right here, with their proud mothers, are Daryl O'Donnell (winner of the under six months section), Judith Ann Bowden (one-two years), Patricia Reynolds and Julie Middleton (joint winners of the six-12 months section). On the right is Judith Ann Bowden taking an extra bow for having won the title of Grand Champion Baby.

t in those large, ripe, sound Fiji ananas and so starve all the north past farmers to death.

The Libs fought back, and in the rocess had a few things to say which, e wager, they wouldn't have been ame to say to Fiji Development ommissioner Rogers, who has been ressing for permission to send in me of the bananas that the Aus- alian law says he is entitled to send.

The Minister for Primary Industry, Ir. C. F. Adermann, told a north past street meeting that he couldn't nderstand what all the fuss was bout, as there had been no Fiji ananas since the war (which isn't ite true, because *PIM's* staff and me of the Sydney columnists en- yed four cases of them recently— ry nice, too); that there was no kelihood of any imports, and there id been "no inquiry from Fiji" about nports. He himself was for "100 per nt. protection."

While the Minister was thus going record up north, Ratu Penaia anilau, visiting Deputy Secretary r Fijian Affairs, who wasn't an elec- on candidate, was telling Pressmen Sydney that Fiji hoped to export ananas to Australia, and that the ederal Government "seems quite in- rested in buying bananas from Fiji."

Oh, wicked, wicked politics!

sky Lambert Bows Out

THE Federal elections affected Islands development in various her little ways, even before the sults were announced. There was, r instance, no announcement in No- mber about the successor to Mr. R. (Esky) Lambert as Secretary the Department of Territories, though Esky himself left his big anberra office, overlooking the slowly-filling Canberra Lake, for the last time on November 11.

There was a great deal of interest in who would be named, biggest bets being on the outsiders, of whom Dr. John Gunther was one (those who pooh-poohed him as a starter said he would probably want to finish his big job in New Guinea now it had got to such an interesting political stage, with high-ranking plums there yet to be plucked).

Anyway, it seemed certain the name of the Mystery Man wouldn't be announced until after the elections, and meanwhile everybody was wishing Esky Lambert a happy retirement, which he deserves.

Even we think he deserves it, and we've said some critical things about Esky over the years (only in print, of course).

Esky Lambert became the first permanent Secretary of the Department of Territories when it was formed in 1951, and in the whole 13 years that have followed he says he's been "swimming against the tide'..

"Because of the swiftness of events, the work in this department has taxed the ingenuity of all of us," he told us a couple of days before his retirement. "It's been hard work, bristling with problems."

During those 13 years Esky has worked with the one Minister, Mr. Hasluck, but he says it was never true —as some of his critics claimed— that Esky made many of the bullets that the Minister fired.

"There has been no autocracy here," he says. "All policy decisions are the responsibility of the Minister, and he's not the man to approve of decisions that he doesn't want."

We agree with him there.

"Also," adds Esky, "We've always been careful in the department to give proper regard to both sides of every question when we refer it to the Minister. When there have been differences of opinion these have been disclosed to the territories so they have the opportunity to say what they think.

(Over)

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Warm Weather Make-up

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. . . . Margaret Merril.

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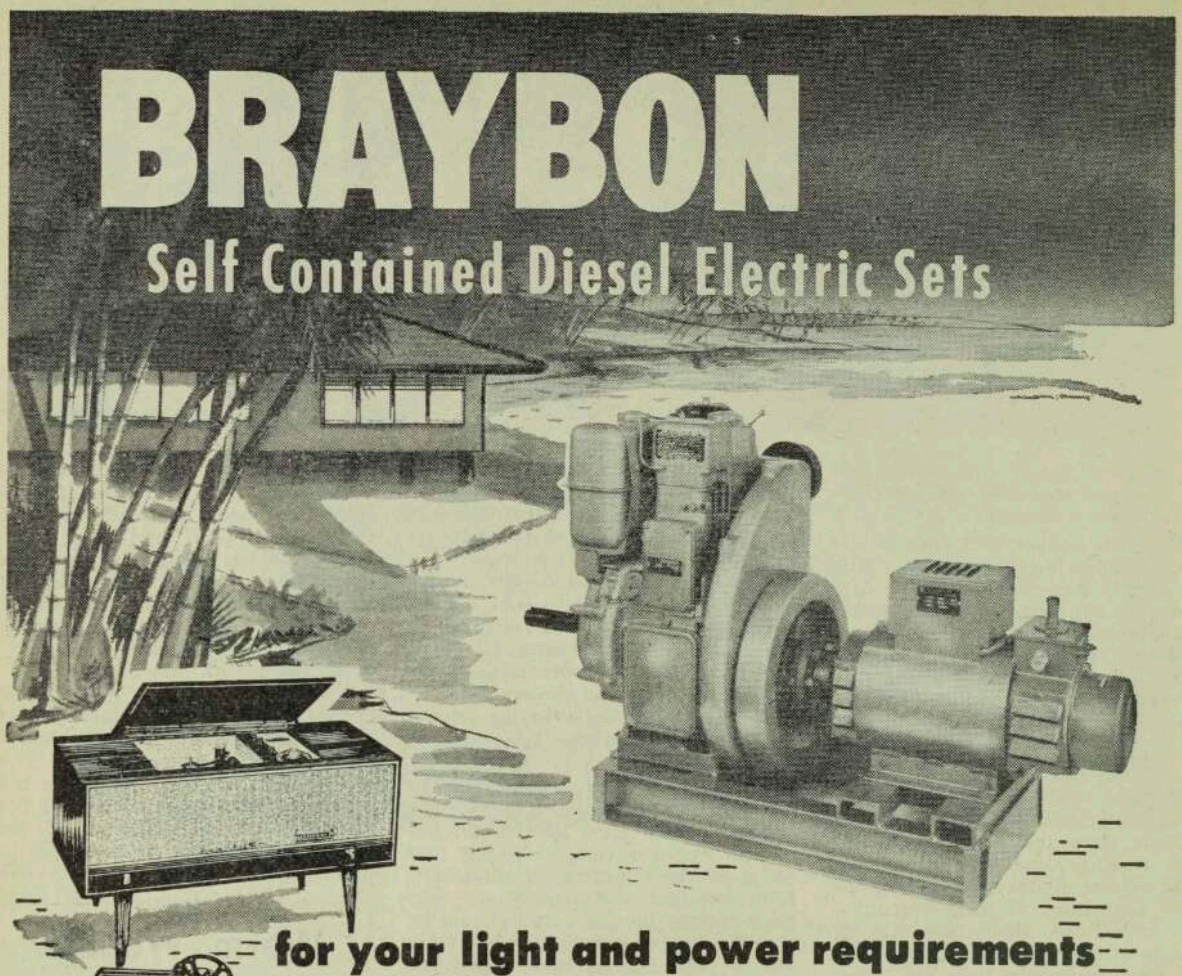

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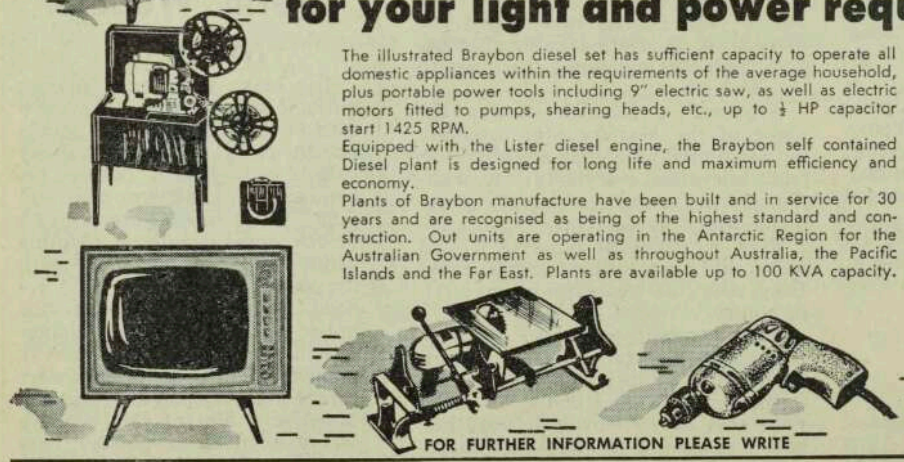

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"But personal criticism has never worried me."

Esky has found his two biggest problems have been the framing of policies—especially as everything has been moving so rapidly and the department has always been under extreme pressure—and the training of staff to keep pace with developments.

He is referring particularly to territorial staffs, especially in New Guinea. Training and gearing up have required much more effort than people realise, he says.

Esky Lambert, who is 65, started with the Commonwealth Public Service in 1915, in the Taxation Department, and went through a whole lot of departments and jobs before joining Territories. One suspects his real love was his work for the Australian outback, when he was responsible for farm reconstruction after the Depression, and with regional development.

He found time in earlier days to play a lot of sport—captaining an all-Australian team of baseballers at one time, and he also played first grade cricket with a Sydney team. He has no special plans for his retirement.

And how did he get the name Esky? We asked him that.

"Just about the first day I ever went to school the teacher gave us a lesson about Eskimos," he explained. 'Eskimos,' said the teacher, 'are swarthy, thick-set, short-necked people just like that boy there—come out in front of the class Lambert.'

"And it was Esky ever after."

He's The Man Who Started It All

A *PIM* reader, Mr. Norman B. Casey, MBE, of Carabella Street, Kirribilli, New South Wales, was more than ordinarily interested in our story on p. 71 of the September issue about the bakery at Suva Gaol. And with good reason. He was the man who started it. Mr. Casey was a member of Fiji Legislative Council for nine years. He will be 82 next April.

Mr. Casey writes:

"The Suva Gaol Bakery was conceived and inaugurated by me in 1920 while I was Superintendent of Prisons, Fiji.

"The bakery was actually built by unskilled prison labour under the personal supervision of the late Mr. William P. Marr, who was a European overseer at the Gaol at that time—he being a skilled bricklayer. He actually built the oven with his own hands.

Esky Lambert.

"The question then arose: how was I to produce bread? Luckily I had at that time a life-sentence prisoner who had been chef at the Grand Pacific Hotel, Suva. He had some little knowledge of bread baking.

"Difficulties were overcome by trial and error, and with the advice and assistance of the late Mr. John Herrick, who was a retired master baker.

"In the first instance, flour was given free by the late Mr. Malcolm Brodie, who was manager of the Pacific Biscuit Company. It was with this flour that the unskilled prisoners were taught and trained to bake bread, which as far as I am aware continues to this day."

Some More Plans For A Nukualofa Hotel

FOR years now, the Kingdom of Tonga has been toying with the idea of erecting a modern tourist hotel at Nukualofa to replace ancient and ugly Beach House, the capital's only hotel. At one time the residence of a Chief Justice of Tonga, Beach House, with its additions and annexes, is now leased by Fiji Airways, mainly to provide accommodation for their transit air passengers.

The latest contender in the Nukualofa hotel-building field is the indefatigable Mr. Barry Philp, of Fiji, who in November took time out from his Tradewinds Bay project along the Korotoga coast of Viti Levu, to fly to Nukualofa to put up to Prince Tungi a proposition for a joint Tonga Government-Philp Associates luxury hotel.

In addition to the drawing-board plans, Mr. Philp had an eye-catching scale model made to show the Tongan Premier just how the seafront hotel would look to the hoped-for American tourists.

Cross-shaped, the four wings converge on a central lounge; and scattered in the grounds are six Tongan-style thatched-roof bungalows (along the lines of the "modernised" bures of Fiji's luxury resorts). These days one of the tourist-attracting gimmicks in the hotel business is the name—most favoured for this one is "The Dateline" (Tonga's western boundary

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being very close to the 180th parallel of longitude).

Mr. Barry Philp, a Tasmanian—who had a varied career as a radio and sound technician, theatrical agent, and manufacturing chemist before he went to Fiji in the early 1950s to establish Deuba Hotel (The Beachcomber) on Queens Road—probably has the drive and the "know-how" to make any Nukualofa hotel proposition go with a swing and a profit.

For a number of years he ran the old Mocambo Hotel at Nadi airport; then he built a luxury home at Korotoga, now sold and being rapidly converted into Reef Lodge Hotel, due for opening for its first party of NZ tourists on January 9.

Mr. Philp is now located at Tradewinds Bay, farther along the same coast, at Iudu, Nadroga, where he has assembled his concrete-block making and timber-turning machinery in readiness for the job of building his new resort.

A feature of the proposed accommodation will be new-style, two-storey bure bungalows, with high pitched thatched roofs.

It was strongly rumoured in North-west Fiji in mid-November that Mr. Philp had sold the Tradewinds Bay property but the busy Mr. Philp, before he left for Tonga, paused only long enough to remove his habitual cigar and comment that it was "just a rumour".

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Repatriated Vietnamese Find The Truth "Too Cruel"

MOST of the Vietnamese who have been repatriated to North (Communist) Vietnam from New Caledonia and the New Hebrides this year are not finding life at home as agreeable as it was in the South Pacific, judging from the gloomy letters that filter back to relatives still in Vila, Santo and Noumea.

One such letter, written by a young man now in Haiphong to his fiancee in Vila recently, said that the truth about life in North Vietnam was "too cruel".

The young man said that when he arrived home in the *Eastern Queen*, he and his companions were housed in long sheds, where everyone was brainwashed from early morning until late at night on what a good country North Vietnam was.

Of the money they had banked in the New Hebrides, they were allowed £3 a month. To post a letter cost a day's wages.

Food was pretty well limited to brown rice, green vegetables and 250 grams of meat a month. Medicines—even aspirin — were unprocurable; hospitals put two sick people in each bed; babies were limited to one tin of milk a month; and petrol was limited to about 2½ pints a month.

On the other hand, four bicycles could be bartered for a house.

The news about the bicycles has resulted in a rush on these vehicles in Vila. Early in November, one Vila business house had orders for 350 of them, but could supply only 280. As for tyres, they were being rationed at the rate of six per customer.

Strangely, few of the Vietnamese still awaiting repatriation seem to be deterred from returning to their homeland by the gloomy news bulletins their friends send them.

ABC STUDIOS ON SCHEDULE: Work on the new ABC studios at Port Moresby should be completed at the end of December, two months ahead of schedule. The contractors, D. C. Watkins Ltd., of Port Moresby, say the original contract time was extended because of major design changes made early in the building, and work has been ahead at all stages.

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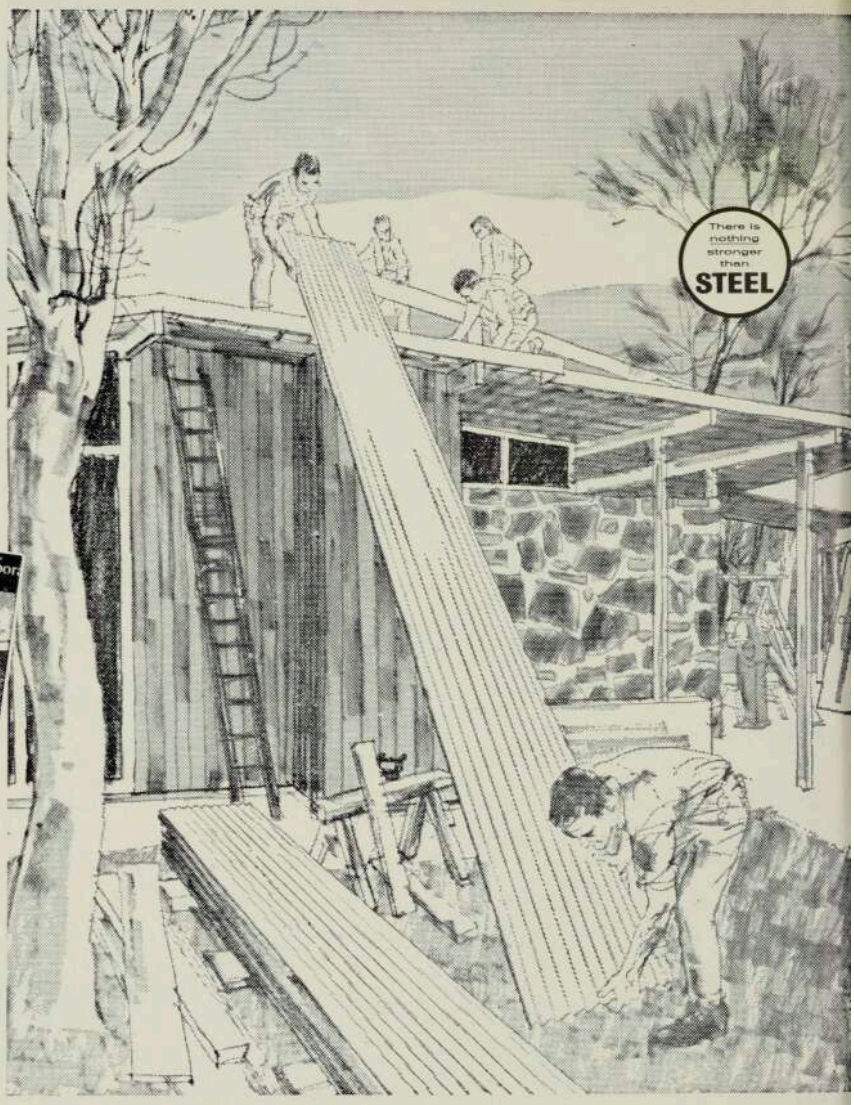

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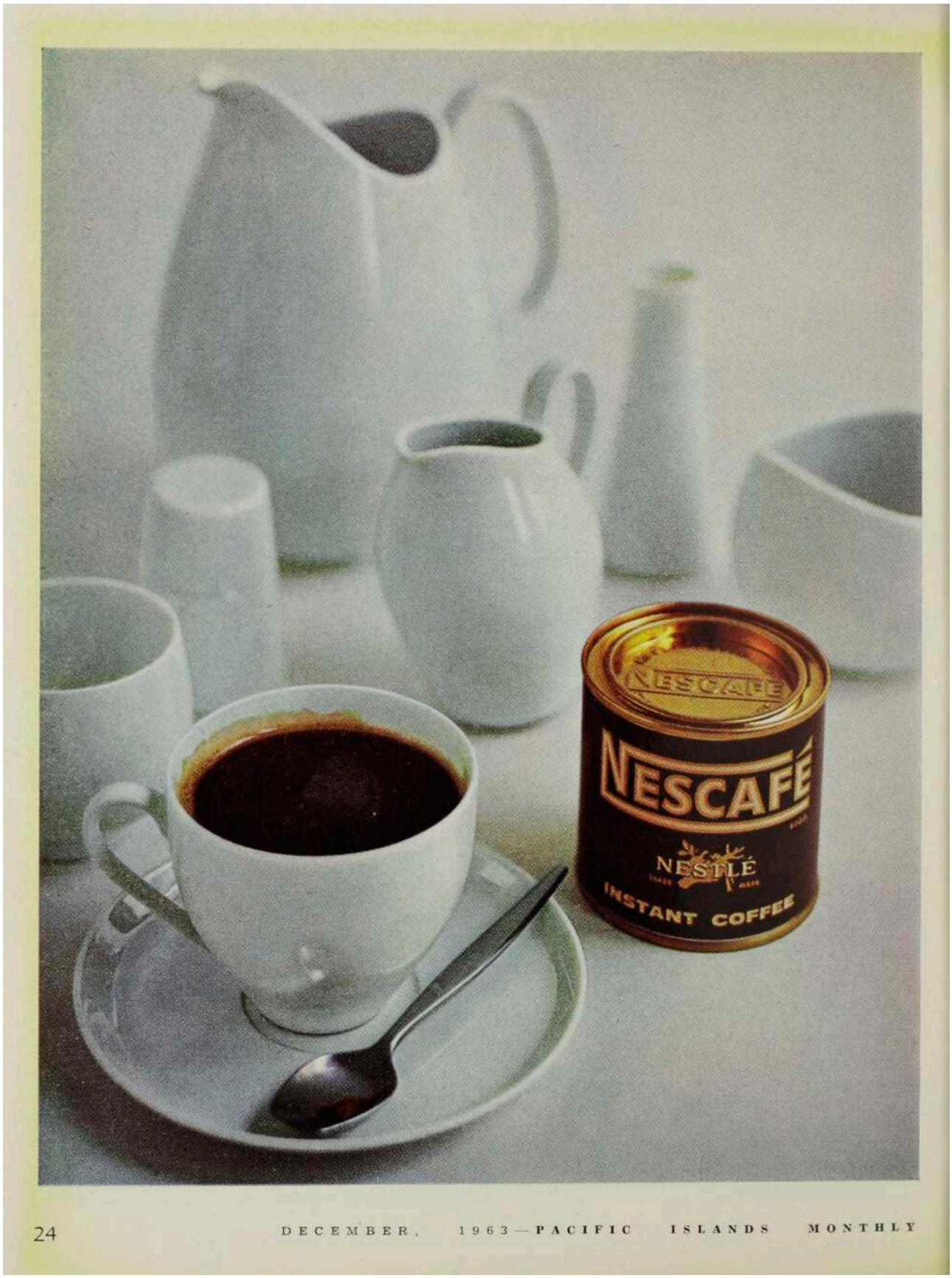

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They Made Their Islands Better Places

There have been many warm tributes to two Islands residents who died recently after spending their long lifetimes each brightening their own small islands in the South Seas —one on Samarai, Papua, the other on Rotuma, north of the Fiji Group.

MRS. Fanny Louisa Corkin was 75 when she died, and for 56 years she had lived on handkerchief-sized Samarai (you can walk around it in 20 minutes). Father Gustave Griffon SM, died at the age of 79, in Suva, but for 40 years he had lived on Rotuma.

Fanny Corkin was, as Milne Bay old hand, John D. Wilkinson, said, "an institution even more than a person".

She was one of the famous Inmans. Back in 1892, when Burns Philp started the first regular shipping service between Australia and Samarai, Captain Inman was the master of the *Myrtle*.

The captain liked the place so much that in 1907 he brought his wife and family—four girls and a boy—to settle there. Of the girls, two, Fanny and Ollie, married—both in Samarai, and their children were born there. Captain Inman died after World War I, and his wife in 1934.

Part of the Scene

Fanny was so much a part of the Samarai scene that it has taken some time for her frends to realise she has really gone—just as they couldn't get used to the idea that she had really retired from work in 1961. She had bustled about the drapery counter at BP's for 30 years and then for some years had been with A. H. Bunting's.

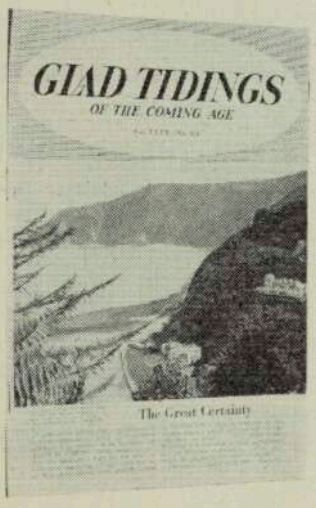
She called most people by their first names, and at times it was amusing to see some solemn, grey-headed visitor referred to as "young so-and-so". But they would straighten up, more often than not, and *look* younger. Her energy was remarkable, although she suffered from diabetes for many years.

Maudie, her sister, is still in Samarai. And Fanny herself now lies in the family plot at nearby Rogeia, alongside her father and mother, her sister Nita and brother Jimmy.

Father Griffon was a Frenchman, who made his profession as a Marist in 1907 and was ordained in 1909 —a year before he volunteered for Fiji. He was a mathematician and engineer, and soon he becaame a builder—learning the finer points of the trade from the gifted architect and builder, Father Bourdier.

When Father Griffon arrived at Rotuma, some 240 miles north-west of Fiji, in 1913, the church at the Sumi Mission Station was a small inadequate timber building. His first task, then, was to build a new church, but before this could be done, it was necessary to install a saw-mill and to train the local people as builders, carpenters and joiners. Bearing in mind the infrequent and irregular visits from overseas ships to the island at this time, and that the road which now runs around the island had not yet been built, the erection of a church in timber and concrete was a remarkable task.

Most of the building materials had to be brought from Fiji and then carried in small punts for nine miles along the coast to the Sumi Catholic Mission. The people of the district were divided into two groups so that on alternate days up to one hundred men worked on the church, while the second group provided the food



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and worked in the food plantations. The church, which was completed in 1923, is not merely a memorial to the combined efforts of the people under the direction of their beloved priest, but is an oustanding example of Rotuman skill and workmanship.

As a reward for their faith and sacrifice, the church was consecrated by the late Bishop Nicolas in 1923 and still has the distinction of being the only Catholic church in the Vicariate of Fiji which is consecrated.

Many other Rotuma buildings followed, the most oustanding of which was a magnificent two-storey school built in concrete and completed in 1934.

Father Griffon also installed electric plants and a variety of electrical equipment. He was responsible for a new type of building in Rotuma—a building made from a mixture of lime, sand and volcanic clay—which many people have copied and have thus been able to build for themselves and their families cheap and comfortable homes. He was the first person on the island to have a car—a 1928 T model Ford—the parts of which arrived in crates and were assembled by himself and his workmen. As late as 1950, he was proud of the fact that his car was still running, even though, by that time, there was not much of the original car still remaining!

Secondary Education

As a result of his keen interest in education he sent numerous boys and girls to Fiji for secondary studies at a time when secondary education was still in its infancy in the Colony.

His sense of justice and his courage were only matched by his great generosity and hospitality. There must be many people throughout the Pacific and even beyond, who are grateful to him for the warm welcome which he extended to them when they visited this remote island of the South Pacific.

His was a magnanimous soul. He could see beyond the trivial and unimportant things in life and fix his sights on the greater issues. There was nothing mean, narrow or petty in his character. He was constantly striving not only for the spiritual welfare of his people but for their material welfare as well.

After his death (for his last six years he was cared for by the Sisters of Compassion at their Suva nursing home), a large contingent of Rotumans travelled the 150 miles from Vatukoula to Suva during the night to be present at his funeral and Solemn Requiem Mass.

SAM (AND FAMILY) DREAM OF THE SOUTH PACIFIC

Would anybody in the Islands like an exchange holiday with this family in Windsor, Connecticut, USA?

Sam and Shirley Pasco and their daughters Mindy 6 (left), and Amy 5, are hopeful that somebody will make the swap, preferably during June, July, August or September, so they've written to *PIM* about it.

Writes Mr. Pasco:

"Perhaps your readers would be interested in knowing that the lure and charm of Polynesia also has its effect on this part of the world, some 7,000 miles away.

Some time ago a Polynesian restaurant featuring 'authentic South Sea Island foods' opened in West Hartford, Connecticut.

"During a visit there, sitting amidst the coconut palms, I couldn't help but feel I was as close to Polynesia as I could ever get.

"I could afford the transportation costs to the South Pacific but the daily living expenses might prove too costly. Then a thought came to me. There must be families or individuals in Tahiti, Rarotonga and other islands who would like to see this part of the world, but who share my financial concern?"

Mr Pasco's plan: He would like his family to be able to stay with a family in the South Pacific for two months. In return he offers the host family a holiday in his seven room, two-storey home in Windsor.

Sam Pasco says he is a 36-year-old advertising agent (with his own small agency) and part-time musician, playing clarinet and saxophone with a local dance orchestra. He belongs to professional, advertising and music organisations, and is a past president of a Kiwanis Club (service club).

He says his family is "respectable, friendly, well-liked and well-known", and that any family staying with him will be certain to enjoy the holiday.

Sam and his family can be contacted direct at Sam Pasco Advertising, 742 Asylum Avenue, Hartford, Connecticut.

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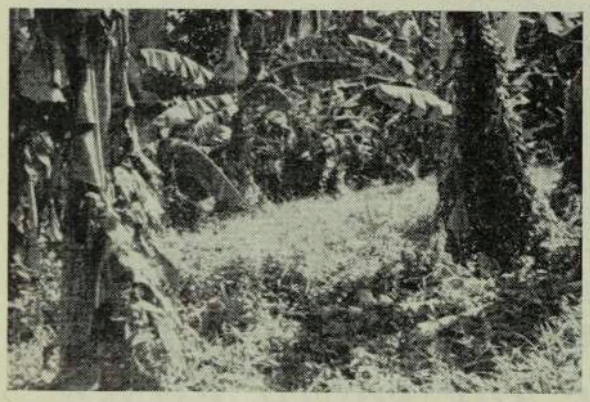
Kill WEEDS



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Help Comes To NG Offshore Islands

The two tiny P-NG "forgotten islands" of Wuvulu and Aua, lying within an easy distance of Indonesian New Guinea, are at last being given a helping hand as a result of agitation on their behalf.

THE islands are 140 miles north of Wewak and about the same distance from Kota Baru (formerly Hollandia). They are peopled by Micronesians, who have the tradition of having come to them from the West.

Bougainville planter and wartime coastwatcher Paul Mason told the P-NG Legislative Council not long ago that their proximity to Indonesian territory meant they could become a security risk and they should be better looked after by the P-NG Administration.

He advocated that an airstrip be built on Wuvulu.

Earlier the native people themselves had been asking for more medical attention, school teachers, water tanks, radio sets—more attention generally.

They have no means of properly marketing their copra and most of the coconuts lie rotting on the ground, and they are unable to obtain a sufficiency of trade goods and tools to work their gardens.

Welfare work amongst the women is another of their urgent needs.

A Little For The Few

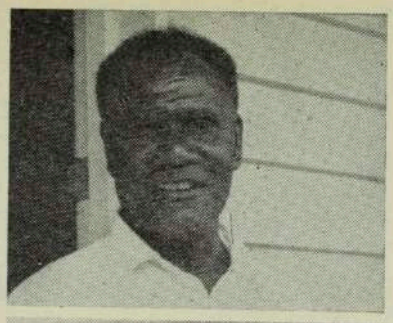
Though there is a European-owned plantation on the island it is the Administration's duty, so the natives claim, to attend to their needs. They make the point that when so much is being given to so many natives on the mainland of New Guinea, the Administration can surely spare a little for the few! There are 360 natives on Wuvulu and 240 natives on Aua—something over 600 in all.

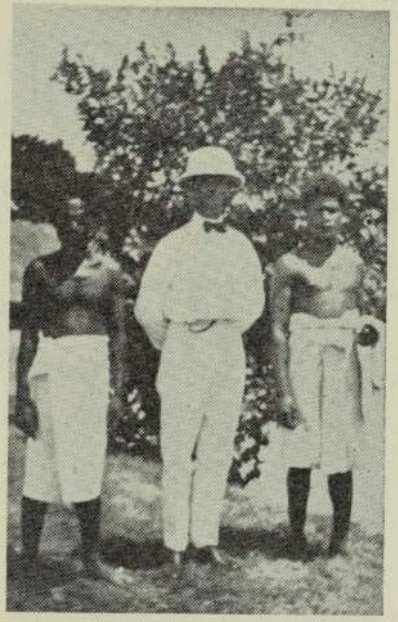
They are light-skinned and straight-haired Micronesians, a sensitive and intelligent people.

The natives say that in German times, and in the pre-war Administration of New Guinea, they were well looked after as to health, trade goods and means of selling their produce—copra and trocas shell.

An important part of their philosophy was the fact that all the Europeans—both Administration and others—took a keen and kindly interest in their welfare, but postwar all this changed and they feel badly neglected when they hear of all the other glamorous projects that are being sponsored for mainland natives. The prevalence of malaria on the island has also done much to undermine their health and morale.

Three of these people, now working in Rabaul, have, since early this year been pleading their cause with the Administration. In January they put their case to Sir Donald Cleland and since then have interviewed many other officials. They asked for prompt action as they felt that they have lost so much time that they need all the help they can get to catch up on education and on health.





Mr. Fred Archer, of Rabaul, and Siarua, are two people who have been speaking up on behalf of the neglected Wuvulu people. Lower picture shows Mr. Archer when he managed the Wuvulu plantation in 1927, with Siarua on the right. Top is Siarua as he is today. He now lives in Rabaul.

Beautiful hair styles are now being made to look more attractive with the "Peek-in" Glow of beauty. The rich delightful translucence you see when looking into the depths of amber or a precious stone—it is not a glitter—not a shimmer or polish, but something far more beautiful. It is a glow that enables you to look into the hair and see its loveliness at depth.

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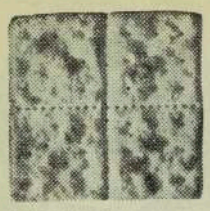

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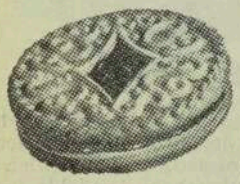

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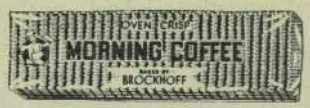

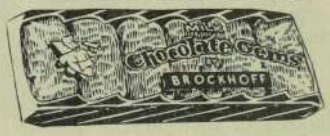

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otherwise they will not be in the race with other native communities. Recently these three people—Timio Manner, Siarua Bitawai and Giwa Arni—wrote a letter to the *South Pacific Post* in Port Moresby, pointing out, "We have been a very sad people for a long time."

Assisting them in their crusade has been Mr. Fred Archer, Buka and Bougainville planter, now retired and living in Rabaul. Formerly he was some years in the Manus and Western Islands areas, and spent two years managing Wuvulu Island before the war. He has employed Wuvulu Islanders for years, and now his former employees and their families number 16, whose names appear in the Wuvulu Village Books.

As a result of the agitation, the islanders have now been promised a visiting medical officer, and a patrol officer will be stationed there for several months. It's a start, and the islanders say they now hope for even better things.

LEPER MAN WILL BE REMEMBERED

A CHAIN of hospital dispensaries, strategically sited to serve sick people in the territories of the South-West Pacific, will perpetuate the name of the late secretary of the New Zealand Lepers' Trust Board, Mr. P. J. Twomey, who was widely known as the Leper Man.

The new secretary, Mr. D. Douglas, said in Christchurch that the first dispensary—for the Melanesian Mission—would be built on the island of Ugi, BSIP, with funds raised by the collection of tea coupons in New Zealand.

"The appeal for tea coupons continues," Mr. Douglas went on. "and by January 31 the Lepers' Trust Board hopes that sufficient funds should be available from this source to build two additional treatment centres, one each for the Methodist and Roman Catholic Missions in the South Solomons. "It is hoped the public will continue contributing coupons as there are many projects which can be financed by this means."

Mr. Douglas also announced recently that over the past 30 years the Lepers' Trust Board had raised more than £1,000,000 for leprosy relief in the South-West Pacific, and that reports sent back by the late Mr. Twomey on his last fact-finding mission emphasised the necessity for the board to continue and extend its work.

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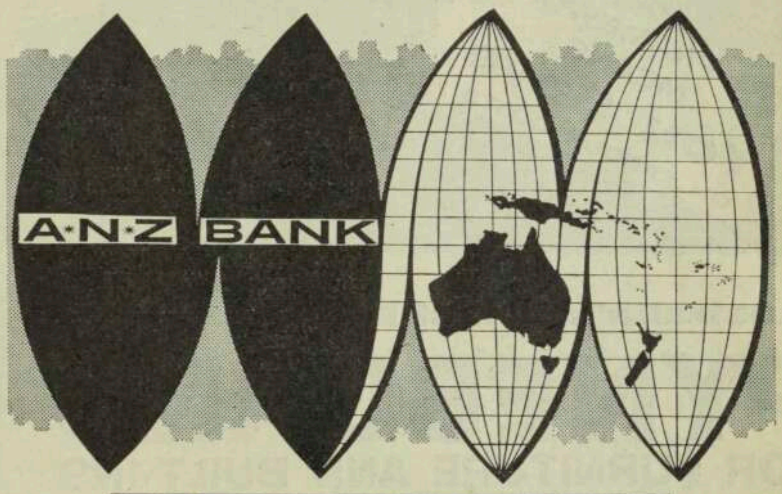

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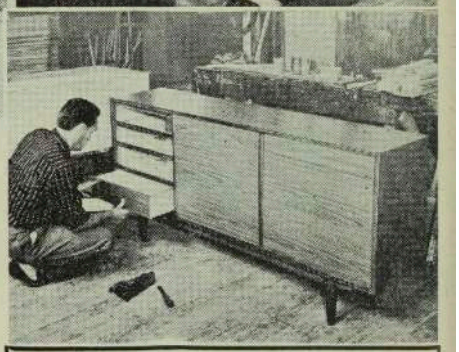

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FULL INTERNAL AUTONOMY FOR COOK IS. IN 1965

The Cook Islands (population fewer than 20,000) will have full internal self-government in 1965. The Territory will have a fully elected Legislative Assembly, with complete legislative autonomy, with a cabinet of five, headed by a Chief Minister.

THE Cooks will continue its association with New Zealand under a common Head of State, the Queen, and with a common citizenship, that of New Zealand.

New Zealand will have her own representative in the Cooks, but he will have no power to overrule the Assembly.

The NZ Minister of Island Territories, Sir Leon Gotz, who announced New Zealand's decision to proceed on these lines in a statement in Wellington in November, also gave this time-table for self-government:

- The new constitutional proposals will be brought into force at the next session of the NZ Parliament.
- A "shadow cabinet" of five members, headed by a Leader of Government business, will be chosen by the Cook Islands Assembly immediately, to take the place of the present Executive Committee of the Cooks. Each member of the new committee will be responsible for one or more Government departments.
- The Legislative Assembly will be dissolved in February, 1965 (its life having been extended by 12 months).
- In March, 1965, a 22-member Legislative Assembly will be elected by universal suffrage.
- The new Assembly will meet in May, 1965, and elect a Speaker and a Chief Minister. The Chief Minister will name four of his colleagues to form a Cabinet.

Sir Leon said details of the nature of the future relationship between the Legislative Assembly of the Cook Islands and the New Zealand Parliament would be discussed in Wellington early next year.

"There will be frequent and close liaison between the two Governments in matters of external relations and financial policy," he said.

The day before Sir Leon made his announcement, the Legislative Assembly, meeting at Rarotonga, appointed local businessman and Assembly member, Mr. D. C. Brown, as first Leader of Government Business. The four other members of his shadow cabinet were to be announced the following week.

Mr. D. C. Brown.

The decision to elect Mr. Brown could well mean that he will be the Cooks' first Chief Minister, or Premier.

"The foundations have now been laid for a new system of Government which has been chosen by the people of the Cook Islands," said Sir Leon.

"The New Zealand Government has full confidence in the ability of the Islanders to continue governing themselves soundly and practically."

Speedy Decisions

The speed with which the important decisions were taken surprised many people in New Zealand and the Cooks. As a result, the Cooks look like being a unique example of how to achieve self-government speedily and without agitation.

The latest decision follows the visit to the Cooks in late August of a special committee to report on constitutional development.

It comprised Professor C. C. Aikman, of Victoria University, Wellington, Professor J. W. Davidson, of the Australian National University,

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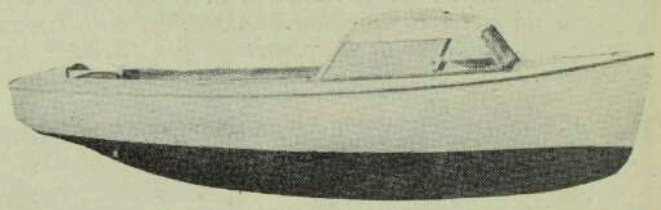

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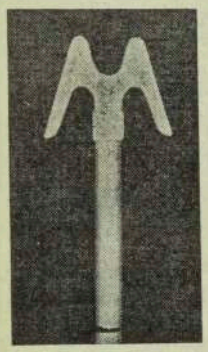

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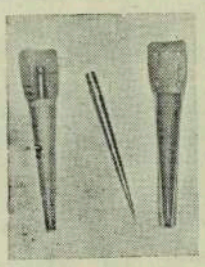

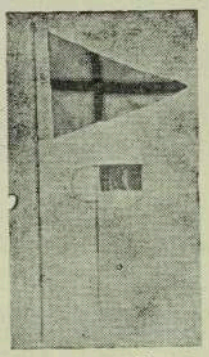

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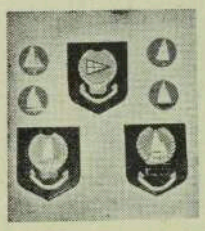

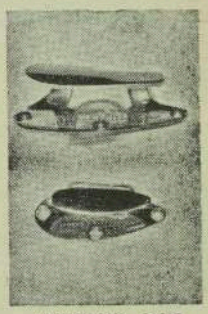

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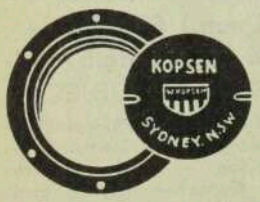

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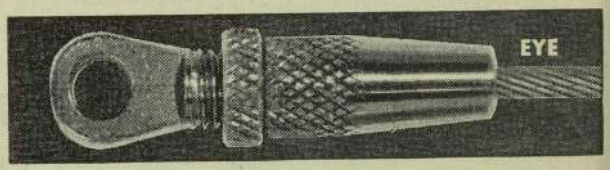

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Canberra, and Mr. J. B. Wright, New Zealand High Commissioner in Samoa.

Professors Aikman and Davidson were closely connected with framing the constitution of Western Samoa, which has been independent since January 1, 1962.

The three men were invited to the Cooks by the Legislative Assembly and by the New Zealand Government to report and make recommendations on future political steps for the islands.

In July last year, Sir Leon Gotz had suggested to the Assembly that it might like to consider four broad alternative courses of political development — complete independence; integration with New Zealand; as a member of a Polynesian Federation; and full internal self-government.

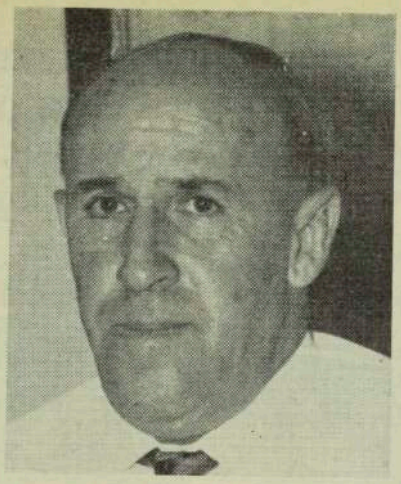
The Assembly, following Sir Leon's address, declared in a resolution that full independence after the fashion of Western Samoa was not the goal of the Cooks; that it invited the New Zealand Government to proceed with a plan for giving the Cooks the fullest internal government while at the same time preserving for the islanders their present status as New Zealanders.

Report Accepted

The report made all the recommendations which have now been announced as firm decisions by the NZ Government. The Cook islands Assembly accepted the report with only minor changes.

The report also made these points:

- The position of Secretary to the Cabinet should be held by the permanent head or Secretary of the Premier's Department of the Cooks, who should occupy the position at present held by the Secretary to the Government. This man would be the principal administrative officer of the Cooks.
- The NZ official appointed to act as the Queen's representative in the Cooks should also be the NZ Government representative. He should be appointed by the NZ Governor-General and be given the title of Commissioner of the Cook Islands. Later, the functions of Queen's representative and NZ representative might be separated.
- There should be an Executive Council established, comprising the Commissioner and Cabinet, with power to discuss and refer back to Cabinet but not to vary any Cabinet decision. The Commissioner and the Premier should each have power to convene an Executive Council meeting.
- The 22 Assembly members should comprise: Nine members from Rarotonga, including Palmerston; 3 from Aitutaki; 2 each from Mangaia and Atiu; 1 each from Mauke, Mitiaro, Pukapuka (and Nassau), Manihiki, Rakahanga and Penryhn. Manuae might be attached to either Rarotonga or Aitutaki.
- Cook Islanders living in the Cooks for three months before an election, and British subjects not born there but living there for a year be-



Mr. Pitt.

L. K. Pitt Retires From Cooks

Confidence in the ability of members of the Cook Islands Legislative Assembly to manage their country's affairs, when a ministerial system of government is introduced in 1965, is felt by Mr. L. K. Pitt, Secretary to the Cook Islands Government, who retired in October.

Mr. Pitt's association with the island territories began in 1939 when he became a clerk in the Fruit Control office on Rarotonga. After service with the New Zealand Army in the Pacific, he was Treasurer to the Niue Island administration from 1944 to 1947, relieving Deputy Resident Commissioner on Niue in 1948 to 1949, and Treasurer to the Cook Islands Government from 1949 to 1956.

For the past seven years, as Secretary to the Government of the Cook Islands, he has been closely associated with the territory's constitutional development. Since 1949 he has been a member of the Cook Islands Legislative Council and its successor, the Cook Islands Legislative Assembly.

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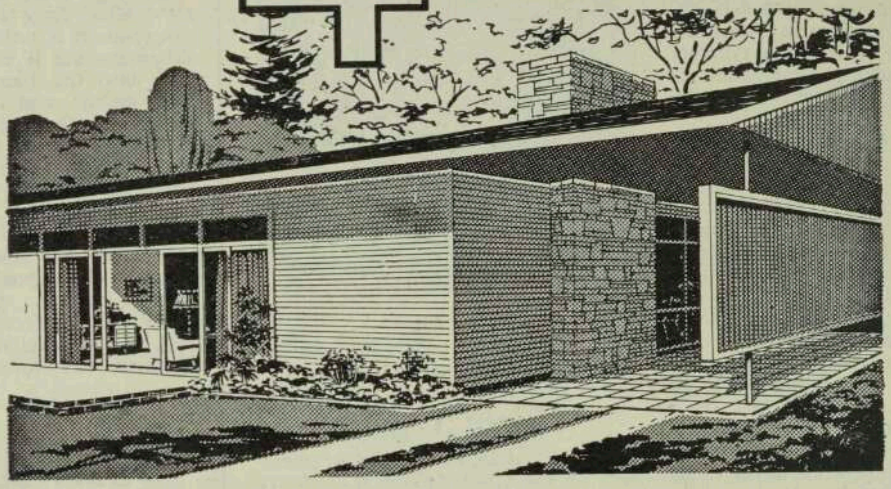

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'Nobody Made Political Points'

Professor J. W. Davidson (above), Professor of Pacific History at the Australian National University, Canberra, and one of the three members of the Cooks Constitutional Committee, said in Canberra in November:

"The discussions I and my colleagues had, took place in a calm and reasonable atmosphere, with everybody interested in finding a workable solution, and nobody out to make political points. The result was that we came out with a workable solution.

"There was no basic disagreement on it when later we discussed it with the New Zealand Prime Minister, Mr. Holyoake and the Minister for Island Territories, Sir Leon Gotz."

fore an election, should be entitled to vote.

● Public servants elected to the Assembly should be able to remain with the Public Service during a transitional period.

● The Assembly should have the power to repeal or amend all NZ legislation in force in the Cooks, and the powers of reservation and disallowance at present held by the NZ Government should be eliminated. NZ Parliament might continue to legislate for the Cooks at the request or consent of the Cooks' Government.

● The Judge of the High Court should be appointed by the Executive Council. Appeals from the High Court should for the time being continue to be heard by the NZ Supreme Court.

● Cabinet should control the Public Service through the Secretary of the Premier's Department. The Cooks was too small to require a Public Service Commission of its own.

● The conduct of external relations of the Cooks should remain a responsibility of the NZ Government. The report says it is unlikely that there would be many instances of basic disagreement between the two Governments about external affairs, but if there should be a disagreement it would be "natural" for the matter to be discussed directly by representatives of the two Governments.

● Financial grants made by NZ to the Cooks should continue to be on a three-yearly basis, and the Commissioner and Cabinet should discuss the proposals for each grant.

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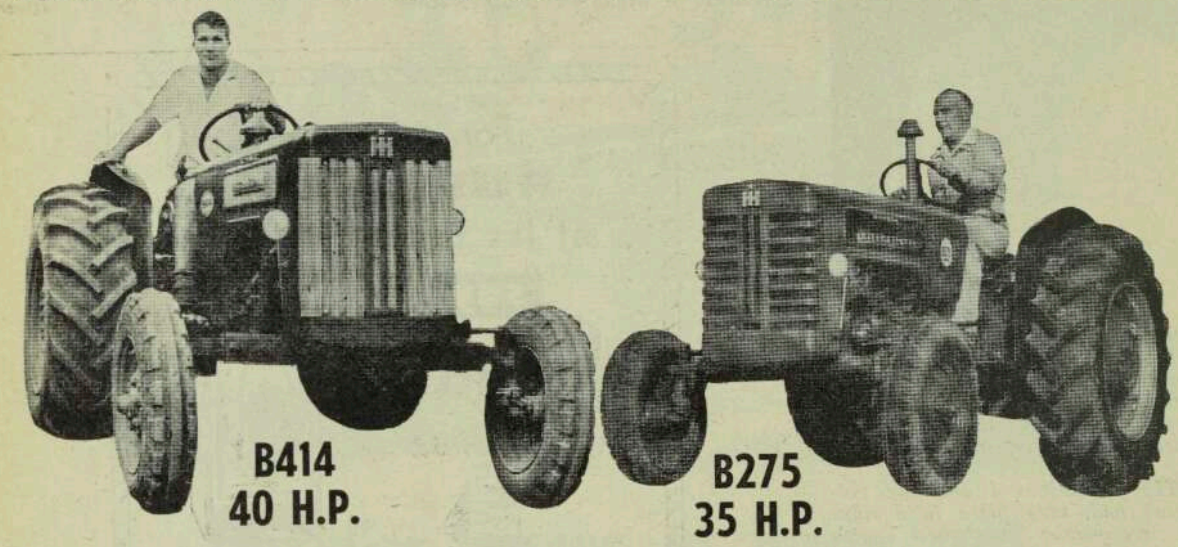

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Background To The Cook Islands

The Cook Group comprises 15 islands which are spread over 850,000 square miles of ocean, but have a total land area of only about 90 square miles. Population at the census in September, 1961 was 18,369 of whom 385 were Europeans.

While some of the larger islands, such as Rarotonga and Mangaia, are reasonably fertile, many of the smaller ones are not, and there are no mineral resources of any significance.

Most of the Cooks were declared to be under British protection in October, 1888, and the Hervey Group the following year. New Zealand then became responsible for their administration. The Islands formally became part of the Dominion of New Zealand on June 11, 1901.

The Islands' Legislative Council was enlarged to a Legislative Assembly in 1958, and present membership is 26, comprising 14 members elected under universal suffrage from the various islands, seven elected by the Island Councils of Aitutaki, Atiu, Mangaia and Rarotonga; one elected by European electors, and four official members. The Resident Commissioner is president.

In 1962 imports into the Cooks were valued at £NZ937,273 and exports £NZ710,563. Main exports were citrus to New Zealand. Revenue and expenditure for 1961-62 was: Revenue £521,420, NZ grant £627,841; expenditure £1,093,731. The NZ grant for 1963 is £809,000.

The Commissioner should be informed of any major changes in the pattern of expenditure.

● The NZ Parliament should be asked to set up a Parliamentary Select Committee on Cook Islands Affairs, which would meet representatives of the Cook' Government each year. The report says the Committee would keep itself informed of all Cook Islands' problems and thus might be more effective than an elected Cook Islands' representative in the NZ Parliament. The report does not rule out the suggestion that a Cook Islander be elected to the NZ Parliament.

● The Cook Islands' Constitution should not be amended by the Cooks' Assembly without a two-thirds majority at the second and third readings of the ordinance involved and the elapse of 90 days between the second and third readings.

ISLANDS VISITORS: Lawrence Little, who has been in Sydney for some time, took his charming sister Anita, a new arrival, to a recent social gathering of the Polynesian Association in Sydney. Lawrence and Anita are from Lautoka, Fiji.
—Telephotos.

The report discusses at some length the position of the traditional leaders in the Cooks, the Arikis, and concludes that because their influence has waned there should be no special provisions made for them in the new Constitution.

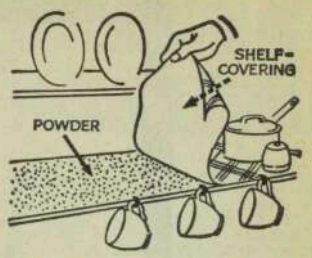
Professor Davidson, in a minority opinion, disassociates himself from any discussion at all on the position of the Arikis.

He says the colonial past "cannot be sloughed off as painlessly as a snake sheds its skin," and although he agrees it is not wise to accord the Ariki a special position under self-government, it would "be far wiser, politically, in my opinion, to let the issue lie fallow for the present" and let time provide the answer.

The report does not touch on the economy of the Cooks apart from making the comment that the Islands' economic development is limited and that a very high proportion of the Cooks' budget is being provided by NZ grants.

Undoubtedly, then, the most vital parts of the new proposals hinge on the powers of the NZ Commissioner to discuss the budget.

Although he will not have authority to alter the budget, he will be in a position to influence the size of the NZ grant. The NZ Government would no doubt use this as a weapon to bring into line any Cook Islands Cabinet which was irresponsible in its spending.



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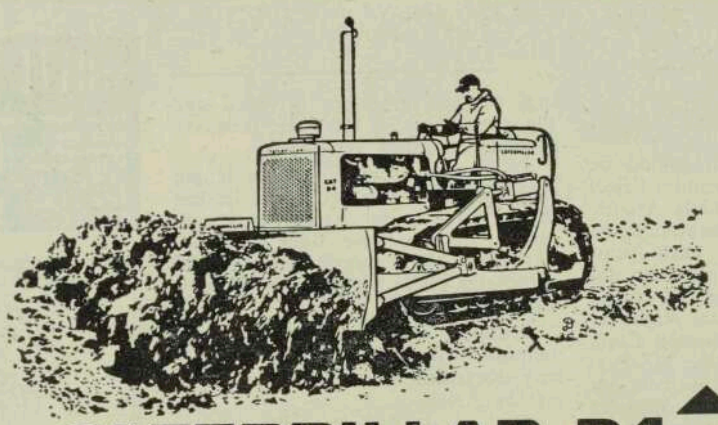

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ELECTED LEGCO IN BSIP LIKELY IN 1965

The British Solomon Islands Protectorate, in 1965, is likely to have an elected Legislative Council, in place of the existing fully nominated one. Proposals for the important new move were announced in a White Paper issued in Honiara on October 22, the details of which are now open for public discussion.

IT is thought certain that the basic White Paper recommendations will be adopted and that the BSIP Legislative Council will be asked to endorse them at its first meeting in 1964. The Constitution will have to be amended before the new system can come into effect the following year.

The BSIP Legislative Council came into existence only in 1960. It consists of the High Commissioner as president, 11 official members and 10 unofficial members, all nominated.

Even when the Council first came into existence there was some local criticism that some of its members should be elected.

Further Stage

The White Paper says that the Government now believes that "the time has come when consideration should be given to a further stage of constitutional advance".

The new proposals call for a Council with:

- The High Commissioner as president.
- 11 official members.
- 10 unofficial members, only two of whom would be nominated. Of the remaining eight unofficial members, one member, who would represent Honiara, would be elected by universal adult suffrage on a common roll, and the other seven would be elected indirectly, by an electoral college composed of elected members of their local councils. Three members would represent Malaita, two would represent the Central District and one each the Eastern and Western Districts.

The White Paper makes an intelligent and an objective survey of what is considered to be the direction in which the BSIP will advance politically.

It says there should be no reason for the reservation of special seats in any future legislature and that a common electoral roll should be aimed for.

The dominant population, it says, are Melanesians, who are increasing steadily and there is no threat to their dominance.

The breakdown of population (on 1963 estimates, the total is 130,000) is as follows:

Melanesians	123,000
Polynesians & Micronesians	5,750
Europeans	850
Chinese	400

The Polynesian elements are generally scattered in small groups in remote islands and there is no close affinity between them in language or culture, the White Paper says.

In any case they are "in no sense a political minority".

The Micronesians are an immigrant community, who emigrated from the GEIC because of the population

First Bishops

The first Solomon Islanders to become Anglican bishops were due to be consecrated in All Saints Cathedral, Honiara, BSIP, on November 30. They are the Rev. Dudley Tuti, Rural Dean of Santa Ysabel (left), and the Rev. Leonard Alufurai, Rural Dean of Malaita. They will be assistants to the Bishop of Melanesia (Rt. Rev. A. T. Hill).

Both the new bishops received part of their education at Te Aute College and St. John's College, Auckland. The Rev. Dudley Tuti was on deputation work in the Diocese of Christchurch last year. The Rev. Leonard Alufurai served a curacy at St. Mark's, Remuera, in 1953.

The two bishops recently paid a visit to Australia.

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pressures there. At present they number about 750, and the number is likely to double in 1963 with further immigrants, and then to increase steadily but slowly.

However it is the Government's policy for them to be absorbed into the native population without any special privileges. Resettlement is being carried out in a number of different areas and some intermarriage with Melanesians is already occurring.

The White Paper says that the Chinese community is settled almost entirely in Honiara and Gizo, with small groups eleswhere, particularly in Auki and Tulagi. With few exceptions they form "a fairly commercial community of storekeepers and small ships owners engaged in copra buying and petty trading. They rarely identify themselves closely with either the Melanesian or the European way of life in the Protectorate or interest themselves in public or political life".

European Vote

The European community, says the White Paper, has three main elements —official, missionary and commercial. There are about 235 Government officials in the BSIP, the majority on short term contracts, and their numbers will diminish as local officers became qualified to take over.

It says it is open to question whether, in an overwhelmingly Christian country and with the emergence of Solomon Islander Church leaders, special (political) representation of the Church by European missionaries is appropriate.

The European commercial community numbers only about 110 families and individuals. It includes a number of independent plantation owners, some proprietors of private business concerns and representatives of major overseas companies in the fields of agriculture, forestry and general trading. A proportion of this community consists of aliens.

The White Paper says that although there is a Chamber of Commerce and a Plantation and Farmer's Association, neither is fully representative, and the Primary Producers and Trade Association of Western Solomon Islands has maintained its independence.

It adds: "It is considered that there are insufficient Europeans with a personal and permanent stake in the Protectorate and an insufficient community of interest between those that have, to justify the reservation of special seats for Europeans in an elected legislature whether elected on a communal or common roll.

"It has, moreover, been widely demonstrated elsewhere that it is more often in the interests of the immigrant commercial minority to avoid too close an involvement in the political life of the country."

It adds that there could meanwhile be ground for the retention of nominated members representing commercial interests.

The White Paper says that the eventual aim might be to have 18 elected members and three ex-officio members, and no official members, of the Council. With the present population this would provide one elected member for every 7,000 of the total population—which is a high ratio by standards elsewhere.

At the moment, however, it is still necessary for the Government to retain its official majority.

It says the separate representation of Honiara in the new Council is desirable because Honiara is more sophisticated, more advanced commercially and perhaps more politically conscious than the rest of the Protectorate and so unlikely to be satisfactorily represented if submerged in a large rural constituency. It is an "ideal" area in which to hold the first direct elections in the BSIP.

According to the White Paper, the best system of elections outside Honiara is for the local councils to elect representatives to form an

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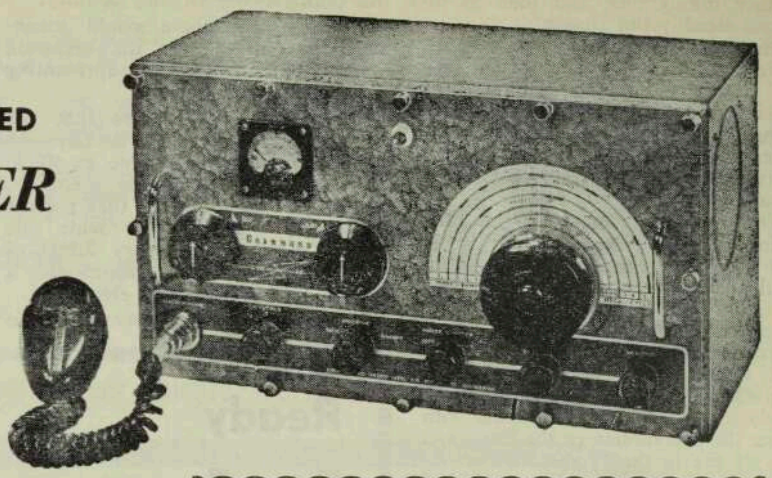

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BACK TO SCHOOL

Mrs. Ella Savage, a well-known resident of Avarua, Rarotonga, has returned to primary school teaching in Rarotonga after visiting Niue earlier this year. Mrs. Savage, who was born on Niue, left her home island many years ago, but her mother, Mrs. Minnie Head, who is over 80, still lives there. Mrs. Savage also has an uncle on Niue, Mr. Allen Head, who is over 90, and many other relatives.

During her stay on Niue, Mrs. Savage naturally took a keen interest in the primary schools. But after 30 years in the Cook Islands, she found her knowledge of Niuean had become rather rusty, and it was about a fortnight before she stopped confusing it with Rarotongan.

electoral college. Thirteen colleges, excluding Honiara, would be required for the first election. There would have to be special arrangements for the election of members to represent in the electoral college any area where there was no local council.

The size of the electoral colleges should be based, as far as is practicable, on one member for every 500 persons of total population.

The electoral college should not be restricted to electing one of its own number as a member of the Legisative Council.

The White Paper concludes that the proposals fall short of the long term aim of the Government and are thus transitional, but since the BSIP people have no experience of direct elections even for the purposes of local government, the proposals in the White Paper are "a significant step forward".

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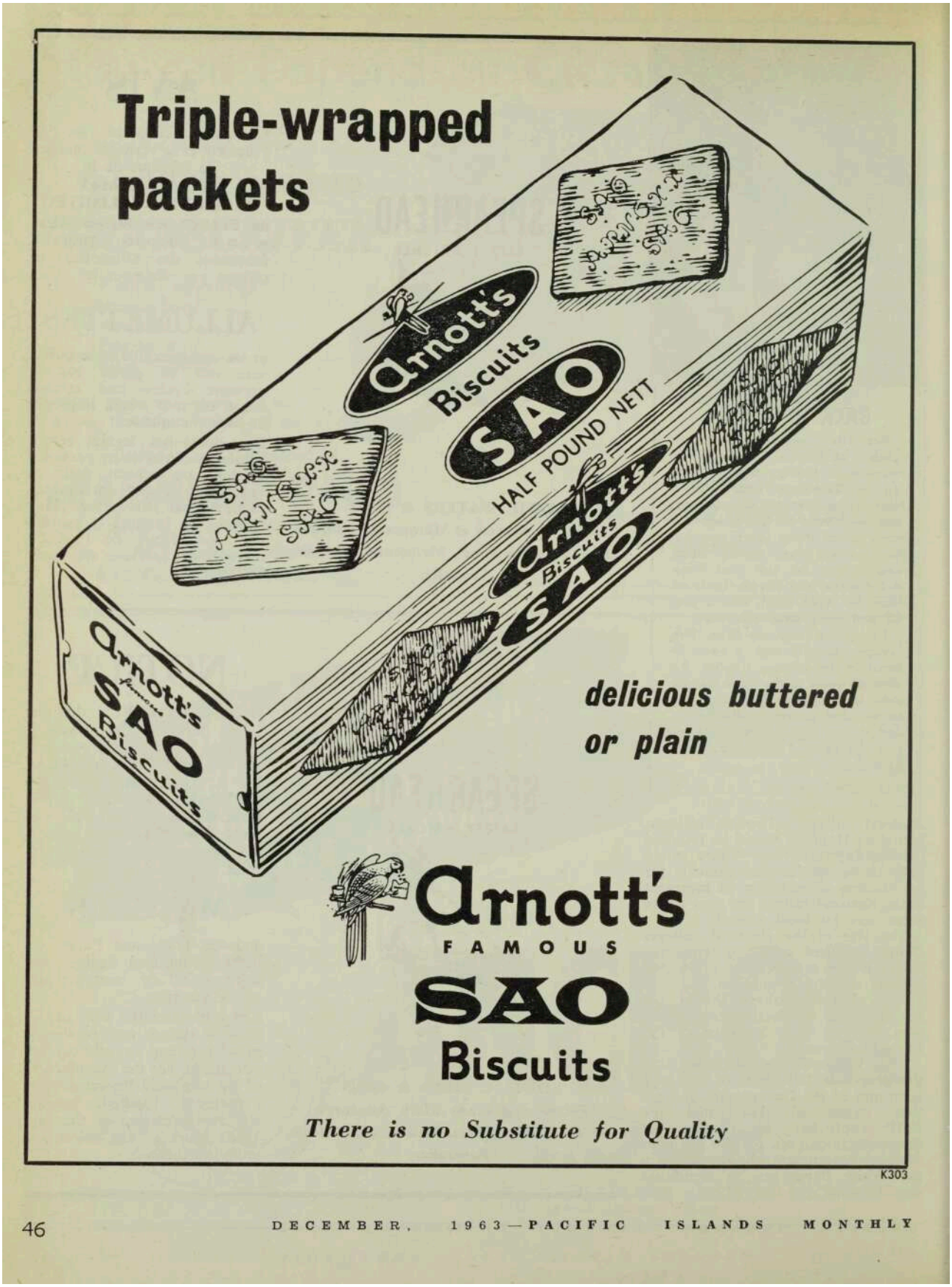

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There's Money In BSIP Crocodile Skins Right Now

From Gabrielle Lawson in Honiara

A world-wide shortage of the skins of the salt water type of crocodile, which is found in the Solomons, has resulted recently in a 40 per cent. increase in prices paid to local hunters.

THIS may have been the reason for the arrival in Honiara on October 8 of Mr. and Mrs. G. W. Mathews, who have recently been crocodile shooting in Northern Australia.

Mr. and Mrs. Mathews arrived in the AV *Torenia*, a ketch of the type known as a Thursday Island pearling lugger, and which Mr. Mathews bought at Thursday Island for crocodile shooting.

If the Mathews do go in for crocodile hunting in the Solomons, they will find that things are not quite the same as what they have been used to.

In Australia and New Guinea, crocodiles are found mainly in the rivers; but in the Solomons most of them are found along the foreshores and coral reefs because the rivers are generally too small to supply them with food. However, some do get up the rivers, especially on Guadalcanal.

Well-known Solomon Islands identity Mr. R. Dethridge is the most experienced crocodile hunter in these waters. But it is only a sideline for him these days, not a full-time job as it was some years ago.

His method is to use a small launch built to cruise in very shallow water, towing a dinghy.

Mr. Dethridge takes three Solomon Islanders with him in the launch, and two in the dinghy with a most important piece of equipment—an axe.

Red Glow

A powerful spotlight is used to locate the crocodile whose eyes reflect a brilliant red glow at night.

About 30 yards from the crocodile, the dinghy is cast off, and when the launch gets closer the engine is shut off. As the launch glides towards the crocodile, a bullet is fired between the creature's eyes.

The dinghy crew then go ashore, and split the crocodile's skull with the axe—just to be sure!

The procedure is quite simple to one with Mr. Dethridge's experience, but no "kettle of fish" to the novice.

Think of all the things that could happen! The bullet could miss; the crocodile could take fright before firing, and with a swish of its tail fill the launch with water; or it could even make a jump towards the shooter and land in the boat.

Crocodiles have certainly taken the lives of a number of people in the Solomons, particularly native children.

Among Englishmen who are believed to have been taken by crocodile is young Lord Michael Fitzroy who came out here some years ago looking for adventure and decided to take a swim while a small ship he was travelling in was anchored at West Bay in the Russell Islands. He was not seen again.

Many Honiara people go swimming in the Bonegi River, a few miles up the coast from the town, without a thought of crocodiles—even though a few "Beware of Crocs" notices have been put up on the roadside.

The general feeling is that the notices are there to make the place look attractive to tourists!

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Letters To The Editors

UNDERSTANDING THE POLYNESIAN MIND

Sir,—Without wishing to be discourteous towards Mrs. Hebenstreit (*PIM*, October), I am completely in agreement with the forthright official of the Cook Islands Administration who bluntly told her "that she could not possibly understand the Polynesian mind".

Cook Islanders still peevishly recall the famous article in which Mrs. Hebenstreit [Johnny Frisbie] wrote that the local Maori population prefer to travel to New Zealand by the high-priced Matson ships instead of the more modest *Moana Roa*.

Wrathful Maori critics declare that Mrs. Hebenstreit missed the major point of the whole issue—Cook Islanders can secure accommodation on the Matson ships with comparative ease. The Government-owned *Moana Roa* is frequently heavily booked by officials proceeding to New Zealand.

Necessity and *not* snobbishness, say the Cook Islanders, necessitate their travelling by the Matson ships.

Writing of the possibility of Japanese entering Rarotonga, Mrs. Hebenstreit says: "The islanders smile for *they* do not fear such a thing."

Perhaps Mrs. Hebenstreit has now read the report on the debate in the Cook Islands Legislative Assembly on that particular matter; it appeared in the same issue of *PIM*.

Those Islander members were not exactly "smiling" when they expressed alarm that the little (16,000-acre) island of Rarotonga would be swamped by the newcomers. (Very sensibly they opted instead for developing their own fishing industry under the guidance of their own highly-trained Fisheries Officer.)

P-NG Trends

Mrs. Hebenstreit holds highly emotional but amorphous views on racialism, but it would perhaps require the intervention of an ontologist to interpret them.

It is with some hesitation, therefore, that I suggest she should read the excellent article in October *PIM* by Judy Tudor on Papua-New Guinea. Some similarity appears to exist between certain present trends in the Cook Islands and P-NG.

I fear, however, that Mrs. Hebenstreit may declare that Judy Tudor is yet another of the "misguided" ones.

"Rare is the man," declares Mrs. Hebenstreit, "who can really 'feel' the emotions of a race other than his own."

The rest of the world must have been wrong for all these years about Joseph Conrad, Louis Viaud Pierre Loti), Ernest Hemingway, Sir Richard Burton (the classical Arabic scholar and traveller), Benjamin Disraeli, Rupert Brooke, Rudyard Kipling, Lord Lugard, and the Cook Islands' own Rev. W. W. Gill.

One could add at least another 30 names to this list without difficulty.

Mrs. Hebenstreit—now an American citizen who lives in New Zealand—professes deep sentimental attachments towards her "real home", which she states is the Cook Islands. Yet the said Mrs. Hebenstreit has written some pretty tart things about conditions in that spiritual home of hers.

Here are a few extracts from articles she published in the *Auckland Star* only 18 months ago.

- By the time you've finished a few weeks in the Cooks, you'll prob-

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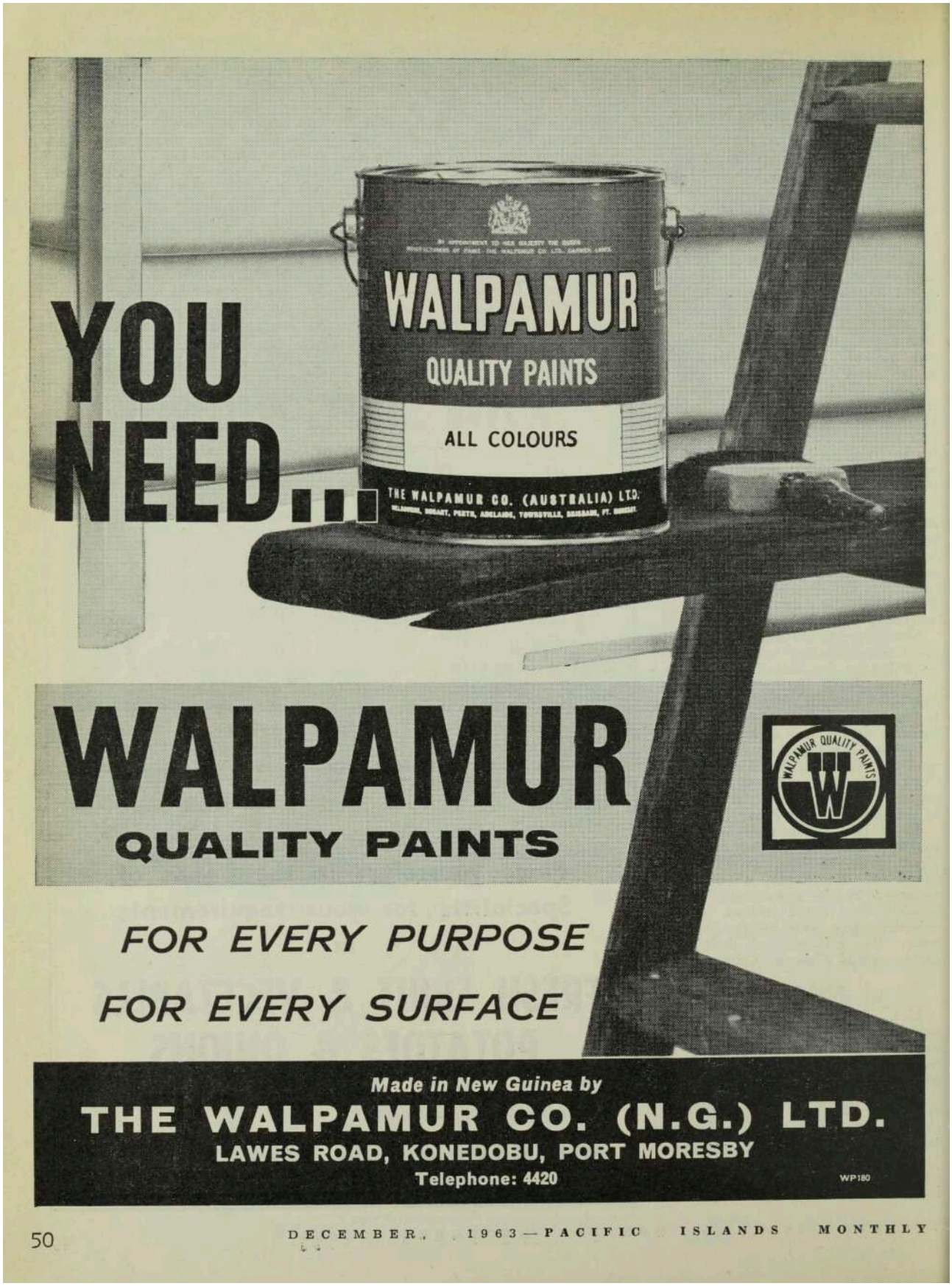

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ably be ready for a touch of luxury anyhow . . . If New Zealand offers an "entertainment wilderness" to the tourist, Rarotonga is a desert.

- Cook Islanders are leaving for a new life in New Zealand in ever-increasing numbers. Seventeen per cent. of all Cook Islanders now live in the Dominion—an increase of 800 (21 per cent.) since this time last year . . . Why are the Cook Islanders fleeing? The answer is mainly economic.

- The biggest problem is the irreparable loss to the Cook Islands of skilled and trained workers, the people the Cooks need to help increase production and bring greater measure of economic stability to the islands . . . In Rarotonga the *pakeha* co-worker is paid three to four times as much for the same job, [this fact] is causing the bright young people of the Cooks to desert in prodigious numbers . . . The drain is most noticeable today on the outlying islands where old people and young children far outnumber the few remaining providers.

- The Cook Islander finds the pursuit of agriculture not only confusing but lacking in rewards. His only hope seems to lie in outside sources of income.

- If the Cooks are not to remain permanently dependent upon largesse doled out from Wellington—if the islanders are ever to pay their own way—agriculture and related industry must be further expanded and developed.

It appears that when Mrs. Hebenstreit herself says such things, everything in the garden is bright and blooming. But when anyone else says them, it hurts "her soul which she has worked hard to keep Polynesian".

By the way, I cannot quite forgive Mrs. Hebenstreit for misspelling the very common Cook Islands Maori word *Papaa* (European) throughout her *PIM* article. In its original sense, *Papaa* meant "four coverings" or "four layers". Early Europeans in the Cook Islands were dubbed with the name owing to their numerous garments. The "Popaa" of Mrs. Hebenstreit is not a word in Cook Islands Maori, a language with which —isn't it a nuisance, Mrs. Hebenstreit?—I am reasonably familiar.

Yours, etc.,

RONALD SYME.

Rarotonga,
Cook Islands.

Calling The Cattle Home

Sir,—As a member of the Federal Inland Development Organisation, I thought I knew something of the far inland and its characteristics. Our organisation, as you know, is most interested in roads for defence purposes to our far north for the role of transport and troop movements if at any time necessary.

One of the advantages of these roads, will be that they can also go through the Channel Country and used for the transport by road of cattle, both out (fat) and in (skinny).

However, I had to go to Honiara in the British Solomon Islands to learn a trick which might be of considerable interest to Australia and may even be used, but I have never heard of it before.

My host at Honiara was that well-known character, Ken Hayes. As a good host he took me for a drive one afternoon to see his farm lands. He asked me whether I would like to see his cattle and I informed him that as long as I could see them from the distance and also not have to walk through thick jungle to get to them, I would be most interested.

With that he sounded a horn on his car, which made a weird sound.

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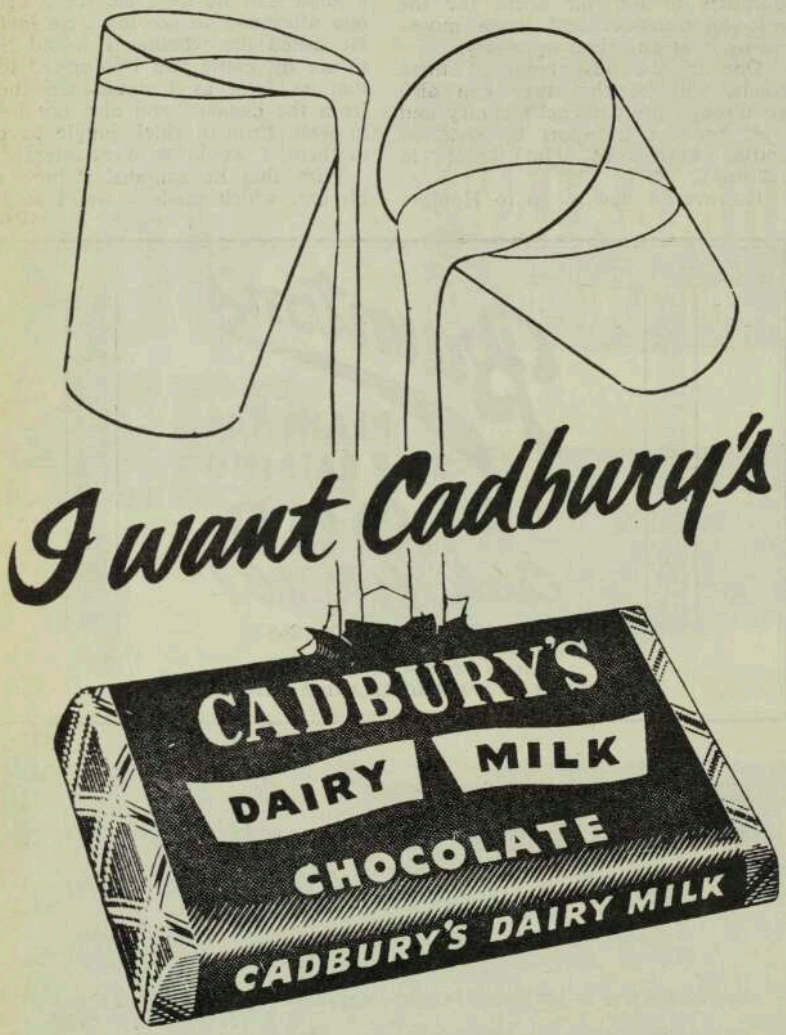

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Almost immediately grazing cattle from up to 600 yards away raised their heads and started to move over to the car. About two toots produced 30 or 40 head of cattle.

It would appear to me that this invention, which he had purchased in America recently, would be a wonderful idea for our Australian cattle owners.

After an inspection of his rice fields, where he is growing quite large quantities of a rather long type of rice, and a visit to his farm, the trip ended up with moans from him that he was only getting 1,000 eggs per day from his poultry farm, so I took him back to the hotel and bought him a can of Japanese orange juice which has become his sole beverage and comfort in times of egg shortages.

Yours, etc.,
E. T. PENFOLD.

Sydney

Oxford Records Project

Sir,—The answer by Professor Davidson in the September *PIM* to your July mention of the Oxford Colonial Records Project is very welcome.

The Oxford Project provides one centre of security for British Colonial papers in danger of disappearing; that there are other such centres is all to the good. The need for co-operation in exchanging information is implicit in Professor Davidson's letter and, indeed, his own University has written cordially about collaboration to mutual advantage.

It may be of interest that a considerable time before news of the Oxford Project was given in *PIM* one of the libraries mentioned in Professor Davidson's letter as having facilities for caring for historical records in no way inferior to Oxford had shown its approval of the Oxford Project.

Yours etc.,
JOHN J. TAWNEY

Institute of Commonwealth Studies, Oxford University.

Sir Leon "Wasn't Ridiculed"

Sir,—Over the past six months, the University students of New Zealand have been attempting to publicise and assist with the problems facing New Zealand's Island Territories. With all modesty, we can be satisfied that our efforts have been worthwhile and constructive rather than destructive.

Consequently, it is extremely disappointing to see your September issue furthering an item of bad publicity and of doubtful truth. We would like to take this opportunity to correct

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Sir Leon Gotz.

the false impression created by an article which appeared on August 7 in Wellington's *Evening Post*, and to provide you with a more realistic account of our recent activities. [*PIM* quoted the *Evening Post* as saying that university students jeered Sir Leon Gotz at an address.]

In consultation with the Department of Island Territories, NZUSA arranged for each of its constituents to hold some activity which would publicise and assist with the solution of contemporary Island problems.

As the centre with most access to Government officers and policy matters, Victoria University of Wellington arranged a comprehensive lecture programme for the week 5-9 August. The second speaker was Sir Leon Gotz, Minister of Island Territories, and in the eyes of NZUSA and the Victoria University Students' Association Executive, the report of this meeting which appeared in the *Evening Post* was misleading, sensational and thoroughly unsatisfactory.

It is true that the meeting opened with some talking and a little unrest, but it is thoroughly inaccurate to say that Sir Leon's words were frequently drowned with shouting and roars of laughter.

Some points were ridiculed, and several tactless statements may have drawn comments from the audience, but Sir Leon was given an excellent hearing with no more interruption than he would experience at an average orderly political meeting, or, for that matter, in a speech to the House.

A complete unabridged tape recording was made of Sir Leon's speech. This has been searched by various independent judges, without one considering that the meeting was disorderly, rowdy or impolite to Sir Leon.

Mr. Peter Blizzard, President of Victoria University's Student Association, protested to a sub-editor of the *Evening Post* at its sensational, misleading and inaccurate report of this meeting. He received a verbal agreement that the statement he had prepared would be printed. We regret that the *Evening Post* did not honour this agreement. Unfortunately we have not retained a copy of this statement, and we regret that it cannot be sent to you.

Since this misrepresentation has been repeated and conveyed widely across the Pacific through your magazine, we would be very grateful if you could consider the value of writing another article, which more fairly represents the efforts of New Zealand's University students. As you can well imagine, we are seriously concerned that adverse publicity, especially within the Islands themselves, could almost negate the interest we have striven to arouse among the New Zealand public.—Yours, etc.

(Miss) JULIET FULTON
External Affairs Vice-president,
NZ University Students Assoc. Inc.
Wellington, NZ.

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PLANS FOR TALKS ON POLITICAL FUTURE OF FIJI

Active plans for a constitutional revision in Fiji have not been advanced very far since August, owing to the absence of an executive head. Sir Kenneth Maddocks retired and departed early in September, and the new Governor, Mr. Francis Jakeway, is taking the leave due to him, and is not due in Fiji until January.

WHILE he was in Britain in September, Ratu Penaia Ganilau (who returned to Fiji by the liner *Orsova* in November) had a number of conversations with Mr. J. E. Marnham (who is the British Colonial Office official in charge of South Pacific affairs) and the constitutional position in Fiji was discussed.

Ratu Penaia said on his return that the proposition that delegates from Fiji shall meet in London in late 1964 or 1965, to discuss the form of Fiji's future government with the Colonial Office, appears to be the basis of the plan on which the Colonial Office is working.

It is recognised, however, that much preliminary work has to be done in Fiji in 1964, so that the ideas of the several Fiji communities regarding future government may be shaped and clarified before the delegates proceed to London.

No Weakening of Ties

Ratu Penaia was one of the Fijian leaders who spoke very frankly in the Legislative Council over a year ago, and said that, while the Fijians recognised a need for some constitutional change, they would in no circumstances accept any weakening of the tie with Britain, unless a corresponding amount of governmental authority were handed back to the Fijians.

It was apparent that Ratu Penaia had had talks about the political outlook with Mr. Marnham, but he was not prepared to discuss the situation with newspapers, at this stage.

Ratu Penaia, on his visit abroad, was accompanied by his wife and two of his children, and they were warmly greeted by friends in United States, Britain, Sydney and Auckland.

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Colourful Chapter Closes On Fanning Island

Ringing London Will Be As Easy As Ringing The Man Next Door

From December 3, people in the main South Pacific centres will be able to talk by telephone with people in places as far away as Ottawa, London, Sydney or Auckland with as much ease as if they were ringing the man next door.

DECEMBER 3 is the date on which Queen Elizabeth II will officially open a new telecommunications system between Sydney and London.

The opening of the system will follow the completion recently of the last two links in the Commonwealth Pacific Cable (COMPAC) from Sydney to Vancouver. These links are between Suva and Honolulu, and Honolulu and Vancouver.

In Vancouver, the COMPAC cable is linked with a trans-Canada land line, and this, in turn, joins up with CANTAT, a submarine cable from Canada's Atlantic coast to London.

The new telecommunications system provides channels for 80 simultaneous, two-way telephone conversations of high quality; and each channel can alternatively be used for up to 60 telegraph or teleprinter channels or for the transmission of picturegrams, or music, or voice broadcasts.

South Pacific Affects

South Pacific towns linked with either Suva, Honolulu, Auckland or Sydney by radio-telephone can be hooked up to the new system. Thus, a person in Rarotonga, Cook Islands, can speak to someone in Ottawa, Canada, through Auckland.

CANTAT, the trans-Atlantic cable, has been open since November, 1961.

The first link in the COMPAC cable—from Sydney to Auckland—was opened in July, 1962; and the second link—from Auckland to Suva—was opened last December.

The completed COMPAC cable replaces the first trans-Pacific cable which began operating in December, 1902.

This cable originally linked Vancouver with Australia and New Zealand through relay stations at Fanning Island, Suva and Norfolk Island. The cable split at Suva—one section going to Southport, Queensland, via Norfolk Island; the other going from Suva to New Zealand.

The opening of the Suva-Auckland section of COMPAC last December resulted in the closure of the Norfolk Island relay station after exactly 60 years; and now the opening of the Suva-Honolulu and Honolulu-Vancouver sections of COMPAC will close the Fanning Island station.

Fanning Island is one of four isolated atolls (the others are Palmyra, Washington and Christmas) which extend for 400 miles in a north-west to south-east direction due south of Hawaii. Palmyra, the nearest of the four to the Honolulu, is 1,070 miles away.

Fanning's Colourful History

Great Britain took possession of Fanning Island in 1888 after realising its potential as a cable relay station. Washington and Christmas are also British possessions but Palmyra is American.

When the Fanning Island cable station was opened in 1902, quite a sizeable staff was required to man it, as each message had to be manually copied and retransmitted along the next section of cable. However, the staff was considerably reduced after an automatic regenerator system was introduced in the 1920's.

In recent years, full staff was 11 Europeans (mainly Australians) and a few Gilbertese; but for most of this year, only six Europeans, plus the Gilbertese have manned the station.

The last six Europeans will leave Fanning by ship for Christmas Island early in January, and will fly from there to Australia.

No information was available in Sydney in November on what would become of the cable station and employees' houses after the departure of the Europeans.

But the buildings, which are owned by Cable and Wireless Ltd., of Great Britain, will probably be put up for auction.

The buildings could be of interest to Fanning Island Plantations Ltd. (a subsidiary of Burns Philp), which has about 3,100 of the island's 8,500 acres under coconuts; or some American hotel tycoon might see in them a ready-made, away-from-it-all hotel. (About a year ago, an American organisation was talking of building such a hotel on Palmyra Island, but *PIM* has not heard if anything came of the idea.)

During Fanning Island's 60 years as a relay station, the trans-Pacific cable service was seriously dislocated only once. This was in the first few weeks of World War I, when men

IN SYDNEY: Among visitors to the Polynesian Association's clubrooms in Sydney recently were Mr. and Mrs. Sam Dinati, of Lautoka, Fiji. They have since returned home after a six-month holiday.

—Telephotos.

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. . . . Margaret Merril.

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from the German cruiser *Nurnberg* raided the island and smashed the equipment.

The island's cable station staff sighted the *Nurnberg* off the atoll at 10 a.m. on September 7, 1914. As no ship was expected, and as Fanning normally had a visitor only once every three or four months in those days, her approach was awaited with some misgiving.

Misgiving turned to alarm as the *Nurnberg* steamed with unusual speed towards the shore, and the station staff made out that she was a warship.

Meanwhile, in the cable office, a pre-arranged signal was ready to be flashed to Suva and Vancouver in case an enemy approached.

Eventually, the cable superintendent, Mr. A. Smith, made out the warship's colours. They were the red, white and blue of the French tricolour.

Everyone heaved a sigh of relief.

When the warship slowed down at the anchorage, and a boat was put over the side, Mr. Smith hurried away to warn his wife to prepare a suitable reception for the French officers.

Everyone else, except those on duty, made their way expectantly to the wharf. Mr. Smith was there, too, when the boat drew near.

As she did so, the muzzle of a machine-gun appeared over the gunwale, and an order was barked out in English: "Hands up!"

Having caught everyone completely off guard, the officer in charge of the landing party told Mr. Smith that no one would be harmed so long as they did not resist.

Then he detailed some sailors to stand guard over Mr. Smith and his men while he and the others marched to the cable office. There, the cable staff on duty were also caught off guard and the Germans systematically wrecked the delicate instruments of the station.

The Cable Was Cut

After all working equipment in sight had been destroyed, the Germans took the papers from the superintendent's safe, cut the cables in shallow water, and hauled the severed ends wide apart at sea.

The German officer then apologised for having to carry out such an unpleasant duty, offered to buy some fowls, admitted gloomily that the *Nurnburg* would probably soon be sunk, and sailed back with his party to his ship.

The cable station officers waited anxiously for the *Nurnburg* to disappear; then they prepared to dig up a secret cache of spare instruments—buried for such an emergency as had occurred—that would enable them to restore communications with Vancouver and Suva.

However, in less than half an hour, the Germans returned. They had learned about the cache from a document taken from the superintendent's safe! It had been put there for safety!

The Last Straw!

After unearthing and smashing the secret instruments, and also appropriating £700 in gold that had been buried in the same place, the Germans sailed off again.

However, despite the Germans' efforts, the cable staff managed to repair the damage within two weeks and re-establish communication with Suva. This involved diving in shark-infested waters in search of the severed cable ends, raising them and using makeshift methods to rejoin them.

As soon as Suva learned what had happened, the cable repair steamer *Isis* was sent to Fanning from Auckland to make permanent repairs.

Meanwhile, the *Nurnburg* made her way from the Pacific into the Atlantic, where, on December 8, 1914, the German officer's prophesy was fulfilled—the warship being sunk by Admiral Sturdee's fleet in the Battle of the Falklands.

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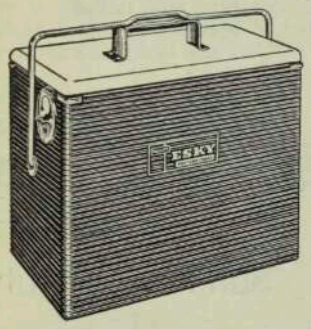

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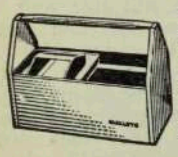

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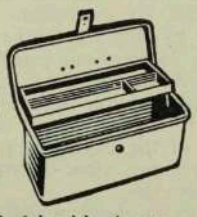

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When the French Minister for Overseas Territories, Mr. Louis Jacquinot, visited Vila recently, no one was left in doubt about what the French flag looked like. French and New Hebridean children lined the roads waving Tricolors, and 10 girls, dressed in red, white and blue, escorted Mr. Jacquinot's car on motor scooters. Some of the "scooterists" are seen here.—Photo: "Bulletin d'Information", French Residency, Vila.

Why Not Some U.K. Flag-Waving In The New Hebrides, Too?

By A Long-Time Resident in the New Hebrides

Having read the article in the September issue of *PIM* (p. 41) and Mr. D. J. Gubbay's reply in November (p. 41) on French influence in the New Hebrides, I am unable to understand Mr. Gubbay's statement that the magazine has done damage to British-French amity or to Australian residents and interests in the New Hebrides.

EVEN if one does not agree with everything in the September article, one must admit that a lot of the article is quite true, and it has had the effect, at least, of causing people to sit up and take a bit of notice or interest in a territory which seems to have been at the end of a back alley for many years.

I am sorry I cannot supply my name for publication, but many of us are not in the same fortunate position as Mr. Gubbay, who, as the head of his own business, can speak for himself quite fearlessly. Those who are employed by the Condominium Government or either of the two national governments, by the Missions or private enterprise, often find themselves in a delicate situation, as Mr. Gubbay understands very well.

Nevertheless, I would like to comment sincerely on some of the issues raised.

WARSHIPS: Mr. Gubbay seems to be confusing his appreciation of cocktail parties, pomp and circumstance with the fact that any visit by any warship is neither more nor less than a flag-waving opportunity.

This does not mean that we should all rise in wrath and slay the French, but rather that the British should start to pay a bit more attention to

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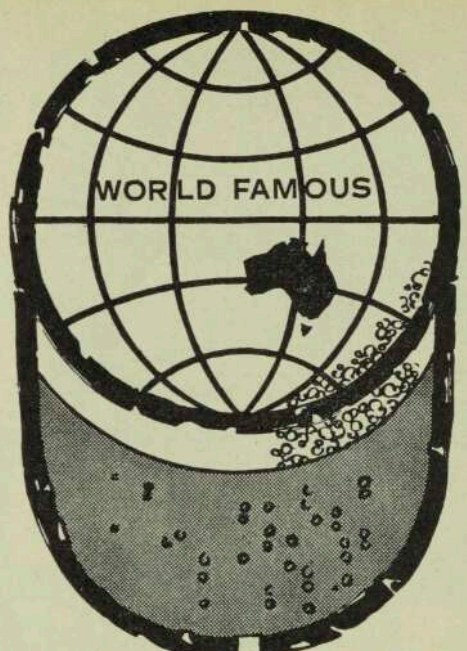

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the territory and do some flag-waving of their own.

Without this flag-waving, how is the ordinary, uneducated New Hebridean, whose soul both governments are apparently trying to capture, going to decide which is the better nation and who is doing more for him?

EDUCATION: I am unable to understand what Mr. Gubbay finds in bad taste in the remarks made by *PIM* on education. The article drew attention to the expansion of education facilities by the French, and the implication was: What are the British doing to meet this expansion?

It seems basic that, if you educate a man, you have more chance of having him on your side later—that is when he has become an adult—than if you take a comparative stranger.

It seems natural to expect that New Hebrideans educated in French schools are going to absorb more French culture than they would by going to a British mission school.

BANKING: Mr. Gubbay's statements on this subject also tell only half the story. It is quite true that all dollars accumulated and exported during the war were sent to Australia.

Australia undoubtedly had the benefit of the several million dollars of foreign exchange so deposited, but the agreement is that the New Hebrides can draw up to the amount of dollars sent to Australia.

In effect, therefore, if Australia benefited by $8 million foreign exchange, the New Hebrides has the right to draw against Australia's foreign exchange credits to the tune of $8 million.

Sore Point

It is a sore point with the French that this foreign exchange went to Australia, but where else could it have gone in 1942, 1943 and 1944—after all France was still occupied?

Mr. Gubbay's statement that the Commonwealth Savings Bank has appointed collecting agents with no investment in the New Hebrides is pure poppycock. The collecting agents comprise Burns Philp, the only large British firm in the group; well-known planter and businessman Mr. R. U. Paul, of Tanna; and several Protestant mission stations. All named have extensive investments in the New Hebrides.

The reasons why the Commonwealth Trading Bank has not moved into the New Hebrides, or, for that matter, any other trading bank, are probably known only to the banks themselves. I suggest, however, that the convertibility of local (Bank of Indo-China) francs is the major obstacle.

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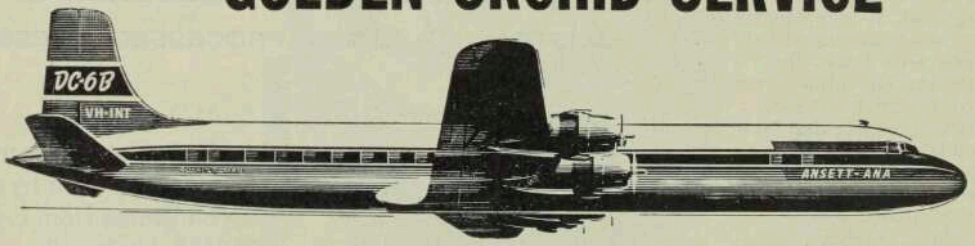

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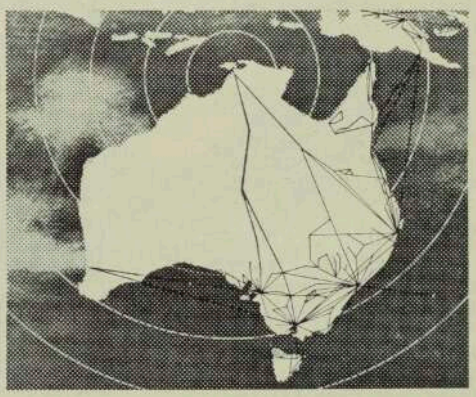

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AUSTRALIA: I quite agree with Mr. Gubbay that Australia, the principal beneficiary in the New Hebrides, has done precious little to help the archipelago. But who knows that the article in *PIM* may not stir up some Australian politician to take a bit more interest in the place?

In this case, does Mr. Gubbay consider that the article is still damaging to British-French amity and the situation of Australian residents and interests in the New Hebrides?

Mr. Gubbay will surely remember that, before the war, Australia took sufficient interest in the New Hebrides to keep a solicitor in Vila to look after its interests.

Lack of Interest

This representation no longer applies, and one forms the opinion that, as far as Australia is concerned, the New Hebrides is something in the nature of an illegitimate child which it would be better to pension off to an orphanage and forget about.

Perhaps the *PIM* article and Mr. Gubbay's reply may do something to change this relationship, and—who knows—the four points he raises for consideration may even be studied by some public servant in a position to do something about rendering the assistance suggested.

The suggestion that there is a feeling within all segments of the community of the New Hebrides that in that Group they think neither French nor British is very good reading.

The reasons behind such thinking are, in the main, quite mercenary.

Both nationalities are well aware of the fact that they never had it so good as they have under a dual administration. For that reason neither side, below administrative level at least, wants to see any change because each realises if the Group became entirely British or entirely French-controlled, the Administration would be a lot tougher than it is at present, particularly in considerations of revenue and in the application of the laws as they are written.

Mr. Gubbay says that, in substance, our plans must and should be the same. How can they ever be the same?

While both Administrations are working towards the social and political evolution of the New Hebridean to enable him to govern himself, they are going down two completely different streets to reach that goal.

The elite corps which will form the nucleus of any eventual self-governing body will think British or think French in its attitude towards laws, education and reaction to countries outside the New Hebrides according to which Administration is more successful in educating it.

One cannot blame the French for their all-out drive in education, particularly in trying to capture the mind of the New Hebridean and have him think like a Frenchman. There is nothing reprehensible in this.

Thinking British residents in the New Hebrides wish the British Administration would do a little more along the same lines.

In effect it *is*, but mainly it has been through mission channels.

The result is that the scholar thinks the mission is teaching him—not the British Administration which is making some of the funds available for that teaching.

● **See "Fears of French Dominion", p. 67.**

BSIP Builds Apace

Building construction in the British Solomons continues to go ahead steadily, says a Honiara correspondent, with plenty of work available. D. J. Gubbay (New Hebrides) Pty. Ltd. is to build staff houses at the new King George VI School at Kukum.

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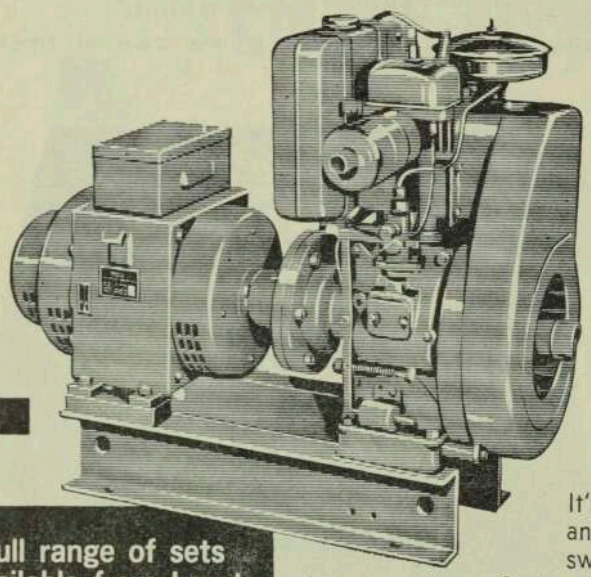

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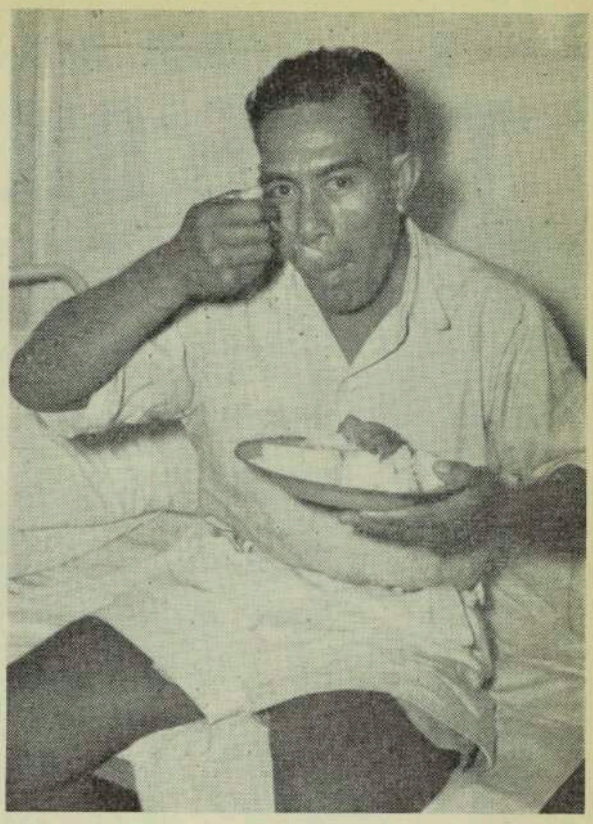
MANIHIKI CASTAWAYS RECOVER QUICKLY AFTER GRIM ORDEAL

The three Cook Islanders who ended a nightmarish, 2,000-mile drift voyage from Rakahanga (Northern Cooks) to Erromanga (New Hebrides) on October 17, were flown home from Vila in November after only nine days in hospital.

The three men are Teehu Makimare, 29, married with one child; Toka Tuhe, 35, married with five children; and Tupou Papai, 33, married with three children. They had made a remarkable recovery after their ordeal.



The three drift voyagers were voracious eaters at Vila's Paton Memorial Hospital. Here Tupou Papai "hoes into" an evening meal.—Photo: Reece Discombe.

THE men were members of the crew of the 17 ft boat *Te Aroa*, which was blown off course in a storm while making the 20-mile crossing from Rakahanga to their home island of Manihiki on August 15. (*PIM*, Nov., p. 10).

Three other crew members died before the boat reached Erromanga on October 17, and a fourth died at Erromanga. The three survivors were taken to Vila on October 24 and admitted to the Paton Memorial Hospital.

They began their flight home by Fiji Airways on November 2, spending a day or so at Lautoka before going on to Samoa to pick up a plane for Rarotonga.

In Lautoka, they were admitted to the local hospital while awaiting their aircraft connection.

A Lautoka Hospital doctor who examined them found they were suffering no obvious ill effects of their ordeal, and said they had recovered surprisingly quickly. The men were then peeling from sunburn, but the main effects of the burn seemed to have worn off.

Walking Without Help

During their stay in Lautoka, they were allowed to leave the hospital for a drive through the town and its environs.

Teehu and Tupou were able to walk up the hospital ramp without assistance—in fact they helped to push Toka, who was in a wheelchair.

Toka would have walked unaided also, except for a bandage low on his left leg, and swollen feet.

Toka had never flown in a plane before his trip to Lautoka and was very nervous before boarding the plane in Vila.

Only a handful of people went to Vila's Bauer Airfield to see the three men off—*PIM* correspondent Reece Discombe and his family, and Mr. John Yaxley, of the British Office.

This was in contrast to the interest shown in the three men during their stay in Paton Memorial Hospital—gifts of money, food and clothing having flowed in from both European and Melanesian well-wishers.

Nothing But Sleep

Reece Discombe says that during their first three or four days in Vila, all that the men wanted to do was sleep; but they soon picked up as a result of the attention lavished on them by the hospital staff and after receiving messages from home.

In less than a week, they were teaching their fellow-patients and the hospital staff various Cook Islands songs and dances, including the famous *Tamure*.

Teehu, the only member of the trio who speaks English, gave a *PIM* representative in Lautoka an account of his and his companions' ordeal.

He said that he and his companions were in sight of Manihiki on August 15 when the storm broke which started their drift voyage. The storm lasted for two days.

On the morning of the 16th, the storm capsized their boat, throwing all seven men into the water. Three of them—Enoka Dean, Kita Marsters and Tom Tangimetua—were injured.

Teehu said he swam to where Kita and Tom were struggling in the water, and pulled them to the boat. They were too weak to hold on to the boat, so he put them on the sail while he went for the captain, Enoka, who was also having difficulty staying afloat.

Mast Snapped

Meanwhile, the raging storm snapped the mast off, and when he returned to the boat with Enoka, the mast, the sail and the two men who had been on the sail were out of sight. The two men were not seen again.

Helped by Tupou, Teehu turned the boat side on to the waves and, after a terrific struggle, they managed to right it. Enoka was in a bad way and his condition deteriorated rapidly. He died early that night.

The remaining four men kept his body on board until next morning when they cast it overboard during a lull in the storm, saying prayers

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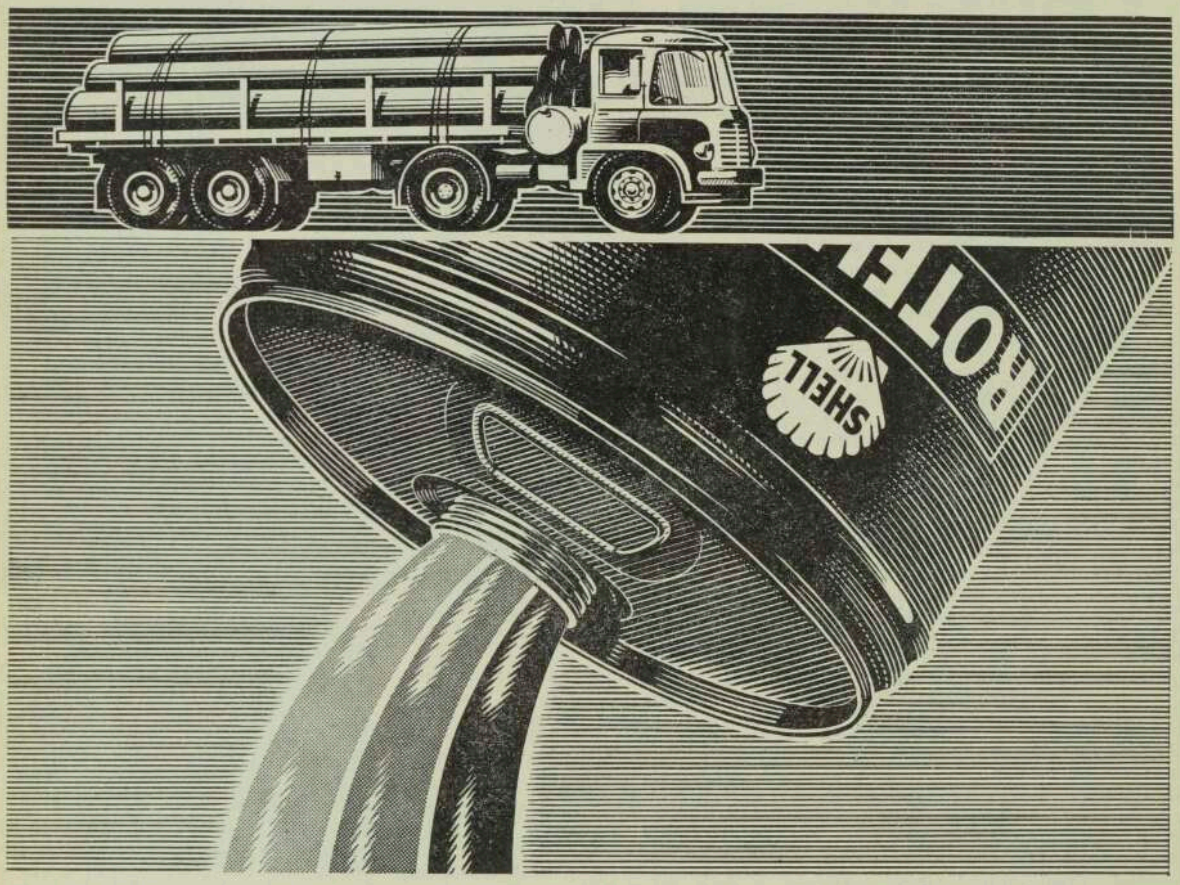

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and singing hymns as they did so. Teehu then took over as captain.

Teehu said the *Te Aroa* capsized twice more during the voyage, leaving the four survivors without food and water. Eight days after they lost all their food, they picked up a floating coconut, which lasted them for two days.

They found another coconut about four weeks later, and that one lasted them for two and a half days. Their only other food was flying fish, which occasionally fluttered into the boat.

Teehu said he and his companions took it in turns to sleep, and sang hymns each day to keep up their morale — all being Seventh-day Adventists.

According to an account that Teehu gave to Mr. Yaxley soon after he arrived in Vila, the four men who survived after the *Te Aroa* first capsized tried to make a sail out of what was left of their clothing. This was very difficult because the mast was beyond repair.

"Each morning when we woke up," Teehu went on, "we picked up the flying fish which had landed on board during the night. There were usually about four or five. We also collected rain water in pieces of canvas.

"During all our time at sea we only saw land once. This was a large flat-topped island. I have no idea where it was or what it was called.

"On the same day that we saw land, and again on another day, we also saw aeroplanes, though I do not know whether they were the planes that were sent out to look for us.

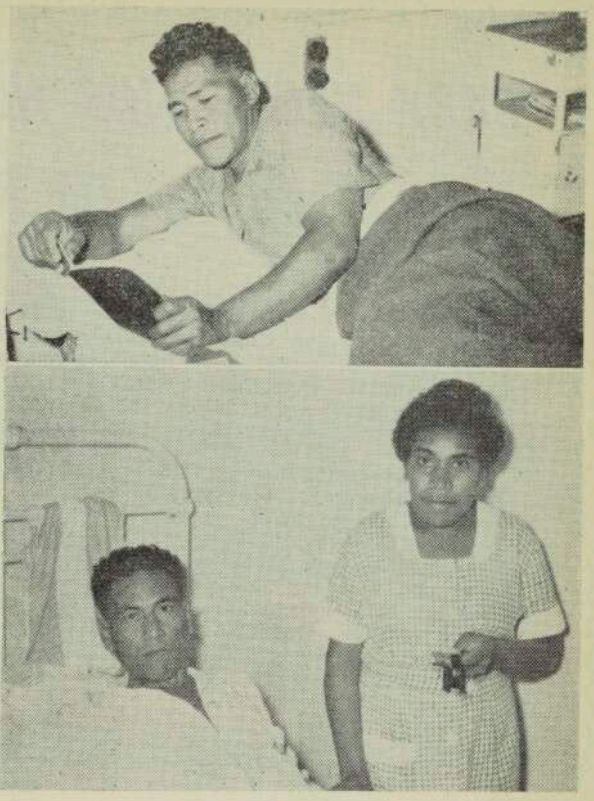
"About three weeks after we capsized—it was October 17 I think—we saw land, and, luckily we were driven on to the reef. Later I was told the place was called Port Narevin on the island of Erromanga.

"The *Te Aroa* stuck on the reef and we got ashore as best we could. Immediately we were on dry land I tried to get some food for the others. I got a coconut but had nothing to cut it with. I tried with my teeth, but the nut was too hard.

"After a few hours we saw a man fishing. We went towards him but he was frightened of us. I told him not to be frightened and that we were his friends.

"When he saw that we would not hurt him he was not frightened and he took us to his village and gave us food and clothes. He told us his name was Peter and we stayed with him for about three days. Then we went to Dillon's Bay on board a ship owned by a Frenchman.

"At Dillon's Bay we met Matthew, who had been a Government Medical Dresser. He looked after us but unfortunately one of our party, Taia Tauraka, died. Now there were only three out of the original seven who had set out from Manihiki two months before.



Teehu Makimare (above), who became captain of the "Te Aroa" after Enoka Dean died, reads from a Bible which survived the drift voyage in hospital at Vila. During the voyage, the Cook Islanders took turns to read chapters from the Bible. Below, Toka Tuhe, who was the worst affected of the three survivors on reaching Vila, has his pulse read by a New Hebridean nurse in Paton Memorial Hospital.—Photos: Reece Discombe.

"On October 23 we went on board the *Air Wave* which had called in at Dillon's Bay and which was going to Vila. Mr. Field, the captain, sent a message to Vila to tell them that we were coming. The next day, early in the morning, we arrived in Vila."

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N.Z. Journalist's View

"Fears Of French Dominion" In The New Hebrides

English-speaking residents of the New Hebrides fear that the French are planning gradually to push the British and British Commonwealth interests out of the territory, according to an article in *The Press*, of Christchurch, New Zealand, on October 19.

THE article was written by Robin Mitchell, a staff writer on *The Press*, which is a daily morning paper. Mitchell recently visited the New Hebrides.

Mitchell said that English-speaking residents alleged that if the French continued to break the Protocol (Anglo-French condominium agreement) "as they had done with increasing frequency" and without overt British protests in recent years, the Protocol would "become progressively more of a dead letter and eventually France will be in undisputed control".

"Visiting only Vila and Santo," Mitchell went on, "one would soon conclude that the French had the battle as good as won. Among Europeans in the towns, French is heard almost everywhere; for although most English speakers are fluent also in French, the French seem to have little English at their command.

"Although agencies run by the Condominium Government are supposed to be strictly non-partisan, the French influence usually predominates. For example, although the post office at Santo is labelled *Post Office —Bureau des Postes*, at least a smattering of French is necessary to make oneself understood there. The only decoration taking the eye is a magnificent full-length coloured portrait of 'General de Gaulle, President of the Republic, Head of the Community'."

Expressly Forbidden

Mitchell said that although the presence of armed troops was expressly forbidden in the Protocol, French gendarmes had been armed with submachine guns for some time.

"French servicemen," he added, "march up and down the streets of Santo and Vila on Bastille Day (July 14) and French warships show the Tricolour up and down the islands."

Mitchell said that both the British and French Governments had shown increased interest in the New Hebrides in recent years. But whereas the British had mainly tried to improve and supplement the "somewhat uneven but fairly comprehensive facilities provided by the missions, and particularly their educational and medical systems," the French had gone in for "a relatively small number of much more ambitious projects."

"If, as the cynical say, these were meant to impress the Melanesians, they seem to have achieved their purpose," Mitchell said.

Mitchell went on: "English speaking-residents complain that the French schools try to turn all the children into Frenchmen. The *Marseillaise* is sung regularly, and there is unlikely to be any nonsense about showing both flags, as most English-speaking mission schools do.

"In recent years a prominent Melanesian has been sent to Paris each Bastille Day. French honours and decorations have been lavished on leading men from all over the territory.

"Although many residents, includ-

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ing French-speaking ones and leading Melanesians regard all this as ostentatious and somewhat petty, some of the rank and file Melanesians are obviously impressed.

"Perhaps of more significance in a place where two racial communities meet, the French residents, apart from officials, mostly regard the New Hebrides as their home, and tend to look on the Melanesians as fellow-nationals. Consequently, the French tend to accept the Melanesians socially as equals.

"Most residents and officials from the Commonwealth, even though prepared to work in the territory for long periods in the interests of religion, commerce, Government or personal ambition, have their roots elsewhere; and the Melanesians find them mostly aloof and sometimes condescending.

"Because of the general backwardness of the New Hebrides and the extreme scarcity of educated Melanesians, early self-government is unlikely (unless United Nations pressure forces it).

"But the next few years could be vital in determining the general orientation of the territory both before and after eventual independence."

Editorial

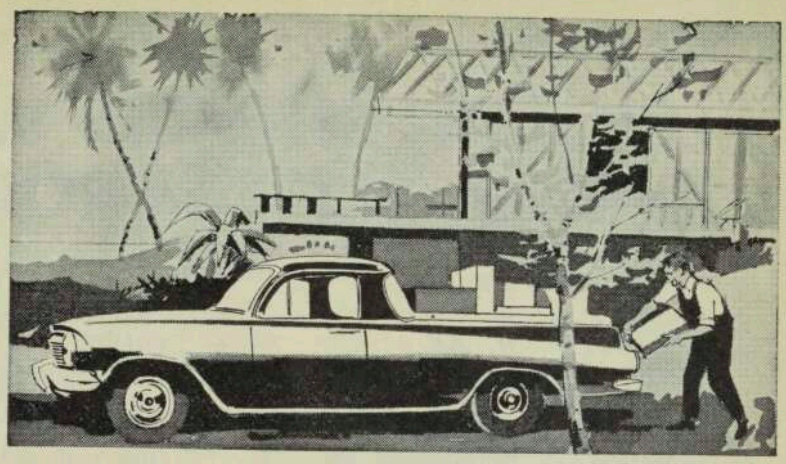
Mitchell's article prompted an editorial in his own paper on October 28 which stated that the British, Australian and New Zealand Governments could not remain indifferent to apparent French ambitions in the New Hebrides.

The editorial said it was "perhaps unfortunate" that France's partner in the condominium was Britain rather than Australia or New Zealand, which in many ways had a greater community of interest with the island territories.

"New Zealand," the editorial added, "has a special interest in the New Hebrides and its Melanesian people, many of whom are members of churches whose missions are largely staffed by New Zealanders.

"Eventually the Melanesians of the New Hebrides must determine their own political future; and it would be unfortunate if they were to be denied the advantages of British help and experience during their preparation for self-government.

"New Zealand would do well to show more practical interest in the New Hebrides. A very little financial assistance for economic development would go a long way; and the slender trade links with the area could be strengthened with advantage to both sides."



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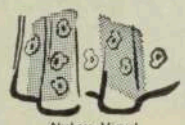
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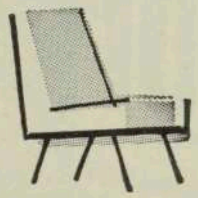
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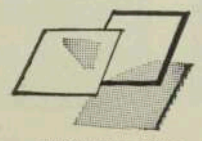
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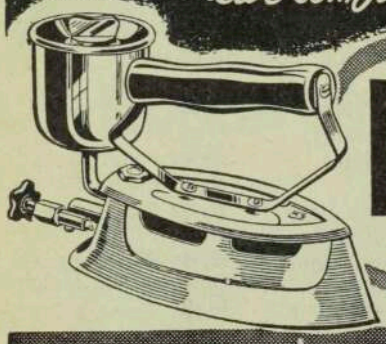

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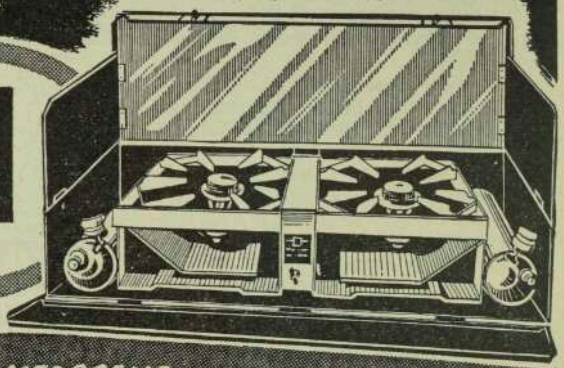

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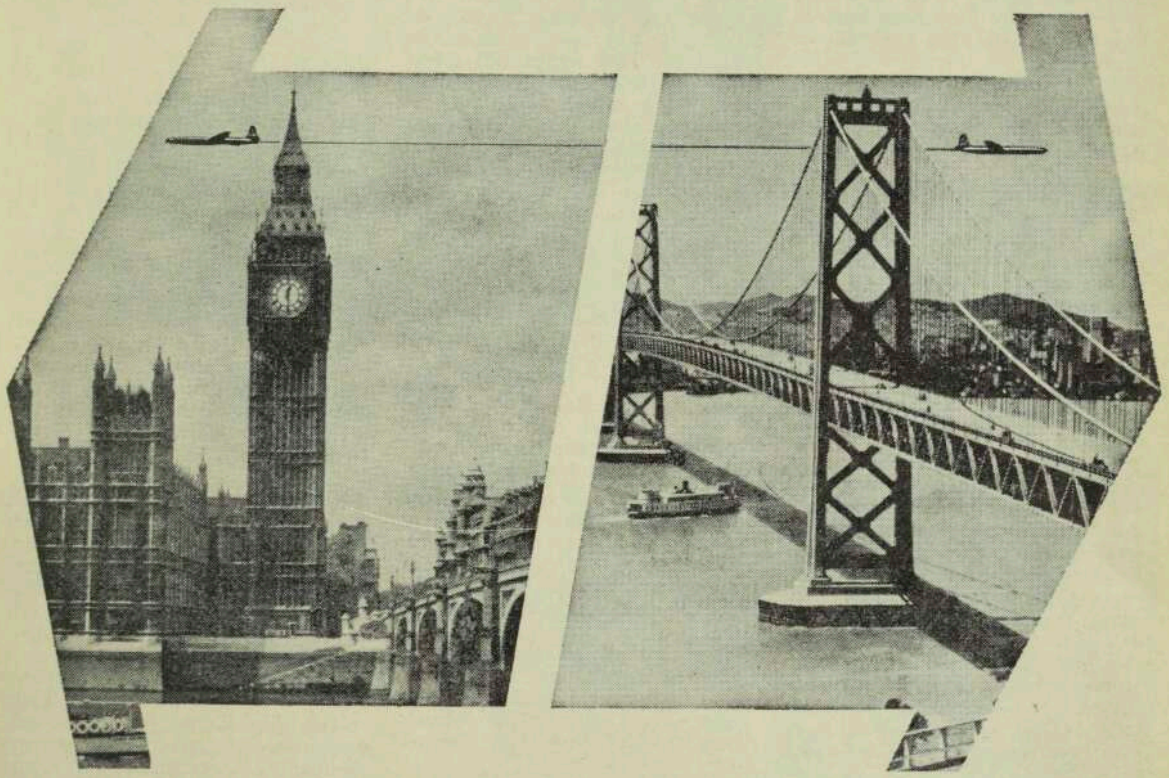

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From the Islands Press

ONE cannot help but shudder at the doings of some landlords in the city of Suva, who, of late, have been demanding fantastic rents for commercial premises.

Various tenants who had been previously paying rents from £40 to £50 a month have been ordered to pay £100 to £200 a month or vacate.

A committee should be appointed to investigate the situation.—*Letter from "Bombshell Baby" in "The Fiji Times", Suva.*

THE parking problem is one of the great evils in cities with heavy traffic. In Papeete, the problem is not yet serious, but it is beginning to make itself felt. —*Editorial in "Le Journal de Tahiti", Papeete.*

DO the churches in Western Samoa teach kindness to all God's creatures, including animals? I find it difficult to believe they do when I see the ghastly cruelty that daily occurs.

I have lived in many parts of the world, but nowhere have I seen such terrible sights as here. Dogs walking quietly in the streets are, without reason, stoned on sight, stabbed with fish spears, and mutilated. Horses are thrashed and slashed with bush knives, eyes are knocked out with stones, or the horses are left tethered for long periods without protection from the sun or water to drink.

In practically every country of the world such cruelty leads to prosecution by the police. Why not here?—*Letter from Alys Goodman in "Samoa Bulletin", Apia.*

A 30 FT. WHALE which was stranded on Tarawa on October 8 was in the first place suspected of being a wandering Russian submarine.—*News item in the weekly Gilbert and Ellice Islands Colony Information Notes.*

IT is both objectionable and pathetic [in the Cook Islands] on Sundays, to see the drunks meandering from side to side of the main road in the village and also to see the teenagers, completely at a loss as to what to do, throwing stones at any available target—rubbish tins, telephone posts, etc.—and booing, ya-hooing and generally whooping it up.

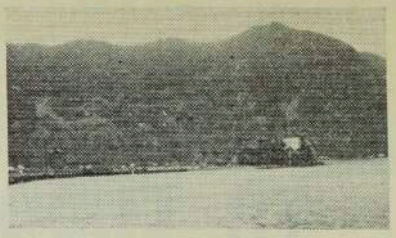
Sunday sport seems to be the answer—personally I would like to see the matches played on Sunday, with team practice on Saturday. This might not affect the older solid drinkers of bush beer, but it surely would provide either exercise or entertainment for a large majority of those who drink and/or roam the roads through lack of interests and through sheer boredom.—*Letter from "Sunday Sports" in "Cook Islands News".*

I WAS amazed to see in *Norfolk News*, amongst other amendments to the Liquor Ordinance, a recommendation by the Norfolk Island Council for the granting of a public hotel licence to hotels providing adequate accommodation for 30 or more guests.

This matter was referred to the people about eight years ago in the form of a questionnaire, which resulted in a rejection of public hotel licences. It must be only reasonable, therefore, to expect that no alterations in the present system should be made until the people are again given the opportunity to record their wishes at a referendum.—*Letter from R. H. H. Nobbs in "Norfolk News".*

WITH only 76 square miles for its oversized mountains, rapidly increasing population and bigger homes, American Samoa is one place that ought to consider the advantages of limiting the importation of bulky automobiles that take too much space on the highways and in the parking spaces, and require such big garages.

Before the establishment of regulations to control the problem of space on the streets and highways, it is best for the importers and buyers alike to consider the merits and advantages of a small car.—*Editorial in "Samoa News", Pago Pago.*



As most of American Samoa looks like this, it's not surprising that Pago Pago's "Samoa News" is worried about the amount of space taken up by big cars.

PROBABLY every resident of Lord Howe Island at some time or other has been asked by a visitor: "What do you do with yourself . . . it must be very quiet in such a small isolated place?"

Those who live here know very well that although we may escape the hurly burly of the city of Sydney, we somehow have one of our own, and if one chooses (and many do) to take an active part in this comparatively active community, there can be plenty to do and often not enough time to do it in.—*Editorial in "Lord Howe Island Signal".*

IN view of France's determination to proceed with nuclear bomb testing in the South Pacific in which there is a real danger to the health and security of the Samoan people, we should lose no opportunity to show our displeasure.

There is, I believe, an honorary French Consul in Apia. This relationship should be broken off by order of our [the Western Samoan] Government. When France starts to take a reasonable attitude to our protests about their forthcoming bomb tests, then perhaps we can resume friendly relations.—*Letter from "Nationalist" in "Samoana", Apia.*

IT is staggering to realise that, administratively at least, Papua-New Guinea is fast catching up with countries which have had scores of years of development, welfare, local government and constitutional advance, and from which had come, even before the Second World War, a nationalist unity which we have not yet begun to taste.—*Editorial in "South Pacific Post", Port Moresby.*

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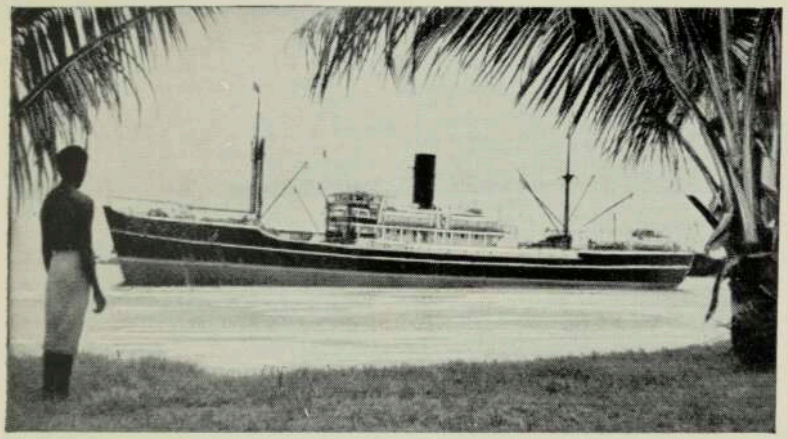

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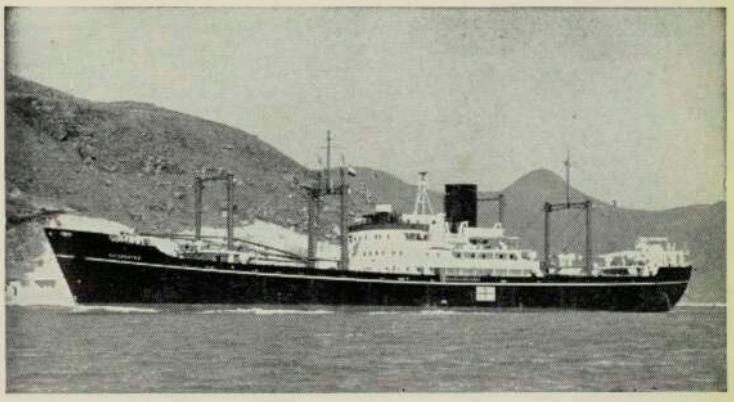

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LONG ARM OF US NAVY FINALLY CAUGHT UP WITH TREACHEROUS FIJIAN CHIEF

FROM CAPTAIN STAN BROWN IN SUVA

When the USS *Vincennes* returned to New York on June 16, 1842, after heading a squadron on a four-year voyage round the world, there were two men on board who did not enjoy the homecoming.

● **Veidovi, the Fijian chief, who was arrested by the US Exploring Expedition.**

ONE was Charles Wilkes, the 46-year-old commodore of the squadron. The other was a Fijian chief called Veidovi (pronounced: Vein-dor-vee).

For Wilkes, the homecoming was marred by the fact that several disgruntled officers, whom he had disciplined and sent home from the Pacific, had laid a charge against him of "murder and cruelty to natives", which he had to answer before a courtmartial.

As for Veidovi, he lay ill and forgotten in the *Vincennes'* sick bay after two long years in captivity because of a crime committed in Fiji eight years earlier.

The *Vincennes* was the flagship of a squadron of six ships which left New York on August 18, 1838. Known as the United States Exploring Expedition, the squadron was the first that the United States Navy ever sent to sea on a voyage of exploration.

Ports of Call

The voyage took in Madeira, Rio de Janeiro, Tierra del Fuego, Chile, Peru, the Tuamotus, Tahiti, Samoa, New South Wales, the Antarctic, New Zealand, Fiji, Hawaii, the Columbia River, California, the Philippines, the Sulu Archipelago, Singapore and St. Helena.

The other ships in the squadron when it left New York were the USS *Porpoise, Peacock, Relief, Seagull,* and *Flying Fish*. Of these, only the *Porpoise* saw the voyage through to the end.

The *Peacock* was wrecked at the mouth of the Columbia River (and was replaced by USS *Oregon*); the *Relief* was sent home early in the expedition because she was too slow; the *Seagull* was presumably lost in a collision with an iceberg in the Antarctic; and the *Flying Fish* was sold in Singapore.

The ill-fated *Peacock* was the ship in which Veidovi spent the first part of his captivity. This followed an inquiry in Fiji by the *Peacock's* commander, Captain Hudson, into the murder of several American seamen several years earlier.

The inquiry revealed that the seamen were members of the crew of the American brig *Charles Doggett* (Captain Batchelor) which had arrived in Levuka in August, 1834.

Warring Clans

Levuka, in those days, was the gathering place in Fiji for the few white traders in the Group. They banded together partly to protect themselves against themselves and partly as protection against the many warring Fijian clans.

Although a lone trading ship could expect little help from these men, Captain Batchelor did get an offer of help from a beachcomber called Paddy Connel, who had arrived in Fiji many years earlier after serving a stretch in the New South Wales penal settlement.

Connel, who dressed as a native, suggested that Batchelor should sail to Rewa, on the south-east coast of Viti Levu, where he claimed that, if suitable presents were made to the chiefs, they would allow him to take trepang from the surrounding reefs.

Batchelor agreed to this plan, and sailed his ship the 45 miles to Nuiulau, a port in Rewa, where he anchored. At Connel's invitation many of the Rewa chiefs and commoners came aboard. They noted that there was only a small number of men in the crew yet the ship had great wealth in the form of knives, adzes and similar trade goods.

Among the visitors to the ship was the chief Qaraniqio, half-brother to the King of Rewa, a tall, fierce-looking man who arrived in a huge war canoe to approve final arrangements for the collection of trepang and to make sure he got his share of the presents.

Having seen about his presents, Qaraniqio arranged for the chief Veidovi to go with the *Charles Doggett* to Kadavu where trepang were said to be plentiful.

As Veidovi was *vasu* to the chiefs of Kadavu, he was an ideal ambassador to make arrangements on the gathering of trepang, as a *vasu* is a nephew of an uncle from whom no request can be denied. (Over)

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However, Qaraniqio was not sincere in sending Veidovi on the trepang mission. He wanted him to cut off the ship and capture the Americans' treasure.

But Paddy Connel overheard Qaraniqio's plot and put Captain Batchelor on his guard.

Batchelor took further precautions when his ship reached Bulia, a small island off the north-east coast of Kadavu, and 50 miles from Rewa.

Smoke Houses

Before landing members of his crew to set up smoke houses to cure the trepang, Batchelor had the chief of Bulia seized and held on board as hostage for the good behaviour of the islanders.

An arrangement was then made for the islanders to collect the trepang from the reefs for the crew to cure.

Things went so smoothly that when the chief complained that the unfamiliar food on board had made him ill, Captain Batchelor allowed him to go on shore.

Next morning Veidovi, who was responsible for the shore arrangements, came off to the ship.

He told the captain that the chief was still complaining of a stomach pan and needed medicine.

Batchelor replied that he would send medicine ashore with the mate, Mr. Chitman.

This obviously annoyed Veidovi, who had asked the captain to administer the medicine himself, but his anger quickly gave way to expressions of disappointment.

Veidovi's brief display of anger was enough to put Batchelor on his guard again, and that morning instead of landing all available men as was customary to work ashore, he kept some back to man the brig's guns.

Curing work was, of course, slowed down, and because of the danger, Batchelor became tempted to recall his crew and clear off to another island.

However, the Bulia people kept on bringing such large hauls of trepang from the reefs that Batchelor's cupidity overcame his concern for his men ashore.

Fijian Attack

Then, suddenly, the Fijians struck.

Within a few minutes, they clubbed the Americans ashore and set fire to their curing house.

Only one American escaped death —a man named Housman—who swam off to the ship unnoticed by the natives.

Batchelor ordered the guns to be run out and fired, but the natives quickly took cover on the far side of the island and the shots fell among the smouldering smoke houses. However, the gunfire was sufficient to deter the natives from trying to take the ship for the time being.

At this stage, Batchelor still hoped that his crew were captives and that it would be possible to ransom them.

For this reason, he did not sail immediately, but passed a miserable and wakeful night with all on board armed and watchful in case of an attack on the ship.

A sailing canoe at Bulia, Fiji, where eight men from the American brig "Charles Doggett" were massacred in 1834.—Photo: Rob Wright.

Unabashed

Veidovi, unabashed at what had already happened, came off in a canoe the next morning to reconnoitre the possibility of taking the ship.

But as the guns were manned and every man had a loaded musket handy, he contented himself with offering the bodies of the crew in exchange for some of the ship's goods.

Batchelor finally exchanged seven bodies for one musket. The eighth body never arrived—it turned out that the man, a Negro, had already been cooked and eaten.

As Captain Batchelor now wanted to sail before the Fijians could bring reinforcements from nearby islands to attack the ship, the bodies were hastily sewn in canvas and consigned to the sea. The ship then weighed anchor and sailed for Levuka.

The story of the *Charles Doggett* massacre reached the ears of Commodore Wilkes, of the USS *Vincennes*, when the United States Exploring Expedition called at Levuka in 1840.

Commodore Wilkes heard it from David Whippy, a leading trader and United States citizen, who said it was a matter requiring the attention of the first US ship of war to call in Fiji.

As a French warship had recently called to punish those responsible for the loss of a French ship and her crew, the traders of other nations were intent on having their own ships show their power to the Fijians, as a deterrent against any future attacks.

Paddy Connel was also at Levuka when the exploring expedition arrived. Although Wilkes considered him to be a flagrant liar and told him so, he was able to supply enough corroborative evidence to back up Captain Batchelor's story and to fix the guilt for the *Charles Doggett* affair on Veidovi.

Wilkes decided to send the USS *Peacock* to Rewa to try to capture Veidovi and hold him aboard for trial while the other ships of the squadron did the survey work that had brought them to Fiji.

Veidovi Missing

At Rewa, the *Peacock* attracted many visitors, but Veidovi was not among them. So Captain Hudson decided to hold a reception on board for all the chiefs in the hope that this would bring him in.

The chiefs came—Tui Drakett, the King of Rewa, and the treacherous Qaraniqio were among them—but not Veidovi.

As the afternoon dragged on, Captain Hudson decided to keep the

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Twenty years ago this month, with the Allies gradually getting the upper hand in both the European and Pacific war theatres, the editor of "PIM" was encouraged to do a little prophesying.

In an editorial headed "Air Transport Will Open New Era in the Pacific Islands", he predicted that, when peace returned, airlines would have schedules which would take people and goods "right across the Pacific in 70 hours' flying". (Qantas jet clippers now take 40½ hours).

Yesterday

OTHER items in *PIM* of December, 1943, were:—

Covered by an "air umbrella" and powerful units of the U.S. fleet, U.S. marines landed on Makin and Tarawa atolls in the Gilbert Islands on November 20. The Japanese resisted strongly at Tarawa and there was light resistance at Makin. Next day, the Americans occupied Abemama, and bombed Japanese-held Nauru and the Marshall Islands as a diversionary measure.

* * *

Major D. G. Kennedy, a former District Officer in the Solomons, had been awarded the Distinguished Service Order in recognotion of his gallant and disdistinguished service in the South-West Pacific. Between the time the Japanese landed in the Solomons and the arrival of the Americans, Major Kennedy (then a captain) and an "army" of 32 natives killed 170 Japanese and took 22 prisoners.

* * *

Mr. W. J. Hitchcock, Controller-General of the Australian War Damage Commission, and two assistants were visiting Papua to obtain first-hand information on war damage claims lodged with the Commission.

* * *

A journalist, who had recently visited the New Hebrides, said in a short article that the Condominium Defence Force was one of the most truly "international" armies in the world. "Its Commandant," he said, "is a British subject, the son of an Australian father and a French mother. His second-in-command is a French national, educated in Australia and completely bilingual. The officers and NCO's are other Britishers and Frenchmen. The troops are natives, recruited almost entirely from a cluster of tiny atolls known as the Small Islands, which lie off the north-east coast of Malekula. The Small Islanders were chosen because of their robust health and the fact that they all speak the same language—an unusual circumstance in the New Hebrides."

* * *

A Japanese ceremonial sword, which a party of Tongans and Fijians had captured in the Solomons, had been presented to Queen Salote by a New Zealander, Lieutenant Sid Heckler. Heckler and a party of Fijian and Tongan commandos worked their way through to the rear of the Japanese positions and cut a telephone line. They then took cover and waited until a Japanese party of seven men, led by an officer, arrived to repair the broken line. The Japanese were ambushed and wiped out. It was the officer's sword which Heckler presented to Queen Salote.

* * *

An eruption of the Tongan island of Niuafoou (Tin Can Island) had caused widespread damage to food crops and vegetation in September, but no loss of life. Mr. C. W. T. Johnson, the British Consul and Agent for Tonga, who visited Niuafoou soon after the eruption, reported that with the exception of the coconuts and an occasional mango tree, all the foliage on the island, even the grass, was brown and withered.

* * *

The death was announced in Brisbane at the age of 81 of Captain Oscar Svensen, a pioneer planter in the Solomons. He established coconut plantations in the Solomons soon after the British protectorate was proclaimed there in 1893.

other chiefs and the king on board as hostages and demand that Veidovi be delivered up in return for their release.

When the chiefs were told that they were prisoners, and why, they pointed out that as they were all on board, no one ashore could give orders for the taking of Veidovi.

It was then agreed that Qaraniqio should be sent ashore to get him.

Qaraniqio, who was known to hate and fear Veidovi, now had an opportunity to rid himself of a rival—and he got him aboard the *Peacock* by telling him that Tui Dreketi wanted to see him on the American warship. Veidovi agreed to go aboard next morning.

On board, Veidovi admitted to Captain Hudson through an interpreter that he had been involved in the attack on the *Charles Doggett's* men, and that he had pinioned the arms of the mate while he was struck down.

He added that, some years earlier, he had seized the mate of a trepang ship and ransomed him to the captain for 50 whales' teeth.

Following this confession Veidovi was put in irons and the other chiefs were allowed to go ashore, after being told that Veidovi would be taken to Amercia.

Unhappy

Veidovi was an unhappy man when the squadron finally sailed from Fiji. Wilkes records that only one person on board was able to talk to Veidovi in his own tongue. That was Mr. Vanderford, the master's mate of the *Vincennes*, who, before joining the Navy, had spent seven years in Fiji.

Vanderford formed a liking for the huge Fijian chief and declared his intention of becoming his protector after the squadron returned to America. But this was not to be.

On March 23, 1842, soon after the ship left Singapore on her homeward journey, Vanderford died.

From then on Veidovi pined away, and soon after the *Vincennes* reached New York, he was admitted to the Naval Hospital. He died a few hours later.

Wilkes' homecoming did not turn out badly after all. He was exonerated from blame at the courtmartial, and the following year was promoted to commander.

He went on to produce a narrative of his expedition that is now the source of much knowledge of the early Pacific peoples.

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MAGAZINE SECTION

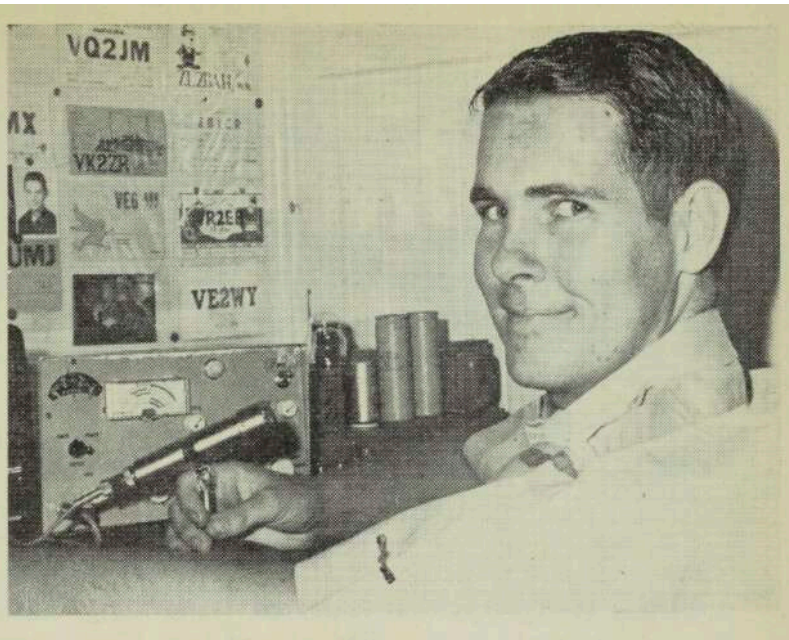
Radio "Ham" Denis Hampton

Is a Busy Ambassador

He Makes Friends For Fiji On The Air Waves

From J. Adlington, in Suva

A "ham" radio operator at Laucala Bay, Fiji, was tuning his shortwave receiver late one night recently. Suddenly, amongst the Morse, came a faint but distant call sign voiced in a rich Irish brogue.



Denis Hampton at his short wave radio transmitter at Laucala Bay, Fiji.

HE replied, and for the brief period that followed a direct-voice radio link was established over the vast expanse of ocean and land that separates Fiji and Ireland.

After the usual exchange of "ham" technicalities, a feature of this hobby, the talk turned to generalities. Soon a spate of questions and answers about life in sunny Fiji was flying through the ether until the voice faded in the distance.

As a result of this chance contact, Fiji received yet another small publicity boost from her busy ambassador of the "ham" bands, Denis Hampton—or, as he is better known, VR2EH.

An enthusiastic and dedicated radio amateur for the past 3½ years, this young, unassuming New Zealander had notched up over 2,000 radio contacts before he was posted to Fiji as a member of the Royal New Zealand Air Force in April, 1962.

2,800 Contacts

A radio mechanic by trade, he spends most of his off-duty time making friends around the world by means of his small radio receiver and transmitter.

"There are so many friends now," he says wryly, "it costs me over 30/- a week in stamps alone." (Each new contact is usually confirmed with a QSL—proof of contact—card).

Since arriving at Laucala Bay, he has logged up a further 2,800 contacts. Nearly 2,000 of these are originals, the balance being made up of repeat or regular calls. The U.S. accounts for most of these. The rest are spread over most of the major countries of the world, including those behind the Iron Curtain.

Morse is the most efficient mode of communication between the "hams", but direct-voice links can sometimes be effected over long distances when the atmospheric conditions are suitable.

Radio Friends

Speaking of his world-wide circle of radio friends, Denis says: "They seem to get quite a kick out of making contact with a far-off tropical island, and I get asked a number of questions about deep-sea fishing, climate and the local inhabitants."

"Some operators have only a vague idea about Fiji. So I try to tell them as much as I know regarding the Islands, the Fijians and the general way of life. They all seem to find it most interesting."

But the contacts with Fiji do not end there. Correspondence often develops, and requests come in for more information on Fiji. Brochures and booklets on the Colony are posted off and small gifts are sent as souvenirs. Fiji stamps are in great demand everywhere.

All these contacts add up to one thing: Fiji is enjoying a lot of good publicity that costs the country nothing.

Papering the walls of Denis' hut are QSL cards from places as far apart as Northern Rhodesia, Russia, the U.S., England and Australia.

They are ample evidence of a rewarding pastime which, having no political or racial barriers to surmount, brings together the individuals from the various countries in an atmosphere of harmony and purpose.

Denis provides his own QSL cards. These have the additional purpose of serving as colourful advertisements from the country of origin, and are an added expense to his already substantial correspondence bill.

Denis feels that if facilities were made available for the provision of an official publicity card, suitable for QSL purposes, the scope for distribution would be greatly enlarged.

Not Enough Publicity

A Nadi businessman returning recently from the Sydney Trade Fair lamented the fact that insufficient was being done overseas to publicise the products and tourist attractions of Fiji.

The debate a few months ago at the United Nations on Fiji's colonial status has proved the ignorance of the outside world on Fijian affairs.

However, it is not the fault of people like Denis that this is the case.

According to him, there are about 12 other active "ham" operators working the air regularly from within the Colony. If they are all as enthusiatsic about Fiji as he is, then the cumulative effect from a public relations angle must be considerable.

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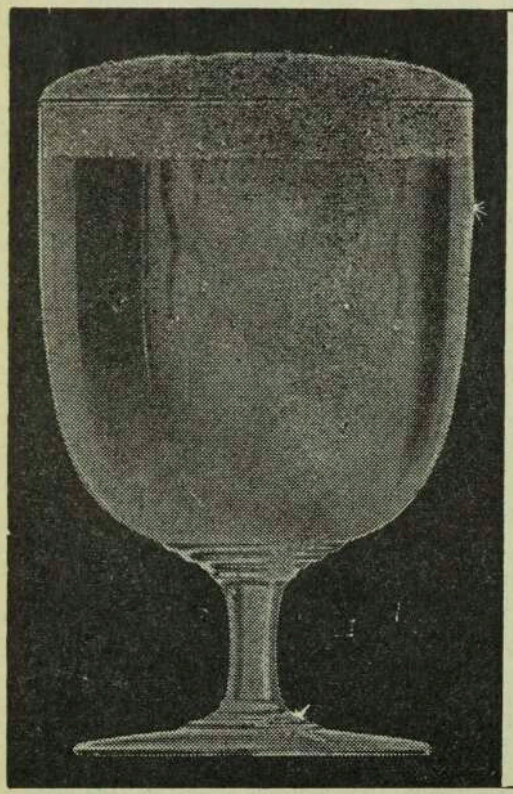

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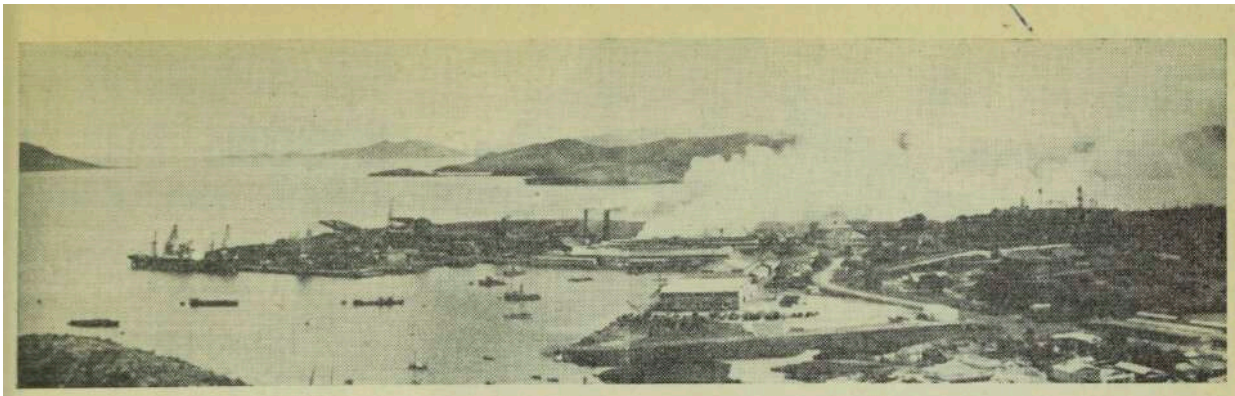

● This is a present-day view of the Point Doniambo smelters and wharf of the French Nickel Company in Noumea. It was at the nickel company's wharf where the great wartime explosion occurred.

52 DIED WHEN ARMS EXPLODED IN WARTIME NEW CALEDONIA

By LEW PRIDAY

It was about 2 p.m. on Sunday, November 1, 1943. Noumea was just waking from its after-lunch siesta, and I was walking in the Rue d'Alma when the town shook as in an earthquake.

A HOT blast of air rushed through the town, and shattered glass fell from many shop windows. About half a mile across the harbour, on the far side of the Point Doniambo nickel smelters, the greatest explosion in New Caledonia's history had occurred.

It was a major disaster, of vital importance to the Allied war effort at the height of the Solomons' offensive. It was so important that newspapermen could not report it at the time; and I have seen no references to it in print since.

What had happened was this: Tons of ammunition and barrels of gasoline had blown up on the wharf, 52 men had been killed, and scores had been injured.

The explosion caused many fires which did much damage, but quick action by a United States ammunition platoon and a bomb disposal platoon, Army engineers, Navy construction battalions and port personnel got the fires under control within four hours, and they were put out within eight.

Repairs to the wharves began immediately and were completed within 24 hours.

Many lives were saved through the untiring efforts of Army and Navy men. One officer—a second-lieutenant, named King—was awarded a Soldier's Medal for heroism in evacuating a supply of ammunition, several trucks, and other equipment amid fire and flying shrapnel, thus saving much Government property from destruction.

Four ships were berthed near where the explosion occurred. Three of them got clear of the docks within 27 minutes, and the fourth ship followed soon afterwards.

Harbour pilots from the offices of the port director were aboard these ships less than nine minutes after the explosion, lending what assistance they could. At least one Frenchman was afterwards decorated by the Americans for the part he played in getting one ship clear.

As soon as practicable, debris was searched for unexploded ammunition, and all such ammunition was loaded on trucks and taken to an area to be further inspected by bomb disposal troops.

Ammunition in various dumps around the town was inspected and any that showed signs of deterioration was fired.

During the rest of the day and throughout the night, those supervising salvage operations and removing debris did heroic work. Crews from the Army's 353rd and 362nd Engineers participated.

Plans were then drawn up to rebuild the damaged area, a task that was completed late the same month.

The explosion was so severe that the recently completed concrete slab of the wharf had to be reconstructed.

The scene after the explosion, on the dock and in the water, beggared the imagination. After several days of intense work by the Allied Forces and French civilians in recovering bodies from the charred debris, 35 bodies remained unidentifiable.

A mass burial service was held at the U.S. Army cemetery off the highway out of town. It was conducted by Chaplain R. D. Driscoll, of the U.S. Navy, and Chaplain John M. Smith, of the U.S. Army. Twenty-five bodies were buried on November 2, 26 on November 3, and one on November 5.

Pacific Literary Event

A de luxe edition of the previously unpublished memoirs of Queen Marau, last queen of Tahiti, is to be published soon, according to the Rev. Patrick O'Reilly in a preface in Ernest Salmon's book "Alexandre Salmon et sa femme Ariitaimai". The book will be illustrated by Jacques Bouillaire. It will undoubtedly be much sought after by Pacific book collectors.

Queen Marau, who died in 1935 at the age of 74, was the wife of Tahiti's last king, Pomare V. The couple were divorced in 1877 soon after Pomare became sovereign.

After Pomare's death in 1890, the French accorded Marau a pension and the privileges of an ex-queen.

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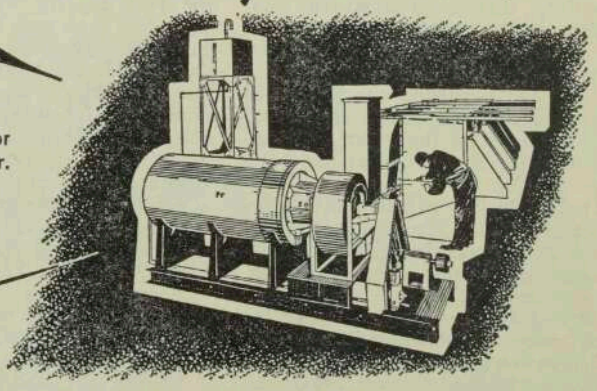

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MAGAZINE SECTION

EVERYONE GOT BUSY WHEN "HOLE 'E FALL DOWN ALONG BILL"

By Lance H. Wilkinson, of Samarai

The digging out of nearly 100 miners at an iron-ore mine in Germany in October and November after a broken reservoir flooded the pit was a tremendous feat in the mining world, and deserved all the acclaim and recognition it received. Reading of it reminded me of a similar feat, this one in a goldmine, in Papua, in the old days.

THOUGH not hailed as a masterpiece of mine engineering, it was probably hailed a lot louder by the bloke we dug out.

It also happened that he was the underground manager, and although union officials today may be inclined to leave a man of that category there for good, we thought a lot of him.

Three levels were involved—No. 7, No. 8 and No. 9, the last being the top. There was about 80 ft elevation between each level.

No. 7 and No. 9 had surface outlets, but not No. 8.

I was working No. 8 and Roy Vicary (at present near the top in the P-NG Agriculture Department) was looking after No. 9.

Inspection

Bill Henley used to go through the whole mine every morning, generally finishing his inspection when the rest of us had gone home for dinner.

I was just entering No. 7 after dinner when a wild-eyed boy came racing out of the adit exclaiming that "hole 'e fall down along Bill". (We didn't call the underground manager Mr. in those times).

I followed the boy in and up half a dozen ladders, and on entering No. 9 drive from the inside I located the fall.

There was a hole about eight inches square, through which the boy had apparently crawled. Bill was on the inside.

Apparently there had been two falls simultaneously about 15 ft apart. The outer one was completely blocked for what turned out to be about 20 ft.

Bill wasn't injured, but he was a bit worried, as we had been having heavy rain for weeks and the water was rising round his legs.

The timber where he was, was holding pretty well, he said. But he'd still like to get out.

I thought he understated a lot of things, and asked him how the boy got through. He said he had had to give him a bit of a shove, and I thought that was another understatement.

We brought up all the available timber and got busy. Meanwhile, I sent a runner to Roy to let him know that it was not just an ordinary fall, but that Bill was inside. He started valiantly from his end.

As all miners know, picking up old ground is harder than digging new stuff, and old ground which has been timbered is a proposition which can't be hurried.

However, hurry we did, and after 2½ hours of saws, chisels, toms and booms, we were able to extract Bill in one piece.

The water had reached his knees by that time, and it would have been a poor chance for him if the small escape hole had not been left.

Bill was not medically inspected as we had no doctors. He was back that afternoon helping Roy and myself to clear the damage.

Sing a Song of Papaws

"Here we go round the papaw tree, the papaw tree, the papaw tree," sang Miss Ann Cameron on Radio Rabaul one night recently.

Miss Cameron, training officer for pre-schools in New Britain, was introducing a new session to Radio Rabaul Radio Pre-School.

The session, in English, pidgin and Tolai, uses simple songs, stories and constant repetition in an attempt to help native children learn English.

What happened to the mulberry bush?

Says Mr. H. H. Leigh, manager of the administration-owned radio station: "It's ridiculous to talk about a mulberry bush in the heart of New Guinea. A papaw tree makes it much more realistic to the children."

Footnote: The Radio Rabaul song does not mention "a cold and frosty morning" either.—AAP-Reuter.

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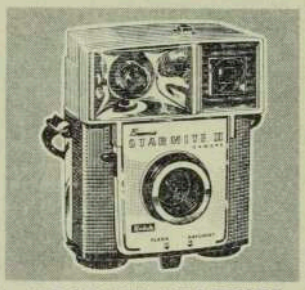

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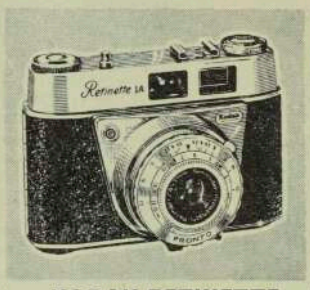

KODAK RETINETTE 1A CAMERA
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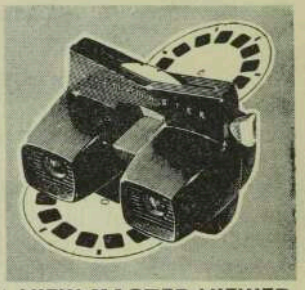

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THE MONTH'S NEW READING

The island of Savo broods over "Ironbottom Sound", graveyard of ships, as these US destroyers manoeuvre. A photograph from "Savo".

"Whalemen Adventurers"

Pacific collectors will learn with interest about a new issue of W. J. Dakin's "Whalemen Adventurers".

This account of whaling in Australia and Southern seas, first published in 1934, revised in 1938, and long out of print, is now available in Sirius Books, which is a library of worthwhile Australian titles published by Angus and Robertson Ltd. Each title is printed simultaneously in paperback and cloth bound editions.

The welcome new edition of "Whalemen Adventurers" carries a foreword about recent whaling conditions by Dr. R. G. Chittleborough, senior research officer in the CSIRO's division of fisheries. Dr. Chittleborough points out that although a variety of books on whaling have appeared since the late Professor Dakin's book was published, his is still the only one surveying the history of Australian whaling and tracing the role of whaling from the country's colonial infancy. Dr. Chittleborough's foreword, bringing as it does, the whaling picture up to date, is a valuable addition.

(WHALEMEN ADVENTURERS. Sirius Books, by Angus and Robertson. 27/6 (hard cover), 17/6 (paperback.)

Bitter Naval Lessons Of The Pacific War

It has taken us a long time to realise just how harsh were some of the lessons taught by the Japanese in the Pacific War. Two new books, one from Britain and one from the US, this month shed light on the bitterest pills that the Allies had to swallow—realisation of their own outdated naval techniques and their appalling underestimation of Japanese naval skill.

RICHARD Hough's *The Hunting of Force Z* is an account of the sinking of the pride of the British fleet, the *Prince of Wales* and *Repulse*, within a few days of the opening of the war.

This, Britain's greatest modern naval disaster, is set against the wider background of the "battleships v. bombs" controversy between wars, revealing how the debacle was virtually inevitable as a result of decisions taken many years before.

American writer Richard Newcombe, in *Savo*, takes a close look at the chain of events which lost three heavy US cruisers and one Australian within an hour off Savo Island, in the British Solomons, in August, 1942.

This resounding defeat accompanied the first American amphibious operation of the war (in fact, since 1898)—the combined landing on Guadalcanal.

Although in many ways the authors approach their two tasks differently—the British writer is more interested in the long view of events, and Newcombe concentrates on the detail of the action itself—they are both forced to the conclusion that the painful lessons could never have been taught if British and American naval policy between the wars had taken better note of what the Japanese were up to.

Restricted in its battleship building by the Washington Treaty, the Japanese put their faith in air attack, by both bomb and torpedo, to compensate for their disparity in capital ships.

Japs Believed in Aircraft

As early as 1915 Isoroku Yamamoto was declaring that the most important thing of the future was a ship to carry aeroplanes, and that a torpedo plane could destroy a battleship. Few people believed him.

The Japanese secretly and tirelessly strove to perfect the first oxygen-powered torpedo between 1928 and 1933. They successfully produced a 30 ft giant with a speed of 49 knots which made every other torpedo in the world obsolete overnight, and then in the next seven years trained their men to perfection in using it.

(Over)

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While the RN and the US Navy placed dummy cork warheads on their practice torpedoes, the Japanese exploded real ones with a lavish disregard for their cost. While the British and Americans dropped sand bombs on target battleships the Japanese sent their old battleships to the bottom with their oxygen torpedoes.

By 1941 Yamamoto had nine aircraft carriers under his command, more than any other power, and his air crews were the most experienced. Crews of land-based torpedo planes consistently achieved an average of 74 per cent. hits against battleships on manoeuvres.

Most Japanese destroyers and submarines by 1941 were equipped with the diabolical "Long Lance" underwater killer, and their crews were trained in night fighting. The Navy had developed powerful night marine glasses and combed the fleet for men with exceptional eyesight. They were trained in special techniques until they could distinguish targets more than four miles away even on dark nights.

Big-gun Platform

Japan had battleships, too, but looked on them as big-gun platforms needed only until the enemy fleet could be destroyed by torpedoes from destroyers, submarines or from the air. Her faith was in the destructive power of the plane.

The US Navy's strength still lay primarily in the battleship. There were officers in Washington who believed like Yamamoto that the Pacific war would be fought mainly in the air and under the ocean but they were a small minority.

The Royal Navy was even more wedded to the battlewagon than was America, where at least there were some finer shades of compromise. The British naval plane was not intended primarily for striking, and the carrier's role was still to help the fleet as an auxiliary. The important duty of the aircraft was seen as spotting the fall of shells for the capital ships.

Prince of Wales and *Repulse* were the only two heavy units in Force Z, when that British battle fleet arrived in Singapore just before the Japanese struck in December, 1941. They arrived amid world-wide publicity, for Britain was using them as gun-boat diplomacy. The dreadnoughts were meant to instill fear into the hearts of the cocky Japanese, but it turned out that the Japanese awaited their arrival with relish.

With the invasion of Malaya in

full flood, airfield after airfield was destroyed, cutting off British air support for the battle fleet, which meanwhile had taken to sea under Admiral Sir Tom Phillips. Phillips planned a surprise raid on Japanese landing operations along the coast, but he never got within cooee of his target before he was spotted by Jap submarines and aircraft.

After that, the two big battlewagons were virtually sitting ducks as aircraft, all land based, hurled torpedoes and bombs from every direction of the compass.

Within a few hours the Japanese had granted the two ships the tragic distinction of being the first capital ships ever to be sunk at sea by aircraft, and Britain had lost Admiral Phillips and 840 officers and men at a crucial stage of events.

"It is fruitless now," says Richard Hough, "to calculate that the most powerful British force of the most modern torpedo bombers stationed in Malaya could have crushed the Japanese invasion and that they would have cost far less to build, and maintain over the years, than the two capital ships that went down after destroying four per cent. of the enemy."

The torpedo lessons learned by the Allies off Malaya, and again at Midway, were partly responsible for the enormous Allied defeat at Savo one night in 1942, when 1,270 men were killed and 709 wounded. Four heavy cruisers, including HMAS *Canberra*, and a destroyer were sunk and the Japanese escaped unscathed.

Savo Blunders

The Allied force was covering the landing at Guadalcanal but because of the American fear of Japanese torpedo attacks against three aircraft carriers at the scene, the carriers sailed south after 48 hours, leaving the fleet without air protection.

But this was only one of a long series of blunders on that operation. In the first place, the operation was badly planned. There was remarkable inefficiency in reporting enemy sightings and there were long delays in getting reports through to the right quarters—with Australian airmen as much to blame as anybody.

The Allied fleet was wrongly split up so that some units couldn't be used. There were confusion and timidity. And there were instances of "lack of battle mindedness", which in some cases was due to lack of training and experience and in others to simple funk. Japanese torpedoes and Japanese battle training did the rest.

The blow to American naval and civilian morale in the debacle was harsh. "Americans", says Newcombe, "were not accustomed to defeat. . . . Other shocks awaited, to be sure, but one could hardly perceive as yet that the era of romantic war was dead. . . . In one night the United States Navy had been blasted from a distant and romantic past to a harsh and violent present".

Meanwhile, the bones of the ships that were sunk at the Battle of Savo that night, together with those that followed in the next six months of the bitter Solomons campaign—in all, 24 combatant ships from either side, together with almost as many transports, auxiliaries and motor TP boats—resulted in a new name for Savo Sound. It is Ironbottom Sound to this day.—SI.

(THE HUNTING OF FORCE Z. Collins. 32/6. SAVO. Ure Smith Pty., Ltd. 37/6.)

USING THE LIBRARY

TWO new publications on library use could be of interest to Islands readers, students and librarians.

Using the Library, is a booklet directed to older school children who have the advantage of a properly organised library in which to work, but it has a great deal to offer any newcomer to a library. There is a simple explanation of the Dewey decimal system of classification, a discussion of the principles on which a library catalogue is formed, and a listing of ready reference books and hints on their uses. For anyone who wants to organise his private library, there is useful information.

For some sophisticated library users, *Australian Bibliography* is a larger, thoroughly useful publication which summarises bibliographical works in all subject areas, including newspapers and government publications.—JS.

(USING THE LIBRARY and AUSTRALIAN BIBLIOGRAPHY, both published by F. W. Cheshire, Melbourne, at 7/9 and 22/6 respectively.)

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Andrew Sharp Hits Back At Critics On Old Polynesia

When New Zealand scholar Andrew Sharp published his *Ancient Voyagers in the Pacific* in 1956, he put forward a theory that was virtual heresy to many people who care about how the ancient Polynesians came from wherever they came from.

THIS theory cut the ancient Polynesians down from super-Columbuses (as many writers on the Pacific had pictured them) to almost ordinary mortals.

Sharp said that the islands of the Pacific (and Polynesia in particular) were not settled by courageous explorers, who, having found new islands, returned to their homelands, collected canoe-loads of colonists, and took them back to the newly-found lands.

On the contrary, he said, the islands were settled purely by accident—mainly by canoe-loads of people who were blown away from their own islands and cast up on others; sometimes by voluntary exiles who were searching for new lands; and sometimes by unwilling exiles.

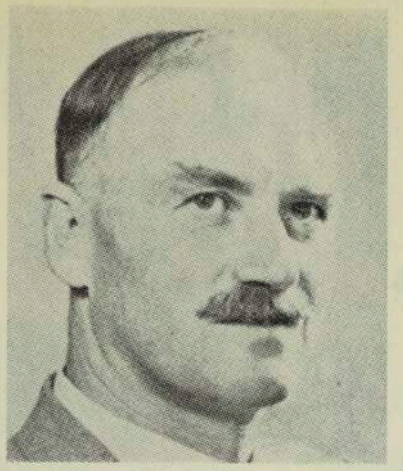
Except for the part about the exiles, there was nothing new about this theory. Captain Cook had propounded it back in 1777. But Sharp, in his book, assembled so much data in support of his contentions that even the Polynesian Society could not find any single person learned enough to assess the whole range of his arguments.

Anti-Sharp

Eventually, the Polynesian Society got a panel of reviewers to do the job. (*PIM*, Dec., 1962, p. 38). These experts filled 150-odd pages of the *Journal of the Polynesian Society* with their views, many of which were decidedly anti-Sharp. Only one expert said he fully accepted Sharp's views. This was Captain Brett Hilder, well known to *PIM* readers for his profiles of Pacific personalities.

Meanwhile, other experts had had a dig at Sharp in books, reviews and articles; and Sharp, according to his own account, got involved in no less than 2,191 oral discussions on his book's themes and exchanged dozens of letters with other experts.

Several million words must have been spilled in these discussions, but Sharp maintains that he has still to hear or read an argument which "impugns the basic contentions" of his book.



Andrew Sharp.

However, he has been sufficiently stung by all the argumentation to bring out another book in reply to his various critics.

This is called *Ancient Voyagers in Polynesia*. It is partly a rewritten version of his former book, but it contains, he says, "sufficient new material to justify the claim that it is in considerable degree a new book" and it includes "some advances" on his previous views.

Generally speaking, it will not be obvious to the general reader where the material in Sharp's new book is new and where the views expressed are "advances" on old ones.

The first section seems to be largely a recapitulation of Sharp's earlier arguments *against* the notion that the ancient Polynesian voyagers could navigate over long stretches of empty sea without instruments.

One point on which Sharp's new book differs from the former one is that there is much more emphasis on the idea that the Pacific islands were settled by exiles, both voluntary and forced.

This idea was so buried in *Ancient Voyagers in the Pacific* that many people, no doubt, read over or quickly forgot about it—leaving themselves with the notion that Sharp maintained that the only colonisers of Polynesia were blown-away voyagers.

Exiles

The fact that Sharp does give the exiles "a go" is important for it means that he *does* believe that some of the ancient Polynesians went out deliberately in search of islands that they did not know existed. What he *does not* believe is that, the Polynesians having found new islands—by accident—deliberately sailed home and told others about their landfalls.

Another aspect of Sharp's new book that differs slightly from his earlier one is his attitude towards the link between Polynesia and South America.

(Over)

J. K. McCarthy

PATROL INTO YESTERDAY

My New Guinea Years

Here is the enthralling story of New Guinea, as seen by a man who has been part of its history for just on forty years and watched its transition from savagery to civilisation. He led patrol after patrol into unknown parts, surviving arrow attacks, and when war came he stayed behind Japanese lines as a coastwatcher. Today, as Director of Native Affairs, he is using his vast experience to help the people achieve self-government.

260 pages: 9¼ in. x 6 in.: 42 historic photographs in twenty-four pages of lithographed plates: two double-spread text maps: front and back endpaper map in two colours: three part-titles line drawings: a two-colour double spread title page: well indexed: **47/6** *(Australian post 1/3)*

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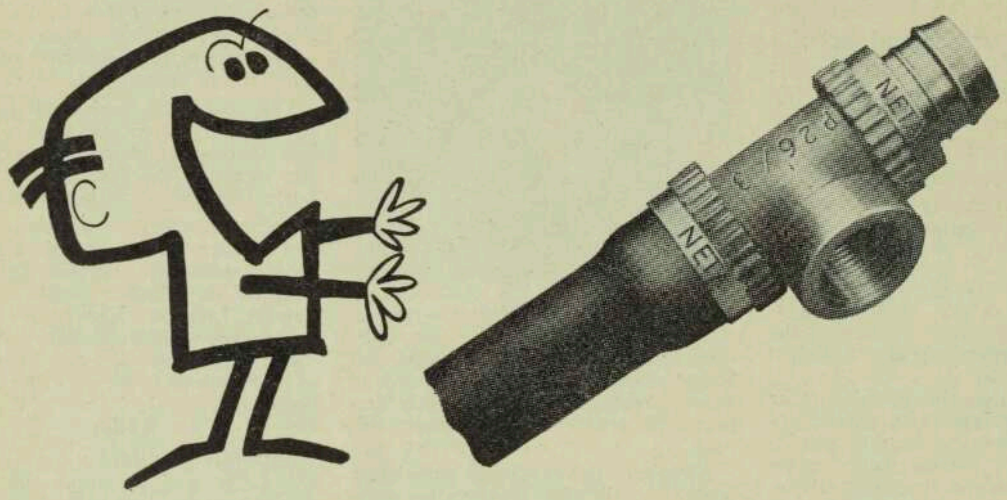

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The two territories, it seems, must have been linked in some way in the past because of the sweet potato (called *kumara* or something like that on both sides of the Pacific) and because a cross between Old World and American cotton was found growing wild in Tahiti and Hawaii by early European visitors.

Sharp says he used to think that Polynesian voyagers, having reached America, may have pushed off again with American plants and got back to Polynesia.

But the failure of raft voyager Eric de Bisschop on both legs of his attempt to get to America from Polynesia and back again, despite modern geographical knowledge and navigational aids, has made his old idea unattractive.

Sharp says he now presumes that migrants from America brought the sweet potato to Eastern Polynesia after the Polynesians were established there—and, he infers, were absorbed by the Polynesians along with the word *kumara*.

Wild Cotton

As for the wild cotton, Sharp says: "Perhaps the seeds were conveyed by casual migrants from America, who arrived before the Polynesians, but did not leave descendants. This could explain why the plants were growing wild."

On the endlessly debated question of where the Polynesians came from, Sharp plumps for the idea that they came from the west, through the waters between Buru and Yap, to eastern New Guinea and the Melanesian islands.

From there, he thinks, they spread into Polynesia by a slow succession of west-east voyages; that the Samoans were predominantly or exclusively derived from Tonga; that the Marquesans came from eastern Savaii; and that the Eastern Polynesians, Hawaiians and New Zealand Maoris descended from the early Marquesans.

The publication of *Ancient Voyagers in Polynesia* corresponds with the appearance in book form, under the title *Polynesian Navigation*, of the Polynesian Society's symposium on Sharp's earlier book. The symposium originally appeared in the *Journal of the Polynesian Society* for September and December, 1962.

In either journal or book form, the symposium—like Sharp's books—is a "must" for everyone interested in the Polynesian problem.—RL.

(ANCIENT VOYAGERS IN POLYNESIA. Published by Angus and Robertson. 28/-. POLYNESIAN NAVIGATION. Published by the Polynesian Society, PO Box 5195, Wellington, NZ. NZ 15/-.)

MAGAZINE SECTION

SEX AND MURDER IN NZ

Good New Zealand novelists seem to have been swamped in the last few years in the upsurge of Australian fiction writers, but New Zealander Ronald Hugh Morrieson this month strikes a telling blow for the Kiwis.

MORRIESON'S novel, *The Scarecrow*, his first, is the refreshingest thing to have crossed the Tasman for many a year, and his next will be awaited with more than ordinary interest.

The Scarecrow is an account of how a sex fiend, with one murder to his credit, arrives in a small New Zealand town, Klynham, and of what follows. This seems a simple enough story, but Morrieson's method of handling the plot is quite remarkable in its skill. There is macabre drama in the account, as one would expect, yet there are also a large helping of comedy, a clever look at small town life, a compassionate account of the day-to-day life of the madcap Poindexter family, and a frank survey of the frequently uproarious sex life of the town's adolescents, and particularly of the sex life of young Neddy Poindexter, through whose pen the story unfolds.

How the author manages to mix all this together and still produce a novel which flows smoothly to its inevitable end, is not easy to see. But he does it.

The general mood of *The Scarecrow* is established at the beginning by Neddy Poindexter, who says that "the trouble with the Poindexters was ready cash and Athol Cudby. We had no ready cash to speak of, but we had stacks of Athol Claude Cudby. It has long been my contention that the constant presence of that man had a more degrading effect on our household than any other factor. Apparently while the slump was playing fortissimo and I was playing cowboys and Indians, we became locally celebrated for not paying the rent, chopping up partitions for fuel against the wintry blasts, boozy parties, and the girls getting into the time honoured spot of bother. Both Winifred and Constance got married the bumpy way and these things take living down in a place the size of Klynham . . . ."

Uncle Athol, explains Neddy, is a bludger, "a prize bludger, the soft voiced 'thank-yuh-kindly' hat-touching type whose answer to flood, famine and plague is a mackintosh. If Athol C. Cudby ever whipped up a bead of honest sweat in his whole life I would appreciate finding out just where and when, so I could send it to Ripley".

Everybody comes to life in this book—Pa Poindexter, who is a junk man but prefers to call himself an antique dealer and valuer; big-hearted Ma, a mixture of compassion, commonsense, blasphemy and worry about where the next meal is coming from; pretty sister Prudence, caught between the pressures of growing up and the almost impossible task of attempting to keep pure in Klynham; Charley Dabney, the weird undertaker.

Larger than life are young Neddy and his mate, Les, who most of the time are completely confused by the sex life in the woodshed, which they refer to uncertainly as "a feel up" or a "you-know-what".

The sex life of the Lynch Gang and other assorted Klynham adolescents is easiest the funniest part of the novel, and at the same time the part which most provides the authenticity which labels Morrieson as a most promising writer.—SI.

(THE SCARECROW. Angus and Robertson. 21/-.)

FOR MUSIC LOVERS

A booklet called *Making Friends with the Symphony*, by James Glennon, is designed to give music-lovers a better appreciation of what they are listening to. Historical and analytical notes of 70 symphonies from Hadyn to Shostakovich are given, as well as short biographies of the composers.

The narrative is in layman's language and is suitable for youngsters with an awakening in classical music.

It is published by Rigby Ltd., of Adelaide, South Australia, for 7/6.

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Best Of The Paperbacks

These are the best of the latest release of paperbacks:

Novels:

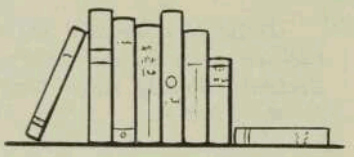
Two famous ones by Taylor Caldwell—DEAR AND GLORIOUS PHYSICIAN, the epic novel of St. Luke, and THIS SIDE OF INNOCENCE (passion and intrigue in three generations). (Fontana; 7/6). THE WAY TO THE LANTERN, by Audrey Erskine Lindop, a bawdy tale of the French revolution. (Fontana; 5/6). SET THIS HOUSE ON FIRE, by William Styron, about contemporary America but set mainly in Italy. (Corgi; 7/6). NO HIGHWAY, by the late Nevil Shute. Drama on a flight across the Atlantic. (Pan; 5/6). SANDALWOOD ISLAND, Russell Foreman's adventure of early Fiji—the sequel to his LONG PIG—both reviewed in hard cover by *PIM*. (Pan; 5/6). THE WIND CANNOT READ by the author of "The World of Susie Wong", Richard Mason. The girl in the love story this time is Japanese. (Pan; 5/6). HORNBLOWER IN THE WEST INDIES, by C. S. Forester. More of the same. Pan; 5/6). KEY TO THE DOOR, by Alan Sillitoe, starts in Nottingham and ends up in Malaya during the emergency. Raw passion. (Pan; 8/9). THE DOCTOR IS SICK, by Anthony Burgess. The first bit of humour among the month's offerings. (Pan; 5/6).

Practical Help:

MAKING A HOUSE A HOME, by Marion Harris, LEARNING TO COOK, by Marguerite Patten, STRAIGHT AND CROOKED THINKING, by Robert H. Thouless, THE PAN BOOK OF LETTER WRITING, by K. Graham Thomson, YOUR EMOTIONAL PROBLEMS, by Peter Fletcher, GOOD SPEAKING, by Mrs. A. M. Henderson, are all practical books, most of them originals, designed to straighten out problems or people. (Pan Pipers. LEARNING TO COOK is 7/6, all others 5/6.)

Something Special:

REFORMATION EUROPE, 1517-59, by G. R. Elton, is one of 12 paperbacks which will comprise the Fontana History of Europe. The books cover the period from the end of the Middle Ages to the end of World War II. Fat, and well indexed. (Fontana Library; 12/6). LIVES OF THE POETS, by Samuel Johnson.



selected and introduced by S. C. Roberts. Johnson's account of the lives and the works of eminent English poets. (Fontana Library; 12/6). THE PSALMS: A New Translation. From the Hebrew by a team of scholars, they are arranged for singing. Musical editions and gramophone records of many of these Psalms are also available. (Fontana; 5/6). THE PATH TO LEADERSHIP, an analysis of the qualities which make men leaders—by one of them—in this case Field Marshal Montgomery. (Fontana; 5/6.)

Murder:

There are three Agatha Christie's: THE MURDER AT THE VICARAGE, MURDER AT THE GALLOP and A MURDER IS ANNOUNCED—and all are fair average quality Agatha Christie fare. (Fontana; 5/6 each).

DIED IN THE WOOL, by New Zealander Ngaio Marsh mixes murder with a New Zealand sheep station and espionage. (Fontana; 5/6.)

The War:

ANZIO, by Wynford Vaughan-Thomas, is an account, illustrated, of the bitter four months battle for the Italian beach-head. (Pan; 7/6). THE WOODEN HORSE, by Eric Williams, the famous escape story that is now a legend. (Fontana; 5/6). SCRAMBLE, by W-Cdr. J. R. D. Braham, the memoirs of Britain's most decorated fighter pilot who has the triple DSO, a triple DFC and the AFC. (Pan Illustrated; 5/6). MY 100 CHILDREN, by Lena Kuchler-Silberman, is a documentary of how a Jewish woman in Poland rescued refugee children from hunger and disease. (Pan 5/6). AN AFFAIR OF MEN, by Errol Brathwaite, a worthwhile novel, set in wartime Bougainville. The hard cover by this New Zealand writer was reviewed in *PIM* a year or two ago. (Fontana; 5/6). COVENANT WITH DEATH, by John Harris, is now something of a classic about a typical Kitchener unit and how it fared in World War I. (Pan; 7/6.)

(ALL PRICES UNLESS OTHERWISE STATED ARE IN AUSTRALIAN CURRENCY.)

(All our copies from William Collins (Overseas) Sydney.)

Australiana

GALLOWS ON THE SAND, by Morris West. This was one of the first novels written by this world-wide, best-seller author and long before he found his *metier* in the by-ways of Roman Catholicism. This is a story of love, life and buried Spanish gold on an island on the Great Barrier Reef, North Queensland. It was first published only in 1956, which only goes to prove how far a novelist with what it takes can travel in seven years.

TRY ANYTHING ONCE, by Frank Clune. One of the first—if not *the* first—literary efforts of this writing-machine. In it he describes how he ran away from home in Woolloomooloo, Sydney, and in the course of his wanderings all over the world became a US cavalry trooper, ship's stoker, lumberjack, clown, paper-boy, and 57 other things before he settled down as accountant and author. It was published originally in 1933.

LASSETER'S LAST RIDE, by Ion L. Idriess. This early model Idriess was one of his best and most popular. It was first published in 1931 and was reprinted over 30 times before the present paper back edition. Lasseter found a reef of gold in Central Australia, near the WA border, before World War I; three years later he re-located it but took incorrect bearings on the reef and again lost it. A WA Government expedition set out to find it in 1916, but was turned back by hostile natives and it was not until the Depression years that a well-equipped expedition, led by Lasseter, set out to try to re-locate it. Idriess' book is the story of that expedition.

THE FURY, by E. V. Timms. This is part of the Australian saga written by Timms in the decade immediately prior to his death. This particular segment covered the Victorian gold-rush era of the 1850's.

(ALL ABOVE IN PACIFIC BOOKS. Published by Angus and Robertson Ltd. Price, 5/6 each.)

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WORTH PRESENTING TO THE CHILDREN

Some worthwhile Christmas offerings for the youngsters, selected from those now flooding from the presses:

THE 1963-64 *Australian Children's Annual* is the 6th of the series and like them is edited by Dr. T. S. Hepworth, who is also editor of the *Australian Children's Newspaper*.

As contributors he has the active assistance of some of the people responsible for the Australian Broadcasting Commission's Children's Hour—including Jason who runs the ABC Argonauts Club. Some of the 70,000 Argonauts themselves also contribute short articles.

This is not a book for Quiz Kids—or even high-brows kids—but for all kids who like imaginative adventure stories as well as factual articles about an assortment of modern subjects that range all the way from motor racing to training seeing-eye dogs.

There are cartoons, things to do and make, plays, music and games, black and white drawings galore and colour and other photography by Frank Hurley.

Suitable for children from eight to early teens.

(AUSTRALIAN CHILDREN'S ANNUAL. Published by Angus & Robertson Ltd. 30/-.)

AMELIA MUDDLE only infrequently did the right thing but had a peculiar gift for doing the very opposite. In fact, she was very much an everyday kind of a child.

Jean Chapman who writes about Amelia (in *Amelia Muddle*, with illustrations by Adye Adams), isn't an everyday kind of a writer. Her small book has real charm, a sense of humour and something more than an academic knowledge of small fry. All muddled Amelias and their mothers will get a laugh out of it.

(AMELIA MUDDLE. Angus & Robertson Ltd. 13/6.)

ALTHOUGH adults might spend their time trying to give a label to the illustrations in the small Bible story-book *(Come to Me all of You)*, most children will find them interesting without worrying whether they can be classed as "primitive" or "modern". They are near enough to what they might draw for themselves to illustrate some of the most celebrated of Christ's miracles and parables. The drawing are by Reinhard Herrmann and the book was originally published in German.

(COME TO ME ALL OF YOU. Macmillan. 13/3.)

RIVER FUGITIVE, by Melva Lear, and *Ship in Hiding*, by George Finkel, are both adventure stories for teenagers.

River Fugitive will appeal to youngsters who like the water and especially sailing, as it is a story of a Western Australian family and their friends who find that the Swan River provides most of their fun and some extraordinary adventures as well. The author writes with a great sense of humour and as though she enjoys life as much as her characters.

Ship in Hiding goes further afield—a Pacific island—and employs adult characters for the entertainment of a younger audience. It all begins when Group-Captain Alan Metcalfe arrived on his island to inspect a Commonwealth War Graves Commission cemetery. He and his party soon find themselves involved in international intrigue which centres around the wreck of an old destroyer which had run aground on a neighbouring reef.—JT.

(RIVER FUGITIVE. 17/6; SHIP IN HIDING. 17/6. Both published by Angus and Robertson Ltd.)

The Lawless and the Lotus PETER PINNEY

Pinney is a tough traveller with a point of view of his own. This is the story of his travels from the West Indies to Tahiti, the New Hebrides, and home to Sydney. Readers who enjoyed **Dust On My Shoes** will find this new travel book just as fascinating. Illustrated.

35s. (post 1s. 8d.)

New Guinea: The Last Unknown GAVIN SOUTER

"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. . . Quite the best thing of its kind that has ever been done about New Guinea." **Pacific Islands Monthly.** Illustrated.

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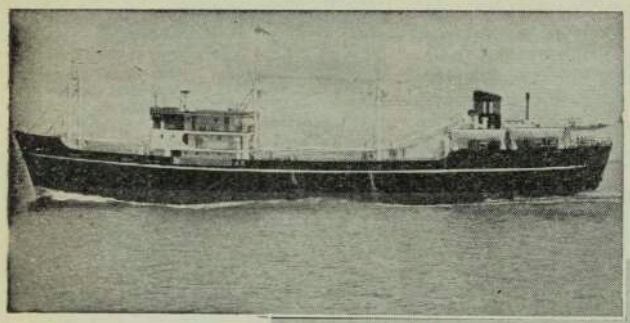

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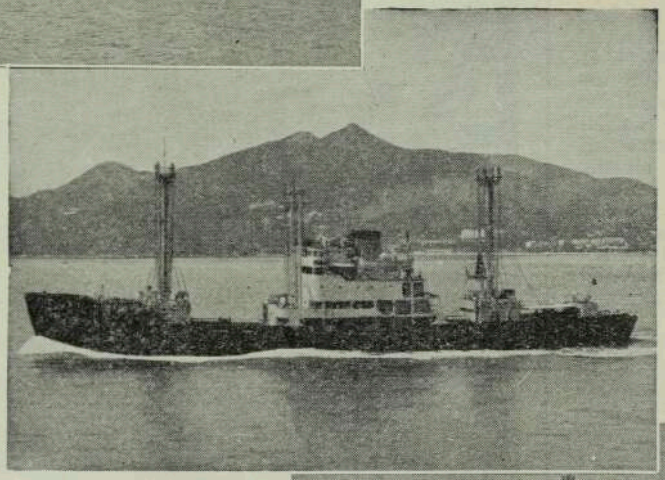
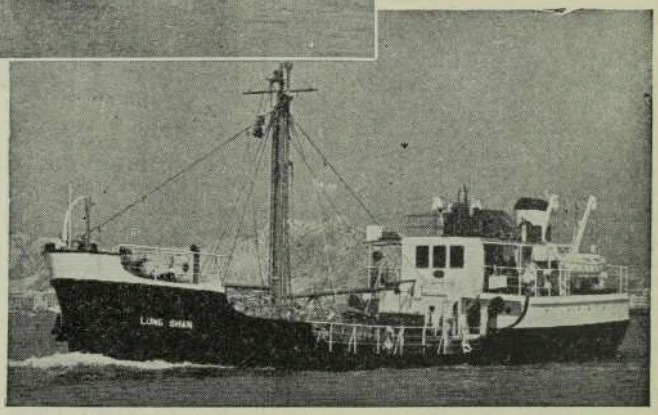
Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.



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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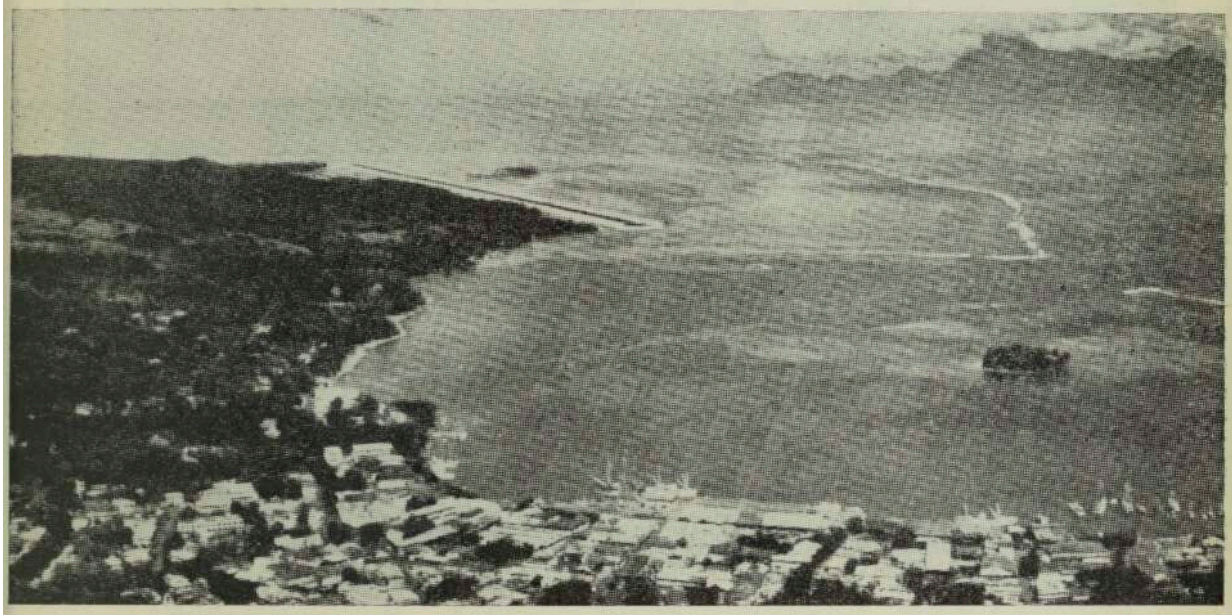
Pacific Shipping And Cruising Yachts



This aerial view of Papeete, with the islet of Motu Uta at right and the entrance to the harbour behind it, helps to illustrate the extensive nature of the £2¾ million plan for the port. A protective dike will be built on the reef behind Motu Uta (line of surf at right); and on the lagoon side of this dike 1,000 ft. of wharves will be built. Motu Uta will be connected with the wharves on the reef through reclamation work, and the islet itself will become the base of other wharves.—Photo: Courtesy of South Pacific Commission.

£2¾M. PAPEETE PORT PLAN

Motu Uta, the tiny, tree-clad islet in Papeete harbour, which is one of the best known plots of ground in the South Pacific, will disappear soon in the interests of progress.

THE islet, which is about half way between Papeete's main wharf and the pass through the reef into Papeete lagoon, will lose its individuality and identity when it is linked with the reef and covered with a mass of steel and concrete as part of a £2¾ million plan to develop the port of Papeete.

The plan is due to be completed by the end of 1966. It will make Papeete one of the best equipped ports in the South Pacific.

Two of the main features of the plan will be the construction of:

● Two wharves, each nearly 500 ft long, by linking Motu Uta with reclaimed land off Point Fare-ute (on the northern side of the town) by means of further reclamation work.

● A protective dike from Fare-ute to the extremity of the pass.

On the lagoon side of the protective dike, nearly 1,000 ft of wharves will be built. About 500 ft will be for the use of small vessels. The rest will be for the use of the French Navy, and will incorporate various repair facilities.

A road connecting the new wharves with the town of Papeete will pass over a bridge, about 250 ft long, to be built between Fare-ute and the reef. This bridge will be high enough for small ships to pass underneath.

In Papeete itself, the main wharf will be replaced by one about 1,300 ft long, which will permit two big mail steamers to berth at the same time.

The haven for pleasure craft will remain where it is, but more room will be provided by creating a special wharf for fishing boats on the northern side of the new main wharf.

The harbour development plan also calls for:

● The construction of two artificial islets between the entrance to the harbour and Motu Uta to "hide the fuel dump from the eyes of tourists". (These islets will actually be two

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In The News This Month

Adi Talei II	Matsonia
Age Unlimited	Melanesia
Asahi Maru No. 8	Moala
Bulolo	Monsoon
Burnside	Myonie
C'Est La Vie	Niuvakai
Cook	Ragna Ringdal
Dai Maru	Runic
Daiese Maru	St Ives d'Armour
Ebisu Maru No. 12	Sea Wind
Fjord III	Seven Little Sisters
Fuku Maru	Siga Wale
Hunakai	Sletta
John Hanna	Slitan
Karu	Taiyo Maru
Katu Maru No. 16	Tanganui
Kibi Maru	Tawakoni
Kilki	Tenyu Maru
Koyei Maru No. 2	Tolai
Kuala Lumpur	Tulagi
Lachlan	Tyrant
Lurline	Ululani
Malaita	Wairongi
Malawai	

built-up shoals. At present, the shoals are awash at low tide.)

● Extending and improving the system of beacons and buoys to permit the movement of ships at night.

When the plan is completed, Papeete harbour will be almost unrecognisable to anyone who has not visited it since reclamation work began north, south and west of Point Fare-ute four or five years ago.

● BILL WILDING RETIRES: One of the Islands' most colourful masters, Captain "Wild Bill" Wilding, retired in October, a month ahead of schedule. As master of BP's *Bulolo*, on the Sydney-Papua-New Guinea run, he was due to retire on the November voyage but he took ill in October with a heart attack and was unable to take the November trip.

Large and varied farewells which had been arranged all round New Guinea for Captain Wilding had to be postponed. Similar farewells within BP's Sydney office also had to be postponed.

He was not well enough in November to supply *PIM* with the details of some of the highlights of his long career.

Captain Wilding is 61 now, and has been with Burns Philp since September 21, 1925. In all that time he has been visiting New Guinea off and on, but for the last 15 years he has been on the New Guinea service regularly.

It was Captain Wilding who some years ago organised the collecting of tropical fish for the Sydney Zoo. On most voyages he has, as a free service collected and brought to Sydney, fish for the acquarium, carrying them in special heated tanks aboard ship. Other skippers have followed his lead.

His friends are still hopeful he will be well enough soon to make a return trip to New Guinea—this time as a passenger—and enjoy the postponed farewells.

Meanwhile he has taken up bowls in Sydney and has told his friends he will spend the time quietly at his Blakehurst home with his wife.

● BURNS PHILP CHANGES: With the retirement of Captain Bill Wilding (see above), Captain N. S. Bickle is now Senior Master with Burns Philp. Captain Bickle, who joined BP's in February, 1930, is master of the *Burnside* on the Singapore run and will remain with that ship. Captain Brett Hilder will take over the 6,600 ton *Bulolo* from the November voyage. It will be the first time he has served in her in any capacity. Captain Hilder's previous command, the 3,310-ton *Malaita*, has already been taken over by Captain John Ealey, who started with Burns Philp in 1951, and who has been a relieving master.

Has Anyone Heard Of A Fiji Rose?

Captain Robert S. Allen, of Corio, Victoria, has written to us asking if we could help him find out exactly what a Fiji rose is.

Captain Allen says in a note that some months ago, while visiting France, a friend who is very interested in cartography, mentioned having heard of a special type of compass rose, called a Fijian rose, which was apparently used many years ago.

"He asked me," Captain Allen goes on "if I could find out anything about this rose on my return home. I have searched in vain throughout the local libraries for some reference to this rose, and being a regular reader of PIM, I though I would pass the buck to you."

PACIFIC SHIPPING

● REEF CLAIMS ANOTHER VICTIM: Treacherous Middleton Reef, some 350 miles south-east of Brisbane, wrote "finis" to yet another ship on November 2 when the Japanese tuna fishing boat *Fuku Maru* went aground there and became a total loss. However, all 26 members of the crew were saved.

The master, Captain M. Horio, said in Brisbane later that he knew the reef was there but believed he was standing far enough off to be out of danger.

But just on dusk, a very high tide and two huge waves picked the boat up and tossed it on the reef. Two other tuna boats, the *Dai Maru* and *Katu Maru No. 16*, sped to the scene in response to a radio call.

After the *Dai Maru* had shot a line 200 yards across the water to the grounded ship, a rowboat from the *Dai Maru* stood by the line 50 yards off the reef and waited to pick up the

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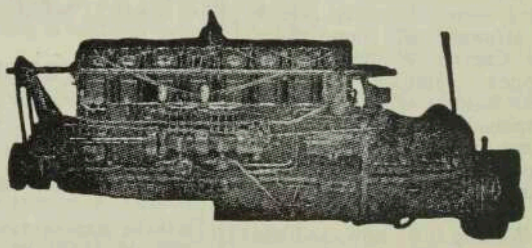

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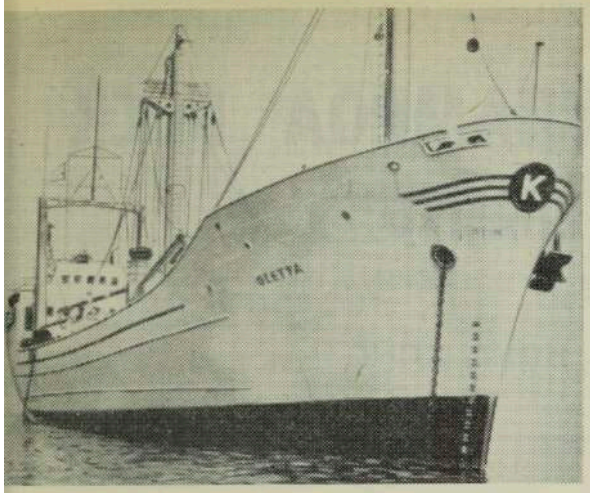

MV "Sletta", Karlander New Guinea Line's new ship, will provide a direct cargo service from Sydney and Brisbane to Rabaul. (See story this page.)

fishermen as they swam, one by one, away from the wreck.

The *Dai Maru* landed them in Brisbane on November 6 where the fishermen told the Press, through an interpreter, that the men had had to swim through a school of sharks to the rowboat.

"The fishermen could see the sharks as they went into the water and started to swim," the interpreter said. "The sharks came very close to some of the swimmers. All the time the sharks swam up and down, just watching."

Exactly a week after this incident, the chief officer of the Japanese tuna boat *Ebisu Maru No. 12* was drowned and four crewmen were injured when a huge wave hit the vessel off Middleton Reef.

The boat remained in the area for two days while an unsuccessful search was made for the missing officer, then made a 36-hour dash to Brisbane with the injured.

The injured men were admitted to Brisbane General Hospital soon after the *Ebisu Maru* berthed there on November 13.

Middleton Reef has taken a heavy toll of ships over the years. The most recent notable victim was the 13,587-ton cargo ship *Runic*, which went aground there on February 20, 1961, and was abandoned.

PACIFIC SHIPPING

• FOR AUSTRALIA-NEW GUINEA TRADE: A new motor vessel to inaugurate a direct cargo service from Australia to Rabaul was due to leave Sydney for Rabaul on November 29.

She is the *Sletta*, built in Bilbao, Spain, for operation by the Karlander New Guinea Line Limited, of Lae. After visiting Rabaul, she will call at Wewak, Madang and Lae.

Mr. H. L. Costello, shipping manager of F. H. Stephens Pty. Ltd., managing agents for the Line, said early in November that the *Sletta* would arrive in Australia from Liverpool on her main voyage during November with drummed cargoes for Melbourne and Sydney.

He said the ship was specially built for the New Guinea-Australia trade. Her cargo facilities included "freezer" and "cooler" accommodation.

(The *Sletta* has a deadweight lifting capacity of 1,850 tons and a cubic grain capacity of 2,036 tons. She is the sister ship of the *Slitan*, which the Karlander Line has been operating in the Islands trade for almost a year.)

Mr. Costello said that under a new schedule, *Slitan* would provide a direct cargo service from Sydney and Brisbane to Port Moresby, then to Lae, Madang and Wewak.

"This integrated service by two sister ships of the New Guinea-owned line will give shippers a much faster turn-around service, providing for all requirements," he said.

The *Slitan*, which is registered in Norway, signed on 13 Papuan seamen in Port Moresby in November. They are believed to be the first Papuan

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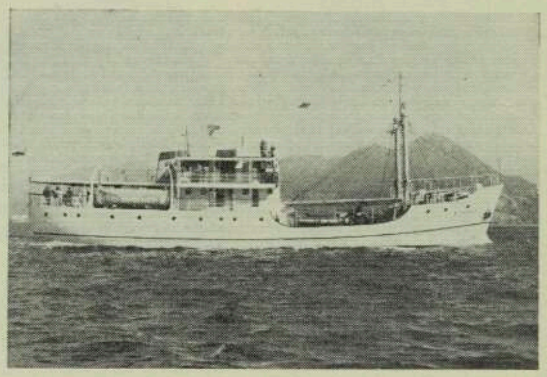

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crew to sign on a foreign-registered vessel since the World War.

The Papuans will serve as deck-hands, engine room attendants, stewards and one as bosun.

● ANOTHER *LURLINE*: A famous name in Pacific steamship travel—SS *Lurline*—will be restored to the California-Hawaii sea lanes on December 6. On that date, the 26,000-ton liner *Matsonia* will be renamed *Lurline*, to become the fourth passenger ship in Matson Line's 81-year history to bear that name.

● SURVEY SHIP REPAIRED: The Royal Navy survey ship, *HMS Cook*, was refloated at Suva on October 27 after two weeks on the slipway for temporary repairs. About the middle of November she was still in Suva awaiting a movement order.

The *Cook* was badly holed in her bows when she struck a coral head off Ellington, north-east Viti Levu, on October 1. Major repairs will be carried out at an overseas port.

● FOR FIJI PASSENGER TRADE: Mr. Tim Hurley, of Suva, has launched a 10-ton cutter for the passenger trade within Fiji. The hull of the cutter, the *Malawai*, was built at Kasavu, Vanua Levu, by Mr. Eric Whippy, from timber salvaged from the Norwegian freighter, *Ragna Ringdal*, which was wrecked on Vatoa Reef in November, 1962.

With a high speed engine, Mr. Hurley expects the *Malawai* to cruise up to 10 knots. The cutter has been fitted with 14 bunks because—Mr. Hurley says—the time has gone when passengers pay to sleep on deck. There is space for about 20 tons of cargo.

Mr. Hurley also owns the *Adi Talei II*, a cargo cutter, and the *Melanesia*, a motor ship, which is engaged in the inter-island trade.

● WORK ON VILA WHARF: Piledriving operations began again in Vila Harbour recently on the site proposed by Mr. Buck, of Messrs. Wilton and Bell, London, for the new wharf. Corrugated sheets were driven into the harbour bottom to measure the resistance of the underlying rock.

When the sheets had been driven about 100 ft down, the workmen had met only coral and sand.

The site, known as Site Six, is about 150 yards off shore, to the north-west of the Hotel Vailele.

● BSIP PASSAGES CHARTED: The BSIP Marine Department has made a series of charts of anchorages and passages into Protectorate harbours, prepared partly from air photographs and partly from observations and soundings. They include detailed charts of Ongtong Java Atoll and of the entrances to Munda and Kia. A new chart of Blackett Strait in the Western Solomons shows the entrance to a possible wharf area where it would be practicable to build a deep sea wharf for loading timber into overseas ships.

A series of charts of the passages into the Malaita anchorages, where the Malaita Council has built or intends to build wharves, has also been prepared.

● SHIP FETCHES A FIVER: Captain Stan Brown, of Suva, has paid £5 for a wrecked Japanese fishing ship, the *Koyei Maru No. 2*, which has been on a reef off Beqa Island since November 19, 1961.

In association with Mr. Barry Philp, who successfully refloated the *Asahi Maru No. 8* from a reef off Sigatoka earlier this year, he has already made one unsuccessful attempt to get the *Koyei Maru* off with the aid of the *Asahi Maru*. Another attempt will be made when there is an extra high tide.

"If that is unsuccessful we will not waste any more time with her," Captain Brown says.

"However, the *Koyei Maru* is moving about and she should come off without much trouble."

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PACIFIC SHIPPING

● LONG DRIFT IN PUNT: A Fijian man and his son drifted 100 miles in 2½ days without food and water in late October on a punt on which they had spent a day's fishing. The men are Kelemedi Vsuca, 36, and his son Sanaila Kalakala, 15, of Natovi, Tailevu, which is on the north-eastern side of the main island of Viti Levu.

On October 26, they set out on the punt for Naigani Island, six miles north-west of Ovalau. Their 5½ horse-power outboard motor broke down on the way back, and high winds and rough seas caused them to drift until they sighted the island of Nacula, in the Yasawa Group, which is on the opposite side of Viti Levu. A quarter of a mile from Nacula, the punt capsized and the two men had to swim for their lives. If they had missed Nacula, they would probably have drifted into the open Pacific. The next island group westward is the New Hebrides.

Both men were near collapse through the fatigue of continually bailing their boat when they reached Nacula.

● REEF ESCAPE: The Methodist Mission boat *Tolai*, which grounded on a reef south of New Hanover Island on October 14, managed to get off again later that day. First reports said no serious damage was done and no one was injured.

● JAP SHIP LOST IN COOKS: The reefs of Pukapuka in the Northern Cook Group claimed another victim on the night of November 10 when the Japanese fishing vessel *Daiese Maru* was wrecked there in dark and stormy conditions.

The crew of 20 were brought safely ashore next morning and a relief vessel arrived in the early afternoon and stood off the wreck. The relief vessel was expected to pick up the stranded men later that day.

This was the second Japanese fishing vessel to be wrecked at Pukapuka in the past six years—the *Taiyo Maru* going aground there in October, 1957.

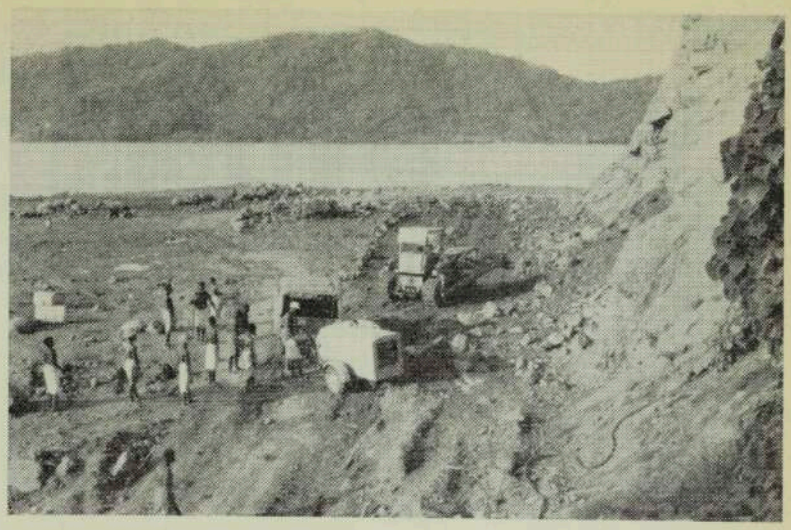
● AND ONE IN THE SOCIETIES: So many Japanese tuna boats are now operating in the Pacific that even keeping up with those that get wrecked is a virtually impossible task.

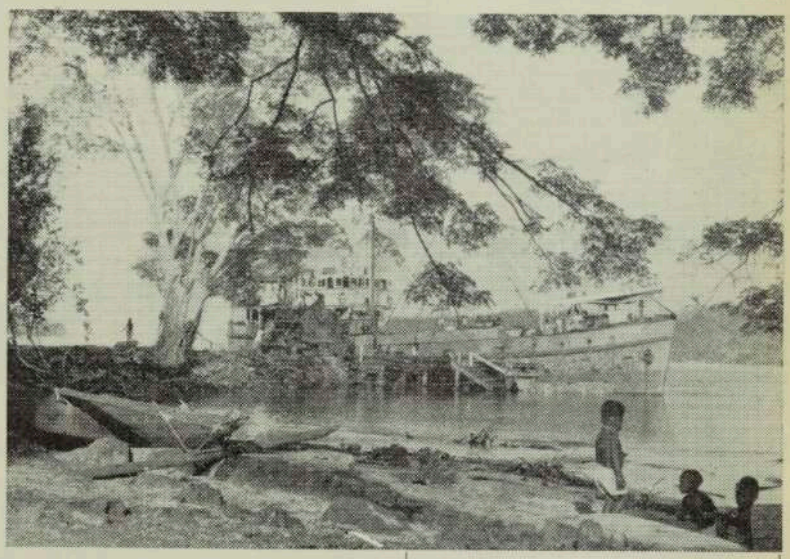
News of one such wreck that has only just filtered through to *PIM* occurred on July 24 when the *Tenyu Maru*, with a crew of 30, went aground on the reef at Mopelia (also called Mopihaa), a small atoll, at the far western end of the Society Group.

The crew was rescued a few hours later by another Japanese tuna boat, *Kibi Maru*, and the wrecked ship was abandoned. A man described as the manager of Mopelia promptly went aboard and hoisted the French flag.

● HOLED ON REEF: The Burns Philp motor vessel *Moala* was holed on the port side when she hit a reef while going into Tulagi, BSIP, about midnight on November 6.

The master tried to beach her, but she got her bow on a shelf near Sasape, and the after part of the





Kieta Wharf Progress

Work is going ahead steadily on the building of Bougainville's first overseas wharf at Kieta. Work done so far has involved bulldozing a hill (above) to provide a flat area for two copra sheds and a cocoa shed. The wharf will be built off the bulldozed area.

It will be about 60 ft. long and 20 ft. wide, large enough to allow one hatch of a ship to be worked at one time. Bank Line ships and the "Tulagi" should be able to use the wharf. Below is Kieta's present wharf with the ship "Karu" tied up alongside.

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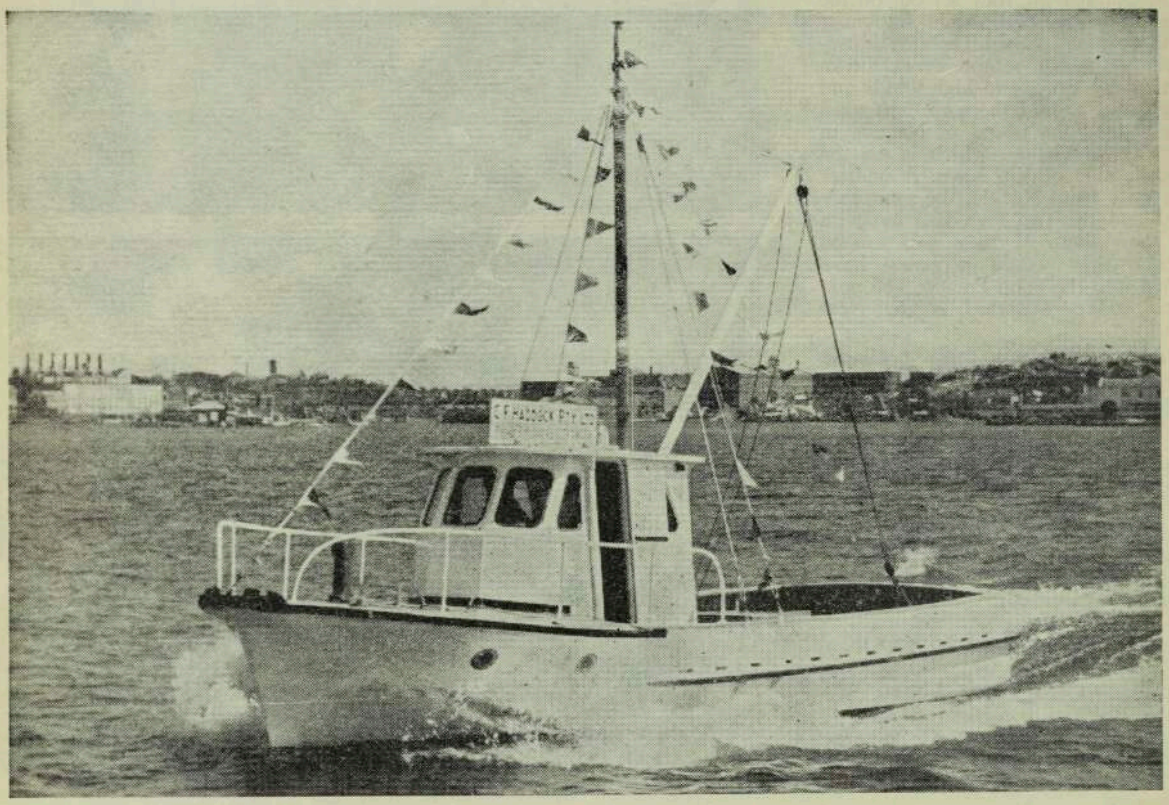

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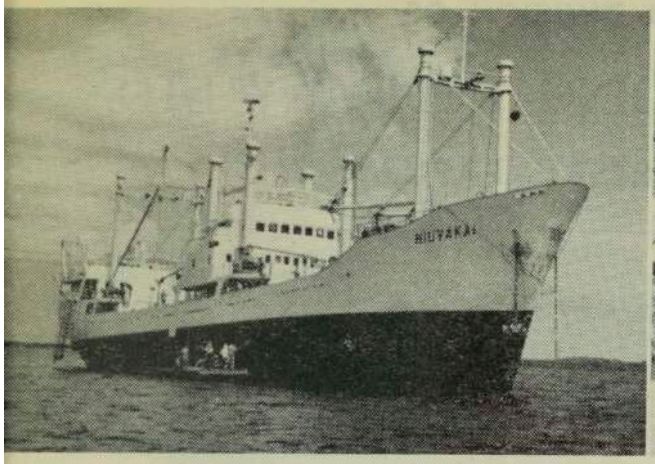

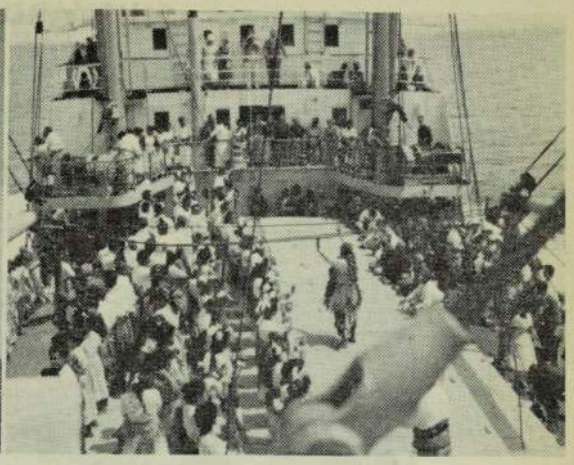

NEW TONGAN SHIP: There were great celebrations in Nukualofa in October when the Tonga Copra Board's new ship "Niuvakai" arrived on her delivery voyage from Holland. Queen Salote and all high Tongan Government officials went on board, where (as can be seen at right) Tongan dancers performed before them.
—Photo: Hettig.

ip sank. However, on November it was reported that most of the ater had been pumped out, that the ter end was afloat again, and that e ship was discharging cargo. It was ped to refloat the ship that night.

● RAFT SAILOR TURNS UP: illiam Willis, the 70-year-old merican raftsman, landed at Puipa'a, miles from Apia, the afternoon of ovember 12 after drifting about 700 miles from Callao, Peru, since ly 4. Nothing had been heard from of him since a merchant ship ghted him on August 16.

Willis, who had hoped to drift nonp from Peru to Australia, exessed disappointment at running to Samoa, but said he looked rward to spending a few nights in e comfort of an hotel. He and his ly companions—two cats, Kiki and ussie—were fit.

Willis' raft is called *Age Unnited*. It is 33 ft long, and is made 10 tons of steel. It is the second ft that Willis has drifted in across e Pacific. The first, made of lsa and called *Seven Little Sisters*, ifted from Callao to Pago Pago ne years ago.

Willis said he would continue his voyage to Australia as soon as repairs to his raft were completed and new rudders were built. This would be about the second week in December.

On his arrival in Samoan waters, *Age Unlimited* was flying the Stars and Stripes upside down as a distress signal. The raft had been in the grip of a heavy storm for three days.

During that time, Willis sent out an SOS, but it was not until after he arrived that he found his radio was not working.

Willis said that the rudders of his craft began to break up when he was 500 miles from Callao.

"I spent days over the side hanging on by my teeth trying to make repairs, but it was no good," he said.

Willis is making his voyage as a protest against the tendency to set arbitrary age limits for retirement. "Most men of my age have 16 different kinds of heart disease, but not me", he said.

Willis claimed that it was "absolute nonsense" to suggest that Polynesia had been settled by people who had drifted from South America.

"No family could survive the hell of such a trip and to say a whole people made the trip is ridiculous," he said.

● FOR BIRD SURVEY: The United States vessel *Tawakoni* is to visit the Phoenix Islands to survey bird life in the Central Pacific. Photographs taken by a former High Commissioner, Sir Robert Stanley, showed big concentrations of seabirds, many of them brilliantly coloured, congregating on these low-lying islands.

Because the islands are not often visited, the birds are very tame, and the Central Pacific team from the *Tawakoni* expects to ring large numbers of birds and study their long-range movements. The survey is being undertaken under the auspices of the United States National Museum.

● ON TOURIST RUN: A new cruise ship, the *Kuala Lumpur*, appeared on the South-West Pacific tourist run late in October. She is a 12,000-ton one-class liner, owned by the China Navigation Co., of Hong Kong.

The *Kuala Lumpur*, built in England in 1936, normally operates between Singapore and Jeddah.

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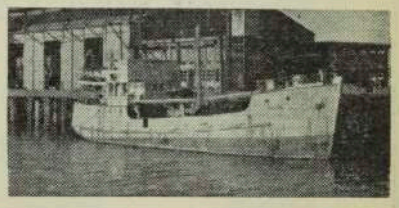

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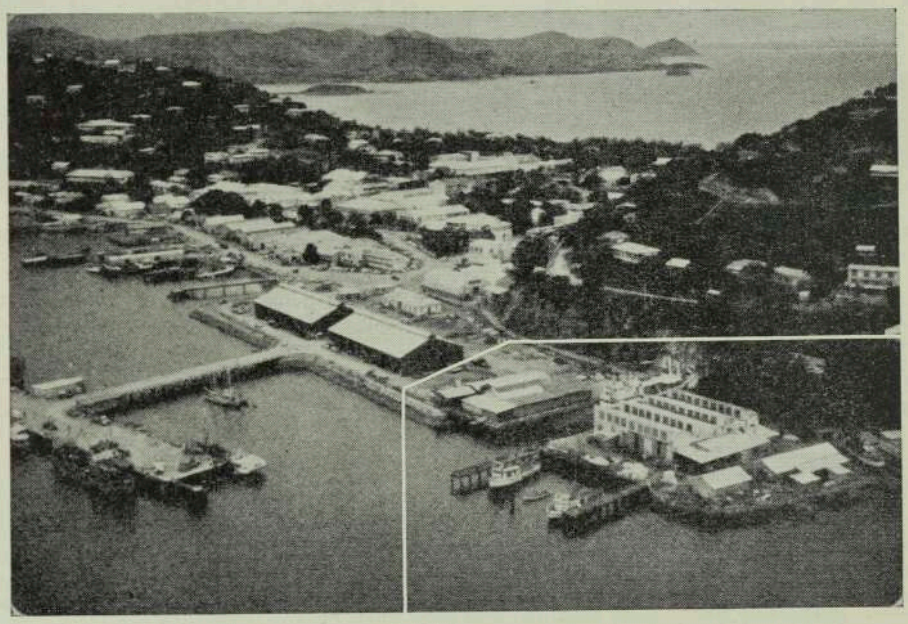

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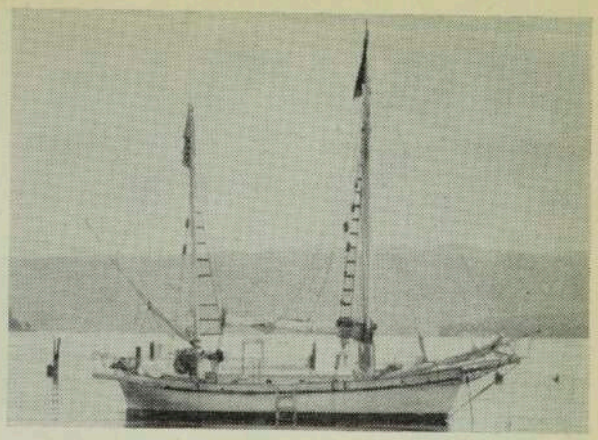

IN RABAUL: The 30 ft. ketch "John Hanna", which has been making a leisurely voyage across the Pacific, was in Rabaul in November. The ketch left San Pedro in May, 1962, with Klee Wing, of California, and J. Counterman, of Michigan. She has since visited most of the island groups south of the Equator.

● *ST YVES D'ARMOUR*, a French cutter, arrived at Suva on November 8 in the course of a world cruise which started at Etel, Brittany, three years ago. On board were the owner-skipper, M. Robert Le Saric, his wife, and their three children, Anaich, Gwenola and Yves, who was born on board last year.

With the family were Mr. Douglas Fraser, a member of the crew, and Mr. Marcus Rindermann, who joined the cutter at Papeete as a guest.

Mr. Fraser joined the *St Yves d'Armour* at Panama, and plans to leave her in Australia. The cutter will call at the New Hebrides before going on to Australia.

● *HUNAKAI*, "Chris" Christopher's 36 ft Block Island ketch, was towed into Gisborne by the survey ship HMNZS *Lachlan* on November 10 after being the subject of a sea and air search for two days. The *Lachlan* found the ketch 65 miles out of Gisborne. Her mainsail had gone and her engine was giving trouble.

Hunakai, which was in Fiji waters recently, arrived in NZ's Bay of Islands on October 2 after a trip of 10 days 9 hours from Suva, including two days hove-to. Her crew from Suva comprised Mr. Christopher, his sons Corey, 14, and Dane, 11, and yachtsman Ed Larsen, who joined *Hunakai* in Pago.

Hunakai left Los Angeles in July, 1962, on a voyage round the world. The crew originally included Mr. Christopher's wife, but she left the ketch in Suva and flew to Honolulu to stay.

From Suva, Mr. Christopher's original plan was to visit the New Hebrides, BSIP and New Guinea and go on to Indonesia. But because of the political situation in Indonesia, he decided to have a look at New Zealand.

Mr. Christopher "felt his way" into the Bay of Islands on the night of October 2 as he had no charts of the area, and woke early next morning to find the anchor dragging

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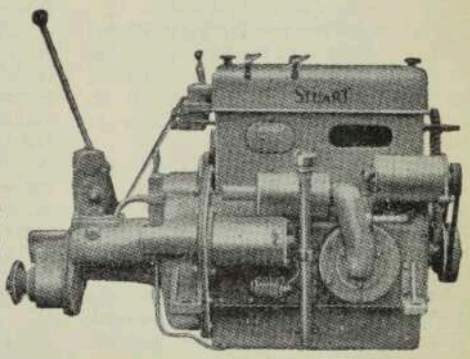

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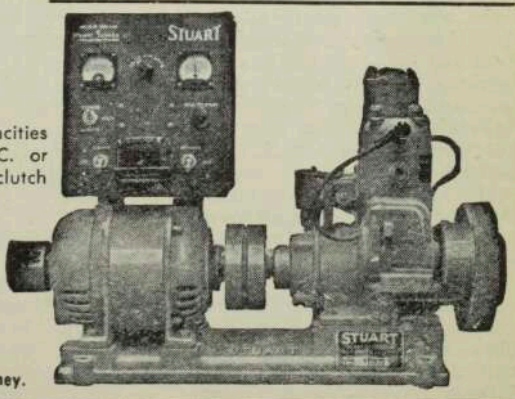

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NZ BOUND: "Siga Wale", a 30-year-old 30 ft. yacht, left Suva on November 4 for New Zealand despite the warnings of the Fiji Harbour Master, Captain E. L. James, because of doubts on her seaworthiness. On board were Mr. Pat Ewins, his son, Robert, and his nephew, John Caine.

Mr. Ewins said before he left Suva that he was allowing himself 30 days to get to Auckland.

The "Siga Wale's" only navigation equipment is a compass and she has an open cockpit.

—Photo: Stan Whippy.

and his vessel making fast time towards the shore.

Hunakai then began a leisurely trip down the east coast of the North Island, calling at Tutukaka and Whangarei. She was on her way to Napier when she ran into gales and heavy seas—and the search for her began.

● *TYRANT*, 60 ft ketch-rigged yacht, arrived at Levuka early in November from Apia. On board were the New Zealand owner, Mr. J. R. Jackson, his wife, and a crew of two Tahitians.

Mr. and Mrs. Jackson left the Bay of Islands, New Zealand, in April on their first cruise out of their home country, visiting Rurutu, in the Austral Islands, and then Tahiti.

From Tahiti, they visited the Marquesas, Gambiers and Tuamotus, returning to Tahiti before heading homewards.

On the way to Levuka, *Tyrant* visited Bora Bora, Rarotonga, Pago Pago and Apia. From Levuka, plans were to sail to Vanua Balavu in Lau, and then to Suva, where Mr. Jackson's father may join the yacht for the voyage back to New Zealand.

Mr. and Mrs. Jackson built *Tyrant* as a spare-time project over eight years. They cut the timber from the bush.

● *KILKI*, 27 ft Melbourne cutter, with owner-skipper Stan Field and Clive Gartner, both of Melbourne, arrived in Pago Pago on November 3 from Tonga's Vavau Group.

Our last news of *Kilki* was from Whangarei, New Zealand, in late August (*PIM*, October, p. 111) when she was about to head for Nukualofa after crossing the Tasman.

In a friendly note from Vavau, written on October 26, Stan Field has filled us in with the details of *Kilki's* movements since leaving Whangarei. He says:

"*Kilki* made a 12-day passage from Whangarei to Nukualofa, arriving there on September 14. We sailed by way of the Kermadec Islands, making a two-day stopover at the NZ weather station on Raoul Island. Actual sailing time was just under 10 days. The wind was mainly south to south-west, which gave us a free-sheet 'Sunday sail'.

"*Kilki* spent three weeks in and around Nukualofa, leaving there on October 9 for the Ha'apai Group. We spent two weeks in this group, making our headquarters at Pangai, Lifuka Island.

"We arrived at Neiafu, Vavau, on October 25 for a week in this beautiful harbour. From here we head northwards to Pago Pago.

"Apart from the NZ yacht *Tanganui* which left Tonga for Auckland late in September, and the English trimaran *Trinui*, which was making ready at Nukualofa for the trip to NZ, we have not met any other cruising yachts."

● *MONSOON*, Herb Hope's 47 ft San Diego-registered yacht, arrived in Pago Pago on October 9 and was still there at the beginning of November. Including Hope, she has a crew of three.

PACIFIC SHIPPING

Hope apparently has drastically changed his plans since we last reported *Monsoon's* movements. That was in June (p. 111) after *Monsoon* had narrowly escaped destruction on rocks near the New South Wales-Queensland border. *Monsoon* was then heading for New Guinea and Indonesia in the course of a round-the-world voyage, after having crossed the Pacific.

● *ULULANI*, a yacht from Hawaii, was in Pago Pago in late October and in Apia in early November.

● *WAIRONGI*, yacht, with a crew of six, left Pago Pago for Apia on November 2.

● *FJORD III*, 49 ft cutter owned and skippered by Dr. George Lapin, of Long Beach, California, sailed from Papeete on October 17 for Samoa.

● *C'EST LA VIE*, 23 ft sloop, left Tahiti early in October on a trip round the world—presumably in a westward direction. Our last report of this sloop was in June when she left Honolulu for Tahiti with owner-skipper Lyall Price and crewman Tu Mihi. In Tahiti, a well known local footballer, Torea, and two friends joined *C'Est La Vie* to see the world.

● *SEA WIND*, Mr. and Mrs. Malcolm Graham's 38 ft ketch, which was in Port Moresby several months ago after a leisurely Pacific cruise, is now in the Indian Ocean. Mrs. Graham said in a note to us from Christmas Island in November that *Sea Wind* had reached there in 29 days from Thursday Island—"the slowest voyage ever" because the sea was like glass and there was no wind.

Mrs. Graham spoke enthusiastically of Christmas Island hospitality and Cocos Island beauty, and added that *Sea Wind* was going on to Mahe in the Seychelles, where she would stay until January.

● *MYONIE*, 36 ft cruiser with Captain Al and wife "Mike" Gehrman, is almost within sight of home on her voyage round the world which began in Miami in November, 1961. Latest port of call is Durban, South Africa.

Myonie was in the Pacific (Tahiti, Fiji, the BSIP and the US Trust Territory) for several months in 1962.

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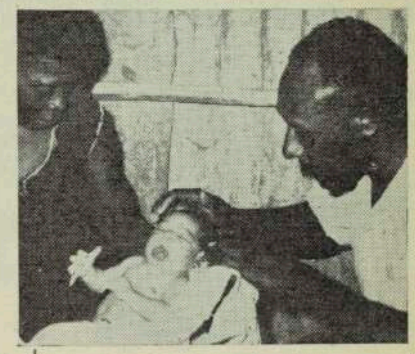

Territories TALK-TALK

A year has gone by. Turning the pages of the December, 1962, *PIM* I noticed several photos of New Guinea's "New Look"—the native drinker on the bar-room stool—taking advantage of the latest anti-discrimination tactic, the new Liquor Law which came into effect that November.

DURING the past twelve months there have been numerous headaches, suffered by the native drinkers as well as the Establishment responsible for its introduction. All of which were correctly prophesied.

Latest developments appear to be a multi-lateral non-alignment policy adopted by hungry wives and mothers of native toss-pots and a somewhat alarming increase in the consumption of metho., especially in Rabaul, which seems to indicate that the native drinker, torn between an acquired liking for his spot and a realisation of the needs of his spouse, has reverted to the less expensive medium of intoxication.

We'll see what the situation is this time next year; after the House of Assembly has been in operation.

The Finesse of Discrimination

Super-sensitiveness is liable to cause a few arguments and a few unfriendly reactions about Pidgin terminology. At least, that seems to be the case at present.

In New Guinea there has been some discussion arising over the use of the Pidgin word Meri by the ABC when referring to European women in broadcasts; complaints were received from the Rabaul Town Advisory Council, which considered the term offensive.

To whomever the term applied, in this particular instance, would at least be in good company.

It may be remembered by some readers that when the Queen and the Duke of Edinburgh visited Aus-

With Tolala

tralia in 1954, the P-NG delegates at Canberra stole the show at the Royal reception and received top billing by the ABC announcer and banner headlines in the press.

Of the latter the following comment appears in *Talk Talk* (March, 1954):

> The danger of a little knowledge of Pidgin was exemplified to a degree bordering on *lese majeste* when a Sydney morning paper ran the banner-heading: "Fuzzy-haired Pacific Islanders who speak only Pidgin greeted their No. 1 Mary belonga all with 'Fine Ceremony Today'." . . . No native refers to a white woman as a "Mary". Even the most Socialist Government offi-

AIR-BORN

Stories of babies being born in taxis while their mothers are being taken to hospital crop up in the cities quite often these days. But it's a rare occasion to read of a baby being born in a plane—as happened near Rabaul recently.

The plane, TAA's Rabaul-based Piper Aztec, landed at Tol plantation, 65 miles south of Rabaul, where Leslie Atui, a native medical assistant, brought word that a pregnant native woman was seriously ill and should be taken to Rabaul for treatment.

Two seats of the six-seater plane were removed to make way for a stretcher bearing the woman, and she was taken aboard (picture 1). But as the plane taxied for take-off, the baby arrived (picture 2)—the birth being assisted by Leslie Atui and New Britain's Acting District Commissioner, Ted Hicks, who happened to be aboard. The woman was therefore taken off the plane again (picture 3), and she and her child were driven home. In picture 4, Leslie examines the new baby.

The pictures were taken by Sub-Inspector Max Hayes, of Rabaul Police, who happened to be on the spot.

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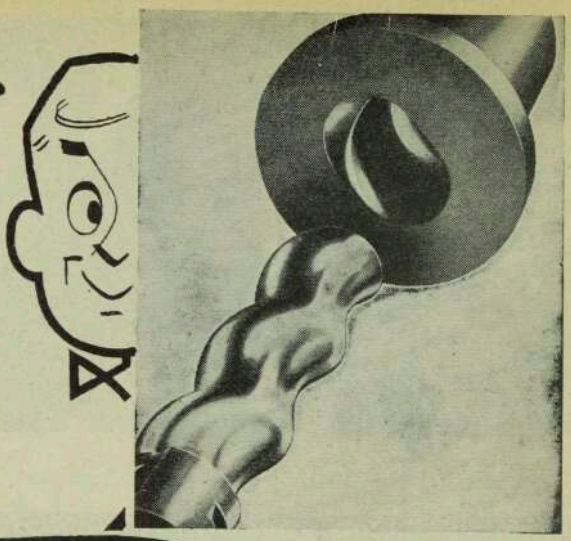

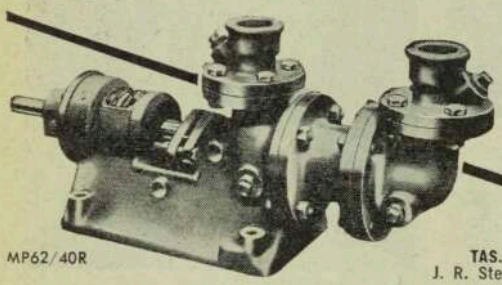

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Christmas Wishes

It is December again.

The season of the year when we send out messages of goodwill to our fellow men; when we emulate the Wise Men from the East and bear gifts to those whom we love (urged on by seasonal sales promotion, and the mass hypnosis of a weird influence we are pleased to term the Festive Spirit); we struggle to maintain our own particular Status Symbol and, above all else, we Conform even if it means economic embarrassment.

We eat too much; we drink too much and we spend too much. Yet . . . "on with the dance; let Joy be unconfined!"

For years now I have sent out my annual good wishes for peace and tolerance to all mankind, but somehow those inestimable qualities seem to be as far away as ever, and so, realistically, I simply wish you all a Happy Christmas and a Healthy New Year.

cials will admit that; at least they should. . . . It is safe to bet that every one of the native troops and bandsmen knew Her Majesty as "Queen", and nothing else.

But back in 1954, when that was written, there had been no anti-discriminatory legislation passed and white stocks on the Canberra-Konedobu market had not fallen to such an all-time low as they are at present.

The Rabaul Town Advisory Council was informed by District Commissioner Foldi that he expected "the Administration's official attitude would be available before the Council's next monthly meeting."

That, at least, is something to look forward to!

Naming The Mortlocks

From Honolulu comes another entrant in the "Mortlock-naming Stakes". Irwin Howard, who confesses to a fascination for the Mortlocks, writes that these islands were discovered by Le Maire and Schouten in 1616 and first named the Marqueen (Marcken) Islands, due to their similarity of appearance to an island by that name in the Zuider Zee.

In 1643 Abel Tasman saw the islands and recognised them from their location as the Marcken Islands of Le Maire. Mr. Howard confirms the Captain Mortlock of the *Young William* version in last month's *Talk Talk* (p. 113); also that Morrell's Massacre Islands are one and the same. Thank you, Mr. Howard.

So far, then, it looks like Le Maire and Schouten are in the lead to be first at the post for discovery, but Captain Mortlock gets the blue riband for naming the islands.

Any more bets?

TOLALA IN HOSPITAL

Ill-health continues to dog "Tolala" (Gordon Thomas). In mid-November he was again a patient at Camden Hospital, NSW. For this reason his column is short this month. Anybody else but Gordon Thomas would not have written anything, but printing ink, not blood, runs in his veins, and none of his many friends can convince him that his readers would forgive him if he missed a deadline for once. The Editors join in wishing him his own personal happy Christmas, plus good health and a long life.

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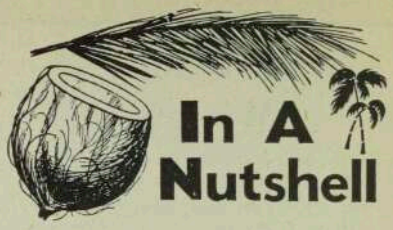

In A Nutshell

● The fourth shipload of Vietnamese to be repatriated this year to Haiphong, North Vietnam, from New Caledonia and the New Hebrides left Noumea on October 27 in the liner *Eastern Queen*. The number repatriated was 549, bringing the total this year to 2,204—1,042 from the New Hebrides and 1,162 from New Caledonia. A further 550 Vietnamese are scheduled to be taken home from Santo, New Hebrides, at the end of November.

● Sealing work to be carried out Madang Airport, P-NG's busiest, will cover the end sections of the 5,150 ft runway, and the apron fronting the building area. The work will cost £50,000.

● Although still troublesome on Malaita, yaws had now been virtually eliminated from the BSIP, the Protectorate's Director of Medical Services, Dr. J. D. Macgregor, told the annual BSIP medical conference in October. He said a mass resurvey for yaws was being made on Malaita.

● The first two P-NG natives to be trained as motor cycle police are at present undergoing training at the Port Moresby police station. After training they will carry despatches and other police papers, but later may help with traffic control.

● European missionaries in West New Guinea were being given full co-operation by the Indonesian Government, Mr. L. E. Buck, Pacific Director of the Unevangelised Field Missions, said in Port Moresby in November. "The Indonesian Government guarantees freedom of religion in its Constitution and I must say they are really sticking to it," he said.

● The number of visitors to Fiji has increased by 100 per cent. in the past five years. Between 1958 and 1962, the number of visitors increased from about 12,000 to 18,000 and this year the number is expected to reach 24,000.

● Fiji's Director of Medical Services, Dr. C. H. Gurd, has sent out a letter urging support for the Government's family planning campaign. It points out that family planning

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advice is now available at 55 centres throughout the Colony.

● P-NG's Chief of Secondary Education, Miss B. McLachlan, left for England on November 2 to interview applicants for Territory teaching jobs in London and other English cities. One hundred and twenty-two teachers in England had applied for jobs in P-NG to October 25.

● New Zealand will spend nearly £NZ1,475,000 on her island territories in the current financial year. The estimates include £809,000 for the Cook Islands (£39,396 more than for the previous year), £323,500 for Niue, and £42,400 for the Tokelaus.

● Dr. Richard Shutler, an archaeologist from the Nevada State Museum, arrived in Vila with his wife on November 9 to spend nine months making the first archaeological survey in the New Hebrides. Dr. Shutler will do his first work at Aneityum, the southernmost island in the Group, where he will dig at old village sites in the hope of finding pottery and the remains of old cooking fires, for carbon 14 date testing. Dr. Shutler did archaeological work in New Caledonia with Professor Jean Guiart in 1952.

Aneityum, which now has a population of just over 200, was the home of about 4,000 people a century or so ago, who differed in many respects from those of other islands in the New Hebrides. It is also the site of a huge boulder covered with ancient carvings not found elsewhere in the group.

Dr. Shutler hopes his researches will throw more light on the migratory movements of the past.

● The airstrip at Lae, P-NG, is to have a sealed runway of 5,612 ft, with a 200-ft gravel undershoot area, it was announced in November.

● A major plant disease known as American Boil Smut which attacks maize cobs has been discovered for the first time in Papua-New Guinea.

● Prospects for copra production in the Gilbert and Ellice Islands Colony for 1964 are now looking better than they have for some time. The long drought in those parts seems to have broken.

● The Universities of Chicago and Washington are undertaking a joint project of study of the religions of the people of New Guinea. As part of the project a graduate

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student of Chicago University, Mr. R. Wagner, arrived in the Territory in October to spend a year doing research work for a thesis on the agricultural trends and religious customs of the Karimui people. Another team, of five anthropologists from Washington University, is at present working in the Kainantu area.

● To speed up proceedings, simultaneous interpretation equipment will be used for the first time at the seventh session of the New Hebrides Advisory Council beginning in Vila on December 3. In the past, speeches were translated after they were made either from French into English or from English into French.

● A modern hospital of 45 beds has been opened by the Seventh-day Adventist Mission at Sopas, in the Wabag Valley, NG.

Amazement was expressed by visitors that the cost, including three homes for European staff and others for native assistants, was only £50,000, approximateliy £1,000 per bed. This will be further reduced as wards are added to complete the plan for 100 beds.

● American Samoa's Government is thinking of building a tramway from the west side of Pago Pago harbour to the top of Mt. Alava, site of the television transmitter station.

The tramway would enable supplies and equipment to be taken up more quickly to the TV station, and would give tourists a wonderful view.

● Tenders for the construction of the Administrative College of Papua-New Guinea, in Port Moresby, will be called in January. The college will be built near Ward's Strip at a cost of £650,000.

● More than £300,000 will be spent by the P-NG Administration on two other buildings in the Port Moresby area next year.

Kila Police Training Depot, will be replaced by a new one at Bomana, adjacent to the Police Training College there. The new depot, to cost £282,000, will house 300 men. It will include 10 barrack rooms and four classrooms. The Kila depot is to be retained as a barracks for police working in the Port Moresby area.

A veterinary station, costing £34,000 will be built to replace the pre-war one at Kila. The station will have two new buildings, one to be used for experiments on animals.

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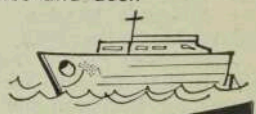

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People

Mr. Bruce Roberts, officer in charge of the South Pacific Commission's Literature Bureau for about 10 years, resigned in October and is currently doing a "grand tour" of Europe. Mr. Roberts was responsible for the direction and development of the Bureau's activities in the fields of literature promotion, literacy, territorial libraries and audio-visual aids.

At the SPC's last session, a resolution was passed expressing regret at Mr. Roberts' retirement and appreciation of what he has done for the SPC. Mr. Roberts is expected back in Sydney early in the new year, but so far he has kept his plans for the future under his hat.

* * *

Mr. H. Cogger played recordings of frog calls to Papuans recently to help them catch him the kind of frogs he wanted. Mr. Cogger, Curator of Reptiles at the Australian Museum, Sydney, was on a three months' visit to P-NG, during which he collected hundreds of snakes, lizards and frogs. One of the most interesting frogs was one captured at about 10,000 ft, at Murray Pass, which laid eggs, and hatched frogs—not tadpoles, as is normal with frogs.

* * *

Father Henry Hoff, SVD, who is pilot for three Divine Word Missionary Vicariates in NG, has just logged up 10,000 flying hours. This is equivalent to flying 40 times around the world, or flying two return trips to the moon. Another long-flying Divine Word pilot in P-NG is Bishop Leo Arkfeld, SVD, Vicar Apostolic of Wewak, who has logged over 8,000 hours.

* * *

P-NG businessman and politician, Mr. J. L. Chipper, left Rabaul on October 18 for a private, five-month study tour of Africa's new nations. He will investigate problems which he says he hopes Australia can avoid in the political emergence of P-NG.

* * *

Mr. H. W. Simmonds, whose work as an official entomologist in the South Pacific Islands has made him famous, returned to Fiji, from a 9-months' visit to Europe and Asia, by the *Orsova* in November. It would appear that an entomologist never really goes on holiday. Accompanied by Mrs. Simmonds, the

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veteran scientist (he is now 87) revisited places in England where he first studied insects, examined bugs in Malaya, and chased and caught in New Zealand a species of butterfly which he thinks has not yet been identified. Some of the rhinoceros beetle predators from Africa and elsewhere which Mr. Simmonds introduced to the Solomons, Fiji and Samoa in the last couple of decades are now becoming established, and they yet may take control of the coconut pest in those countries.

* * *

Dr. T. Freeman arrived in Vila in November to replace Dr. Ron Ramm as Superintendent of the Paton Memorial Hospital. Dr. Ramm will return to Australia. Dr. Freeman was with the Papua-New Guinea Health Service until June this year. Before that, he held hospital appointments in New South Wales and Queensland.

* * *

Canberra authors, Ronald and Lyndon Rose, who a few years ago lived for a time in Western Samoa, left Sydney by PanAm in November for Naviti, in the Yasawas group of Fiji. Ronald Rose is doing colour photographs for a children's book to be published by William Collins and his wife is gathering background information on Indian-Fijian relations.

* * *

A Fiji Indian, Mr. Shri Prasad, his wife, and four of their children returned to Suva in November after being ordered to leave Australia. They went to Australia last year on a visitor's permit and sought to stay there with members of their family. Permission to remain was refused.

Australia's Minister for Immigration, Mr. Downer, described their fight to avoid deportation as "a deliberate attempt to circumvent the Australian Government's migration policy".

* * *

Mr. J. C. Potts, managing director of South Pacific Sugar Mills in Fiji, has been appointed to the head office of the CSR Company in Sydney. Mr. H. G. Nicholls remains in charge of the CSR's Fiji affairs and chairman of South Pacific Sugar Mills. Mr. A. S. Hermes becomes chief manager for CSR in Fiji, and managing director of SPSM.

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* * *

The Rt. Rev. J. C. Vockler, Bishop in Polynesia, has returned to Fiji after a five-month visit to England,

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Solomon Dakai, who was manager of the Solomon Islands team at the South Pacific Games in Suva in September, is a Honiara man noted for his good works—and his music. His good works were recognised by the Queen recently with the award of the MBE and his music is known to many outside the Solomons because of his guitar-and-empty-tea-chest combination, Solomon Dakai and his Solomon Islanders.
—Photo: Stan Whippy.

Ireland, Canada and the United States. He says he expects considerable assistance both financially and from a staff point of view as a result of his visit.

* * *

Sir Alfred Savage, who is to review the salaries of civil servants in Fiji arrived in the Colony on November 11, accompanied by Lady Savage.

* * *

Councillor C. A. Stinson, Mayor of Suva for the past four years, was recently re-elected by a unanimous vote. He was unopposed.

* * *

Old New Guinea-hand Eric Feldt, now retired in Brisbane, made a brief visit to Sydney in November, where he looked up some more old hands —among them Josephine Holm, widow of Bob Gurney; Mrs. J. G. Hardy, widow of coast-watcher Bill Kyle; Mrs. Marjorie Evensen and Mrs. Alice ("Mum") Bowring. Mrs. Bowring, who now lives at Croydon, celebrated her 81st birthday in November—and had a cake with one candle on it. She has been recovering from a recent bout of poor health. Eric Feldt says *he* is healthy, and he looks it, although Mrs. Feldt is recovering from a recent operation. While in Sydney he also ran into Mr. F. P. Archer, down from Rabaul.

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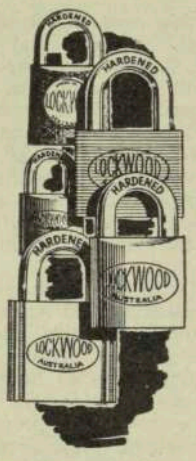

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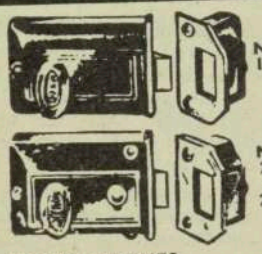

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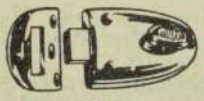

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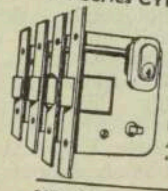

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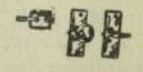

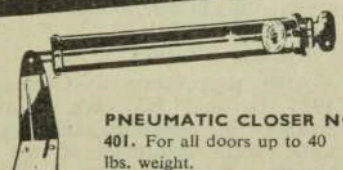

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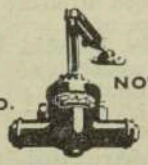

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DEATHS OF ISLANDS PEOPLE

Mr. F. W. Hennings

Frederick William Hennings, formerly of Suva, who died in Sydney recently at the age of 72, was the elder son of Charles Hennings, one of the five Hennings brothers who were prominent citizens in Fiji during the latter half of the 19th century.

He joined the Union Steam Ship Co. on leaving school in 1907 and served as assistant purser and purser on some of the old inter-Island passenger ships.

In 1914 he returned to Fiji as manager of *The Fiji Times* and one of his prized possessions was an edition of that paper printed on fine white tapa. He later transferred to the Agriculture Department, travelling extensively among the islands as well as into the interior of the larger ones.

He saw service overseas in World War I with the 3rd Fijian Contingent, and on his return, joined Walter Horne and Co. in Suva. However, ill-health forced him to leave Fiji in 1931 and he went into business on his own in Sydney.

In 1937, he was appointed official representative for the Fiji Publicity Board in Sydney. Many of the old publicity photographs illustrating calendars and literature on Fiji were Mr. Hennings' work.

Mr. Hennings had a wide circle of friends among former Fiji residents living in Sydney and, privately, always promoted anything 'Fijian'. His impish sense of humour showed itself in his many stories from every phase of his Islands' life, but, unfortunately, he wrote down only a very few of them and so another store of colour from the 'old days' was lost.

He is survived by his son, Grant, of Auckland.

Mr. A. E. Pearce

Mr. A. E. (Billy) Pearce, who lived in Fiji for more than 50 years and who was one of Suva's most prominent businessmen, died at Suva on November 1 at the age of 81.

He was born at Clunes, Victoria, and after working on the goldfields of Victoria and Western Australia as a bookkeeper and commercial traveller, he went to Fiji in 1909 to join Henry Marks and Co. (now Morris Hedstrom Ltd.).

Later he set up in business on his own as an accountant and general merchant, but he found the competition from the bigger firms too severe and he went back to Marks.

Eventually Mr. Pearce branched out again, joining the shipping firm of Williams and Gosling Ltd. In the middle 1920's he started the firm of Pearce and Co., which is now a leading manufacturers' agent. He was joined in this venture by Mr. L. Lawlor, and later by Mr. L. C. Bentley.

The partnership was dissolved in 1948, and Mr. Pearce, and his nephew, Mr. L. R. Martin, started on their own as public accountants, and taking with them Fiji Hotels, which comprised McDonald's Hotel and the Hotel Metropole, both at Suva.

Mr. Pearce was actively connected with the Chinese community as a business adviser and was sometimes referred to as the "unofficial Chinese Consul".

With Mr. Martin he raced several horses in New Zealand and Australia.

He always took an active interest in the welfare of old people, and some years ago offered his house at Toorak as a replacement for the Cottage Home. He gave this property, two other houses and three acres of land to the Cottage Home Committee.

But as the inmates of the Cottage Home preferred to be closer to Suva Mr. Pearce bought back his gift at more than the value placed on it, and the money raised was used to build the Pearce Home, almost in the heart of the city.

He was the youngest and last survivor of his family. His wife died several years ago.

Theodore von Hein

"Tolala" writes: I recently received news from Germany of the passing of one of New Guinea's old-timers. There may be a few Territorians who will remember him; he was a popular identity before World War I. He is Theodore von Hein, one of Hernsheim and Co.'s oldest representatives and for 10 years, prior to expropriation, the firm's manager for the Kavieng district.

He was 77 when he died.

After repatriation to Germany in 1921 he had his own flourishing business in Hamburg and was for some years chairman of the New Guinea Club there—a popular rendezvous for all ex-New Guinea residents. He leaves a widow, Sydney-born Mary von Hein (nee Erhard) and a daughter, Marina, who was married in Sydney a few months ago.

The late Mr. Pearce hands the keys of the Pearce Home in Suva to Lady Maddocks at the opening in March, 1961. Mr. Pearce gave the money to build this home for old people.

If my memory serves me right Mary Erhard has a sister who married Eric Monkton when he used to live down Faisi way (BSI), about 1915, growing coconuts and shipping timber.

Dr. A. J. Hibell

Dr. A. J. Hibell, the Fiji Assistant Director of Medical Services, collapsed and died while working in his office on November 1. He was 42.

Dr. Hibell joined the Colonial Service in 1954, and before taking up his present post in January this year, had served at Labasa and Lautoka.

He served in the RAF in World War II, and was taken prisoner.

During the South Pacific Games in September he was medical officer for the various villages.

Dr. Hibell is survived by his widow, and a young son and daughter, who are at school in England.

Dr. Edward Ellison

Dr. Edward Pohau Ellison, OBE, died at Napier, New Zealand, on November 9, after a lifetime of service to Polynesians in New Zealand and its island territories.

From 1919 to 1923 he was Resident Medical Officer and Deputy Resident Commissioner of Niue Island. Between 1923 and 1925 he was Resident Medical Officer of the Chatham Islands, which entailed also acting as magistrate, sheriff and coroner.

From 1926 to 1927 and from 1931 to his retirement in 1946 he was Chief Medical Officer and Deputy

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Resident Commissioner of the Cook Islands.

During the latter term he founded the Cook Islands Child Welfare Association which, with help from the Government, has built 30 clinics on Rarotonga and branch associations on the outer islands.

From 1927 to 1930 Dr. Ellison was Director of the Division of Maori Hygiene of the New Zealand Health Department.

At a *tangi* (Maori mourning ceremony) held at Waiohiki on November 12 the Department of Maori Affairs was represented by its Secretary, Mr. J. M. McEwen, who is also Secretary for Island Territories. Mr. M. L. Hegan, Acting Assistant Secretary for Island Territories, also attended.

Mr. C. C. Chalmers

Mr. Charles Clive Chalmers, a former Fiji barrister and solicitor, died in hospital in Auckland on November 7 at the age of 76. He was born at Levuka.

Mr. Chalmers, after education in Fiji and New Zealand, set up in practice at Lautoka, but two years later he entered a legal firm at Auckland, before entering into practice on his own account in that city. While practising at Auckland he made several trips to Fiji to appear in court cases.

He was the brother of the controversial Mr. N. S. ("Nat") Chalmers, who left Fiji some time ago to live at Auckland.

Captain W. F. D. Hay

Captain W. F. D. Hay, formerly of Fiji, died at Auckland in October after a short illness. He went to Fiji from England and worked for Burns Philp (SS) Co. Ltd. before joining the PWD marine section.

He was master of the old *Degei* and did much beaconing work in Fiji waters. He was master of that ship when it grounded on a reef at Komo, Lau, about 30 years ago.

Captain Hay served in the merchant navy in World War I and in the Fiji Royal Naval Volunteer Reserve in World War II.

He left Fiji some years ago to live in New Zealand.

Mr. Keith Cecil Hodgson

The death occurred in Lae General Hospital early in November of Mr. Keith Cecil Hodgson, a well-known Lau man, who was managing director of O. P. Lempriere for many years. He was 70.

Mr. Hodgson left a widow, a son (Denis) and a daughter (Mrs. Derek Morrell, of Lae).

WNG TRANSFER IS NOW COMPLETE

Holland and Australia in November reminded Indonesia of its "obligation to keep faith" with the people of West New Guinea.

THEY did this when the United Nations General Assembly put its final stamp of approval on the transfer of the Dutch territory.

The UN-approved accord, signed on August 15, 1962, provided for the exercise of self-determination by the inhabitants of West Irian before the end of 1969.

Dutch delegate Schurmann told the General Assembly that this was the "most important part" of the agreement.

Mr. Lambertus Palar, for Indonesia, replied that, given a continuation of the close co-operation there had been so far, "the full implementation of the agreement can be carried out in a manner satisfactory to all the parties concerned".

Australian delegate Hay said Australia hoped that the responsibilities of Indonesia would be successfully discharged.

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Morris Major Elite, 39.78 m.p.g.
Morris Cooper, 54.19 m.p.g.
Morris 850, 58.83 m.p.g.
Nissan Cedric, 34.18 m.p.g.
Peugeot 404, 39.99 m.p.g.
Rambler Classic 6, 30.04 m.p.g.
Renault R4L, 50.29 m.p.g.
Renault R8, 52.34 m.p.g.
Simca AS4, 41.63 m.p.g.

Standard Vanguard, 37.34 m.p.g.
Triumph Herald 1200, 46.77 m.p.g
Toyota Tiara, 37.63 m.p.g.
Vauxhall Victor, 36.46 m.p.g.
Volkswagen 1200, 48.64 m.p.g.
Volkswagen 1500, 44.23 m.p.g.
Wolseley 24/80, 32.98 m.p.g.

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Pacific Commerce and Produce

P-NG Price Control And Hasty Laws Under Fire

Hasty legislation and the retention of price control on food in Papua - New Guinea were criticised by the chairman of directors of Steamships Trading Company Ltd., Mr. H. D. Underwood, at the company's annual meeting in Port Moresby in November.

MR. UNDERWOOD said that, although merchandising continued to be the greatest contributor to his company's profits, the retention of price control on food items in the territory allowed unrealistic margins, especially when the much higher costs applicable to servicing sales were considered, compared with those in Australia.

"Should the local Administration persist with its present margins, we may have to reassess our merchandising policy in this field," Mr. Underwood said.

In criticising hurriedly-passed legislation in P-NG, Mr. Underwood said: "The Prime Minister's assurances that Australia does not propose to leave the Territory in haste before its work has been completed and before the territory is able to stand on its own economically, have been welcomed both by the people of Papua and New Guinea and by investors.

"Unreasonable Pressure"

"Nevertheless, due in part to the Australian Government's sincere but sometimes over urgent desire to bring the Territory to independence and in part owing to unreasonable pressure brought to bear through the United Nations, legislation is being hurried through the Legislative Council sometimes without due thought being given to its effect on the economy of the territory.

"For example, a bill was recently introduced into the Legislative Council which contained provisions empowering certain authorities to raise money by taxing all kinds of property.

"The provisions were so drafted that taxes could be imposed in a discriminatory manner against one section of the community to the advantage of another.

"Directors [of Steamships] considered that the powers to be granted could be exercised to the detriment of the development of the Territory by private investment and the company protested strongly to the Minister for Territories against these provisions."

Mr. Underwood said he had since been informed that some amendments would be made.

However, the company would continue to object to any legislation which could inhibit private enterprise from developing and creating real wealth within the Territory.

Balance sheet figures for Steamships Trading for the year to June 30, 1963, were published in *PIM* in November (p. 127).

Fiji Merchants Want A Return To The FOB System

IN Fiji, agitation for a reversion to the FOB method of assessing Customs duty has been gaining momentum, and the Government has agreed to consider it.

Since 1948 when the Government introduced the CIF (carriage, insurance, freight) method, merchants say they have been burdened with extra paper work and with delays in clearing cargo resulting in triple bond charges.

Commerce started to speak against the current method with one voice in September and October when Senior British Trade Commissioner in New Zealand, Mr. J. L. Reading, told the Suva Chamber of Commerce, that CIF reacted against British trade with Fiji.

He even hinted that the Board of Trade might approach the Colonial Office about the matter, adding that even with the aid of preferential tariff (25 per cent.) Britain could not compete with Japan and other countries of the Far East as long as Fiji operated the CIF system.

At the October session of the Legislative Council, Mr. J. N. Falvey, an unofficial member, moved that the FOB system be restored. He confessed that as a member of the Fiscal Review Committee of 1954 he had been in favour of retention of the CIF, but now he was opposed to it.

SHELL CHANGES: Mr. David Croger (above) has been appointed to Port Moresby as P-NG and BSIP representative for Shell Chemical (Aust.) Pty. Ltd., in succession to Mr. W. R. Bliss, who goes to Victoria. Mr. Kevan Gosper, popular manager for the Shell Co. of Aust. in Rabaul for the last two years, is being transferred to a senior position in Melbourne and will be succeeded by Mr. Michael Broom, of Western Australia, who like Mr. Gosper is a prominent sportsman.

Mr. Falvey conceded, as do local merchants, that there will be a reduction in public revenue under the FOB system. He said this could be made up by selected increases in a number of items.

The Government refused to accept Mr. Falvey's motion as it stood, but the Acting Financial Secretary, Mr. R. M. Major, gave an undertaking endorsed by the Acting Colonial Secretary, Mr. H P. Ritchie, that a reversion to the FOB system would be considered early in the New Year. But he said the Government would still require information about insurance and freight.

Mr. C. D. Aidney, president of the Suva Chamber of Commerce, and a nominated member of the Legislative Council, said Mr. Major's suggestion appalled him.

He agreed statistical information was important, but thought it was given more importance than necessary.

The Comptroller of Customs, Mr. E. J. T. Mabbs, agreed that FOB would reduce the work of his staff and the importer.

NG Wire Factory Soon

Titan Manufacturing Co. Pty., Ltd., a wholly-owned subsidiary of Broken Hill Proprietary Ltd., is to build a wire products factory at Lae, New Guinea, this year, at a cost of

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£35,000. Lae was chosen because it was felt that the centre of the Territory's wire market, with the expansion of the cattle industry in nearby areas, provided a need for fencing—and barbed-wire.

Further Steps On Decimal Currency

FIJI and Papua-New Guinea are taking a closer interest in decimal currency, following Australia's decision to adopt the system, and a recent report issued in Britain which takes that country further towards the system.

In Fiji, a committee has been appointed to consider the question of its introduction. Chairman is Mr. C. S. de C. Reay, who is chairman of the Public Service Commission.

Statements on the possible effect the Australian decision will have on P-NG were made in the P-NG Legislative Council in Port Moresby in November.

Mr. B. Fairfax-Ross said he understood it was the Commonwealth Government's intention to have the same form of currency in P-NG as on the mainland.

But he thought it was quite possible this policy could change, and P-NG could end with its own currency, which might be at a lower premium than the Australian currency.

Loans

He believed that there should be some currency repayment clause in connection with Commonwealth-guaranteed loans raised in the Territory which had repayment dates extending into the future.

It has been announced that production of the first of Australia's new decimal currency coinage will start at the beginning of next year at Melbourne and Perth mints. First will be the bronze coins, and production of other coins—to be in cupro-nickel (75 per cent. copper and 25 per cent. nickel)—follows later, probably when the Canberra mint is commissioned late next year.

The change-over to decimal currency will be gradual, and a definite change-over date in which some part of the community will first commence to operate in decimals is yet to be announced.

Australian banks will be the first to change over and will probably close for three or four days preceding the change-over date, during which they will close off their LSD accounts and re-open in decimal currency alone.

No organisations other than banks will be obliged to change to decimal operation from the change-over date, and other businesses will change over at their own convenience.

The Australian Treasurer, Mr. Holt, told Federal Parliament recently that the Government had no clear idea how long the entire conversion would last but it was likely that it would be a maximum of two years. Both systems of currency would operate side by side.

The banks would require all cheques to be written in decimals. But for the duration of the transitional period there would be supplied LSD notes and coins to anybody wanting to use them.

The new decimal coins and notes would also be issued from the change-over date, the rate of issuing being determined by the public's demand for them.

The main units of the new Australian currency will be the dollar, divided into 100 cents. An earlier decision to call the main unit the Royal was altered following objections. The three cupro-nickel coins of 20 cents, 10 cents and 5 cents will be indistinguishable in size and weight from the present 2/-, 1/- and 6d pieces.

Bronze Coins

There will be two bronze coins of 2 cents and 1 cent. The 2 cent piece is between the present shilling and sixpence in diameter and the 1 cent piece is slightly smaller than 6d.

There also will be a prestige coin, predominantly silver, with a diameter between the penny and the British half-crown. This will be equivalent to the present 5/-.

Meanwhile, in Britain, a report just issued by a special committee is an important stage forward in the introduction of decimal currency there, although no decision for or against the scheme has been made.

The report is being studied by the British Government, which wants to test public reaction before making a decision.

Two schemes have been proposed. The first plans that the present £ should stay as the main currency unit and that it should be divided into 100 minor units, each worth 2.4d, which might be called "cents" or "decimal pennies".

The second plan employs a main unit worth 10/- and under this plan the sixpence and the half-crown would be 5 and 25 cent coins.

The committee estimates that at least three years would be needed to prepare for the change and a further two years to complete it, if a decision is made to adopt it.

● **The Pacific Commerce and Produce Section continues on page 129.**

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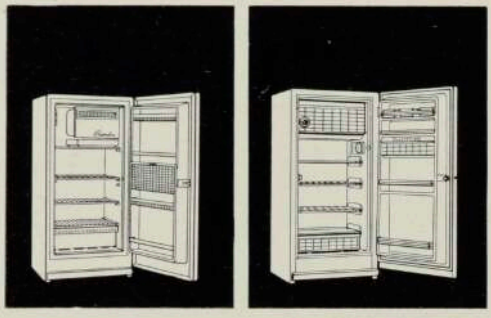

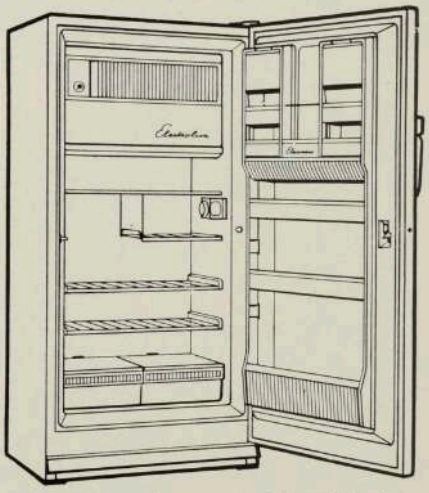

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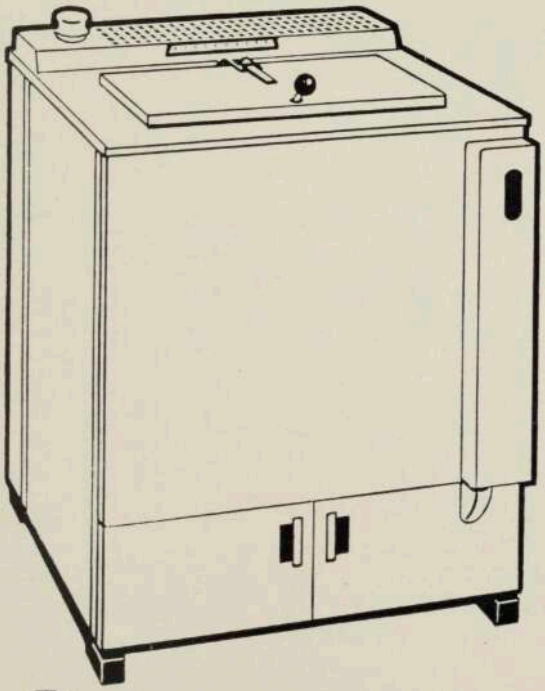

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Papua-New Guinea Will Display At Osaka

AN indication of New Guinea's interest in the Japanese market is given by the fact that Papua-New Guinea will exhibit at the Osaka Trade Fair next April.

The New Guinea display will be part of the Australian pavilion at the fair and a number of New Guinea companies are interested enough to have arranged separate stands.

Papua-New Guinea companies exhibiting will be W. R. Carpenter, New Guinea Lumber Development Company, Colyer Watson, Cottees, Burns Philp, Nelson and Robertson, and Robert Timms Pty. Ltd.

The New Guinea section will push sales of timber, cocoa, coffee, copra and its by-products, peanuts, passionfruit and crocodile skins.

The Papua-New Guinea exhibition is being handled by the Department of Territories, Canberra, which is producing 25,000 copies of a supporting trade booklet in colour.

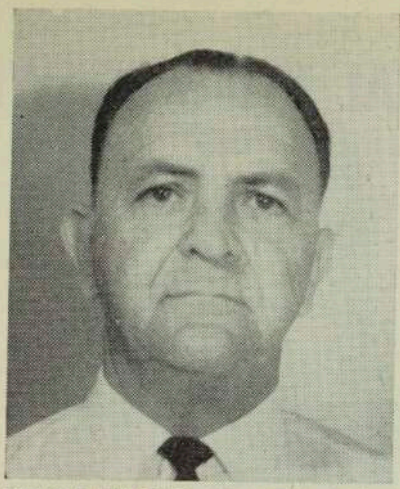
It will be the first time that New Guinea has exhibited in an overseas trade fair on any scale. New Guinea exhibited for the first time anywhere overseas, at the Cologne Fine Foods fair earlier this year and as a result there were a number of inquiries about New Guinea coffee.

Dispute Over Payment Of Export Subsidy

BULOLO Gold Dredging Ltd. has issued a writ in the Australian High Court against the Commonwealth Government, claiming payment of an export subsidy of £257,543 and unspecified damages. The payments are claimed for Commonwealth-New Guinea Timbers Ltd., of which the Bulolo company has nearly a 50 per cent. interest (and the Commonwealth has the rest). No date has yet been fixed for a hearing.

The company's statement alleges that the Commonwealth failed to honour an agreement to pay export subsidies to Commonwealth New Guinea Timbers Ltd. equivalent to the Customs duty paid on plywood exported from New Guinea to Australia. It claims the Commonwealth had previously admitted its obligations to pay subsidies on the plywood but had since denied any obligation to pay.

The writ was filed by Sydney solicitor J. G. Palmer on behalf of the Canadian company.



VISITING THE EAST: Aboard the "Milos" for a holiday and business trip to the East recently was Mr. A. L. Lambourne, general manager of the New Guinea Co. Ltd., Rabaul. He was to attend the Canton trade fair among other things.

—Photo: C. H. Meen.

TRADING NOTES

CARPENTER BONUS: W. R. Carpenter Holdings Ltd. is to make a 1-for-4 bonus issue—its third in 12 years. Provided that "produce prices and general business in the islands continue in the present trend", the directors expect to pay a 15 per cent. dividend on the bonus-increased capital of £6.25 million.

FIJI INDUSTRIES LTD. PROFIT UP: The company, Fiji cement makers, earned a net profit for the 12 months to June 30, 1963, of £F20,301, equal to 9.1 per cent. on capital. This compares with a £F2,669 loss incurred in the first two months of the company's trading to June 30, 1962. The latest result is after providing £F2,000 for tax and £F13,664 for depreciation.

TO OPERATE HOTEL: The Inter-Continental Hotel Company, of New York, will be the operating company for the hotel being built by the American Samoan Development Corporation. Inter-Continental is a subsidiary of the Pan American World Airways. The site of the hotel is in the Goat Island Club area of Pago Pago.

FIRST EXPORTS: Newly-formed Norfolk Island Fisheries Ltd. freighted out its first overseas samples of local fish early in November, in the MV "Tulagi". About one ton of whole fish was processed into fillets and fish fertiliser. All the fish processed was caught from the company's own boats.

The Stock Market

SYDNEY SALES PRICES

	Oct. 24	Nov. 25
Bali Plantations . .	4/10	6/6
Burns Philp	81/6	84/-
Burns Philp (SS) .	53/-	54/6
Choiseul Plntn. . .	258/-	90/-
C.S.R. Co.	73/-	77/3
Dylup Plantations .	6/11	7/9
Fiji Industries . . .	14/-	14/-
Hackshall's	16/-	16/9
Kerema Rubber . .	3/9	3/3
Koitaki Rubber . .	14/9	15/6
Lolorua Rubber . .	9/-	9/-
Makurapau Plntn. .	4/-	5/-
Mariboi Rubber . .	5/9	6/3
Pacific Is. Timbers .	2/11	2/-
Palgrave	2/10	2/9
Plantation Holdings .	3/9	4/-
Queensland Insurance	120/-	125/-
Rubberlands	4/9	4/6
Sandy Creek	6d	6d
Sangara	10d	9d
Sogeri Rubber . . .	7/6	7/3
Sthn. Pac. Insurance	30/9	31/-
Steamships Trading .	13/8	12/10
W. R. Carpenter . .	35/6	38/5
Watkins Consolidated	3/3	3/3

OIL AND MINING SHARES

	Dec. 4, 1958	Oct. 24, 1963	Nov. 25, 1963
Emperor . .	b9/-	s7/6	s7/-
Loloma . .	b30/-	s58/-	s58/-
Bulolo G.D.	b32/-	s46/-	s62/-
N.G.G. Ltd.	b2/3	b2/6	b2/6
Oil Search .	b9/9	b2/9	b1/11
Ent. of N.G.	s11d	b2½d	b1d
Pac. I. Mines	—	b7/10	b6/-
Ditto Opt. .	—	b6/1	b3/11
Papuan Apin.	b4/6	b5/-	b6/3
Placer Dev.	b91/-	b222/-	b225/-
Timor Oil .	n.q.	b10d	b9d

Sydney Stock Exchange share price index for "Ordinaries" on Nov. 25 was 348.96; on October 24, it was 342.5.

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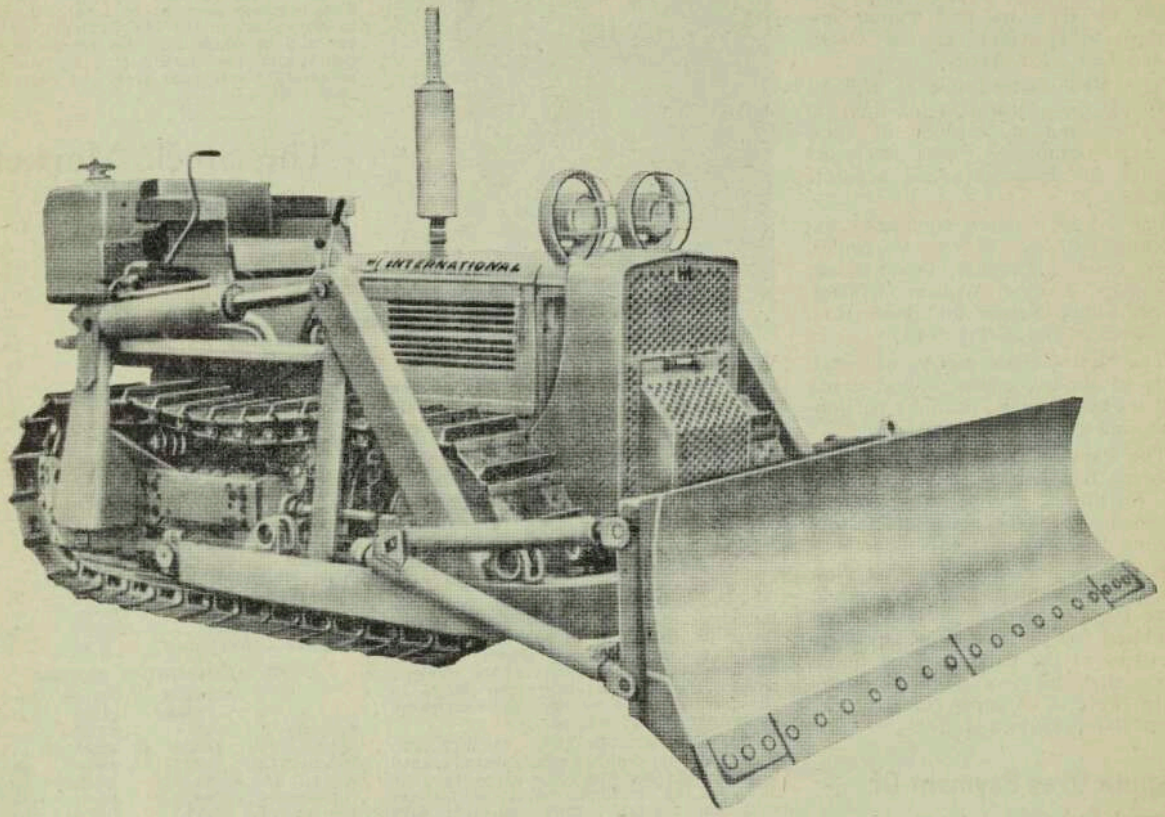
INTERNATIONAL BTD-6 CRAWLER TRACTOR



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SOLOMON ISLANDS: Solomon Motors Ltd., Honiara.

NEW GUINEA: N.G.G. Trading Company, Lae. Colyer Watson (New Guinea) Ltd., Rabaul. New Guinea Goldfields Ltd., Wau.

NEW HEBRIDES: Kerr Bros. Pty. Ltd., Sydney.

NEW CALEDONIA: Agence Automobile, Noumea.

FIJI: Niranjan's Service Station, Suva.

TAHITI: Hintze & Company, Papeete.

INTERNATIONAL HARVESTER COMPANY OF AUST. PTY. LTD., SOUTH MELBOURNE. WORKS: DANDENONG, GEELONG, PORT MELBOURNE

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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. Nov. 18 prices were: HAD £F59/15/-, FM £F57/5/-.

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 November was: 1st grade, £60/-/-; 2nd grade, £58/10/-; 3rd grade, £56/-/- 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:—In the first week of November copra price on the International market was 100 French francs per 100 kilos.

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 Nov. 21 was £Stg.208/15/- per ton, c.i.f., Sydney.

P.-N.G.: Sydney buyers on Nov. 21 reported: Quote No. 1: In store, Rabaul, export quality £200-£205 per ton, or on wharf Sydney, according to quality: £220-£230; quote No. 2: Best quality, on wharf Syd., Melb., £230, in store, N.G. ports, £205 (for UK, Continent and USA shipments).

W. SAMOA:—Nominal prices quoted in Sydney, Nov. 21, were: Grade 1, £Stg.220; grade 2, £Stg.210, f.o.b., Apia.

COFFEE.—P.-N.G.: November 21, good quality A grade, per lb, 4/- to 4/2; B grade, 3/9 to 4//-; C grade, 2/9 to 3/6, c.i.f., Sydney.

Overseas c.i.f. coffee prices were reported on November 19 as Kenya AA £Stg.385-£Stg.526, A £Stg.355-£Stg.482, B £Stg.333-£Stg.403, C £Stg.326-£Stg.-349; Bugisu AA £Stg.325, A £Stg.315, B £Stg.300; Tanganyika AA £Stg.345, A £Stg.335, B £Stg.325; Uganda Robusta (standard) on Nov. 9 was £Stg.305.

PEANUTS. — P.-N.G.: Sydney agents reported Nov. 21—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 Nov. 21 was: No. 1, RSS, Spot, 69 Straits cents per lb (24.06d Aust.).

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, reported Nov. 21: 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 November 21 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 Nov. 21 indicated the following quotations to Islands producers: No. 1.—**Papua**—nominally £100 per ton, f.o.b., Papuan ports; **N.G.**—£90, 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 Nov. 21: No. 1: £325 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 November 21 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, Nov. 21, Philippines, in bulk, $196 US (equal to £Stg.70/0/10) 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: Nov. 21, Philippines, $180 US per short ton, c.i.f., Pacific Coast ports. CEYLON: 955 Rupees per ton c.i.f.

Coconut Oil: LONDON, Nov. 21, Ceylon, 1% in bulk £Stg.108/-/- per ton, c.i.f., UK/North European ports. Straits, 3½%, N.Q., c.i.f.

Rubber: LONDON, Nov. 20, c.i.f., RSS No. 1 Spot, 20½d Stg. lb, Jan. Shipment 20⅞d Stg. lb, Dec. 20½d Stg. lb.

(£1 Australian is equal to about 2.2 US Dollars or 10½ Rupees.)

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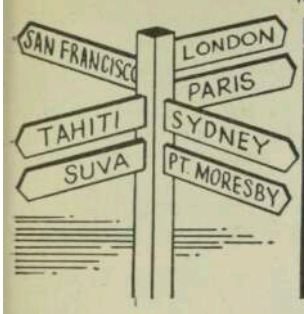

TRAVEL TALK

N.Z. Southern Alps — All Year Round In Luxury

From Judy Tudor, in Christchurch

The Hermitage at Mt. Cook is reputed to be the best hotel in New Zealand—and it probably is. It is certainly better than any snowfields hotel in Australia—main reason for this being that it is primarily a resort hotel and not a ski lodge. Australian snow country hotels—even the best of them—are by way of being glorified ski-lodges.

BOTH the Australian and NZ systems have their advantages. The Hermitage is only at 2,500 feet, and although through its picture windows it seems as though you could poke the surrounding snow-capped mountains with a stick, the ski-grounds are a 10/- single, 15/- return bus fare away at Ball Hut.

Australian snow hotels are usually right in the skiing areas, at much greater altitudes.

Real skiers, in these northern NZ snowfields, stay at places like Ball Hut, a lodge accommodating 66 in dormitories of bunks. Innerspring mattresses, blankets and cooking facilities are provided but skiers do for themselves. Charges are 12/6 per night.

There are two ski tows—one of 300 ft for beginners and intermediate skiers; and another of 600 ft for experienced skiers.

The ultimate for real enthusiasts is to be deposited (for £3) 12 to 18 miles up the Tasman Glacier by ski plane——and ski back to base.

The Hermitage is a year-around tourist resort as popular in summer as in winter. Although the ski season thereabouts is regarded as lasting from June through September, the main alpine attraction—the glaciers—remain year around.

The glaciers and what look to be the snow caps are in perpetual ice—

THE PACIFIC

something left over from the last ice-age. They spill down the valleys to quite low elevations, maintaining themselves through even summer heat by their own inbuilt deep-freeze.

It is estimated, for example, that the thickness of the Tasman Glacier, near Ball Hut, is 700 ft.

Accommodation at the Hermitage is in three grades. In the main buildings, single room with bath and all meals is £5/17/6 per day (slightly less per person in twin bedded room). In adjoining Tasman and Sefton Lodges, single all-inclusive daily accommodation is 77/6 and 67/6 respectively (slightly less for shared rooms).

Lodge patrons use the public facilities of the main hotel, which are first-class.

The Hermitage is operated by the NZ Tourist Hotel Corporation, a quasi-Government organisation, which is doing a great deal towards taking NZ hotels out of the Victorian era—something generally long overdue.

Tourists can reach the Hermitage from Christchurch by road or air. The Mt. Cook Co. coach operates daily services (except Sunday) from Christchurch (209 road miles); and three times a week from Queenstown.

The Mt. Cook Airlines DC3 service operates from Christchurch to within a few miles of the Hermitage each Monday, Wednesday and Friday (and more frequently in the Christmas period). Flight time is an hour and fares are £3/4/- each way.

The small ski-planes of Mt. Cook Air Services Ltd., operate from Regat outside The Hermitage. They fly year round (weather permitting), and their specialty is cruising among the 10,000 to 12,000 ft peaks of the local ranges and landing at strategic points on the glaciers.

An hour's flight takes customers up the Tasman Glacier past Ball Hut, Mt. Cook (12,349 ft) and Hochstetter Ice Fall and over the Main Divide to Franz Joseph and Fox Glaciers (they flow westward), returning via Mt. Sefton and Mueller Glacier. Landings are made at places on the glaciers. Cost is £6. Half-hour flights up the Tasman Glacier are £3.

Charter flights to Milford Sound can be arranged—but come high in price (£40-50). Milford is better tackled from Queenstown, where the return flight is £6.

The Mt. Cook Hermitage area is a

Try an Ice Cold Spring for a Change

In an area famous for its geysers and hot springs, it's a surprise for tourists to find that Rotorua, NZ, also produces icy-cold springs where trout grow to huge size.

One of these is Taniwah Springs about six miles from the centre of Rotorua. Here, in 15 acres of bushland, dozens of crystal-clear icy springs bubble out from the earth. Rainbow, brown and brook trout share the pools and streams—and the pieces of bread thrown by tourists—with wild duck.

A special underwater viewing tank gives visitors a close-up view of some of the trout.

A Taniwah is the Maoriland version of the Loch Ness monster and one called Peke Haua was supposed to have been captured in this area.

Now, rid of all monsters, Taniwah Springs is run by the Hiscoke family who charge a modest 2/- for admission. (Children half price).

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paradise for the energetic. Walks of any dimension are available for the unskilled; and rock climbing and mountaineering on the perpetually ice-clad peaks test the skill of the most expert. Shooting of the pest-proportion introduced Himalayan deer (called thar) is encouraged.

High-level huts maintained by the Mt. Cook National Park Trust are available at 12/6 a day.

For the not-so-vigorous, a combined bus and mile-long walk on the Tasman Glacier at Ball Hut is arranged from The Hermitage. This tour takes four hours and costs 30/-. Boots are necessary and can be obtained from The Hermitage.

(All costs quoted are in NZ currency, which is equal to stg.).

Norfolk's New Hotel Open In December

THE Kingfisher, Norfolk Island's new 70-bed hotel—or what the proprietors call an "airtel"—will be officially opened on December 7. The hotel is at Anson Bay on the north-west side of the island.

It has been created by renovating and altering the former cable station and the four houses of the cable station employees.

The proprietors call the hotel an "airtel" because, according to them, a hotel is a hostelry you can walk to in a day; a motel is a hotel you can motor to in a day; so a hotel that you can only fly to in a day must be an airtel.

Anyway, the Kingfisher has its own built-in duty-free shop, an ample bar, and a private beach; there will be a staff of 15 to 20; and the manager will be Mr. Max Fryer, late of Sydney's Hampton Court Hotel, who has also had hotel experience in Europe and East Africa.

Informality will be the keynote of the hotel—and with the idea of promoting this, a smorgasbord luncheon will be provided each day so that guests can drift in when they like. The dining room can seat 130 people.

The hotel will cater particularly for clubs and conventions; it will provide hire cars for guests; and, within a year, it is expected to have its own nine-hole golf course and swimming pool. A bowling green, squash courts and tennis courts will be built later.

To make it easier for guests to get up and down the 300 ft cliff to the beach, the proprietors are thinking of installing a four-passenger funicular railway.

If the hotel does as well as the proprietors hope, accommodation for 90 more people will be added.

Daily tariffs, in Australian currency, are:

£2/15/- per person in six-bed dormitories.

£3/3/- and £3/15/- per person for a room with bath.

£4/10/- per person for suites.

In Australia, accommodation at the hotel may be booked at any travel agency or TAA office. In New Zealand, the selling agents are International Hotel Reservations, Palmerston North, and other travel agents.

A Choice of Accommodation In Fabulous Fiji

WITH the airlines and travel agencies now in full cry over the delights of a visit to fabulous Fiji, the crossroads of the Pacific, it is worth pointing out to visitors that it is not necessary to stay at a luxury hotel in a luxury suite if your budget doesn't stretch in that direction.

In Suva, for example, there is a choice of excellent accommodation at an economy price—i.e., the Hotel Metropole, £F2/5/- a day per person including meals; the Garrick Hotel, same tariff; the Melbourne Hotel, £F2 for bed and breakfast, and the Oceanic Private Hotel, £F1/5/- for bed and breakfast. The Fiji Visitors Bureau, Suva, will supply full tariff details of all hotels and accommodation in Fiji.

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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 sailing: Dec. 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 mid-Jan. (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: Dec. 20, Jan. 17, Feb. 7.

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.

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.

Northern Star: From Southampton (UK), via South Africa at Sydney Mar. 4-6, Wellington Mar. 9-11, Suva Mar. 15, Papeete Mar. 19-20, thence via Panama to Southampton, arr. Apr. 13.

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 Lord Howe Is., Norfolk Is., New Caledonia (Noumea).

Next sailing: Colorado del Mar from Sydney Jan. 2 (approx.).

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: Late Jan. (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. 31 (approx.).

Malaita sails from Sydney for Brisbane, Pt. Moresby, Rabaul, Lombrum, Lorengau, Madang, Lae, Samarai, Brisbane, Sydney. Next Sydney sailing: Jan. 7 (approx.).

Bulolo sails about every six weeks: Sydney, Brisbane, Pt. Moresby, Samarai, Lae, Madang, Rabaul, Samarai, Pt. Moresby, Brisbane, Sydney. Next Sydney sailing: Jan. 11 (approx.).

Montoro sails from Melbourne for Sydney, Brisbane, Pt. Moresby, Samarai, Rabaul, Kavieng, Wewak, Madang, Lae, Pt. Moresby, Sydney. Next Sydney sailing: Jan. 29 (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: Burnside Jan. 10.

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 sailings: Dec. 24, Jan. 24 (approx.).

Shansi: Leaves Sydney every four weeks for Brisbane, Pt. Moresby, Samarai, Lae, Madang, Rabaul, Sydney. Next Sydney sailings: Dec. 17, Jan. 15.

Details from New Guinea Australia Line (Swire and Yuill Pty., Ltd., agents), 8 Spring St., Sydney (BU 4701).

Elizabeth Boye: Leaves Sydney appproximately every five weeks for Honiara, Gizo, Rabaul, Lae, Sydney. Next Sydney sailing: Jan. 2 (approx.).

Slitan: Leaves Sydney approximately every five weeks for Brisbane, Pt. Moresby, Lae, Madang, Wewak, Sydney. Next Sydney sailing: Jan. 5 (approx.).

Sletta: Leaves Sydney approximately every five weeks for Rabaul, Wewak, Madang, Lae, Sydney. Next Sydney sailing: Jan. 3 (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).

Roggeveen: Leaves Melbourne approximately every six weeks for Sydney, Brisbane and Kota Baru. Next Sydney sailing: Jan. 22, due Brisbane Jan. 24, Kota Baru Jan. 30.

Details from Royal Interocean Lines, 261 George Street, Sydney (2-0573).

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.

Milos: From Adelaide and Melbourne, dep. Sydney Dec. 31 for Brisbane Jan. 2-3, Rabaul Jan. 7-8, Lae Jan. 9-10, Madang Jan. 11-12, thence to Hong Kong. Dep. Hong Kong Jan. 21 for Manila, Rabaul, Madang, Lae, thence Brisbane, arr. Feb. 12, Sydney, Adelaide, Melbourne.

Tenos: From Hong Kong and Manila, due Madang Dec. 28-29, Lae Dec. 30-31, Rabaul Jan. 1-2, Honiara Jan. 4-5, Vanikoro Jan. 7-9, Brisbane Jan. 13-15, Sydney Jan. 17-20, thence Adelaide and Melbourne.

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:

Anking: Dep. Sydney Dec. 20 for Brisbane Dec. 22-24, Pt. Moresby Dec. 28-29, thence Manila and Hong Kong.

Anshun: Dep. Sydney Jan. 20, for Brisbane Jan. 22-23, Pt. Moresby Jan. 27-28, 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.

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.

Francis Drake: Dep. Sydney Feb. 5, arr. Brisbane Feb. 7, Manila Feb. 19, Hong Kong Feb. 22, Japan Mar. 2, Guam Mar. 13, Rabaul Mar. 18, Sydney Mar. 25.

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 northbound Tahiti call: From Sydney, at Papeete Jan. 6-7, 1964.

Next southbound Tahiti call: September 25-26, 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, Papeete, Pt. Moresby Dec. 23, Rabaul Dec. 25-26, Lae Dec. 27-28, Madang Dec. 29, Kota Baru Jan. 1.

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: Vosges Dec. 16 (Noumea Dec. 25); Vivarais Jan. 13 (Noumea Jan. 22).

Other MM vessels run between France and Sydney, via Panama Canal and Pacific ports.

Next vessel: Iraquaddy (Papeete July 17, Vila July 24, Noumea July 26, Australia Aug. 2).

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 Neck calls at Lautoka Dec. 21, Suva Dec. 22; Van Cloon calls at Lautoka Feb. 29, Suva Mar. 1.

Details from Royal Interocean Lines, 261 George Street, Sydney (2-0573).

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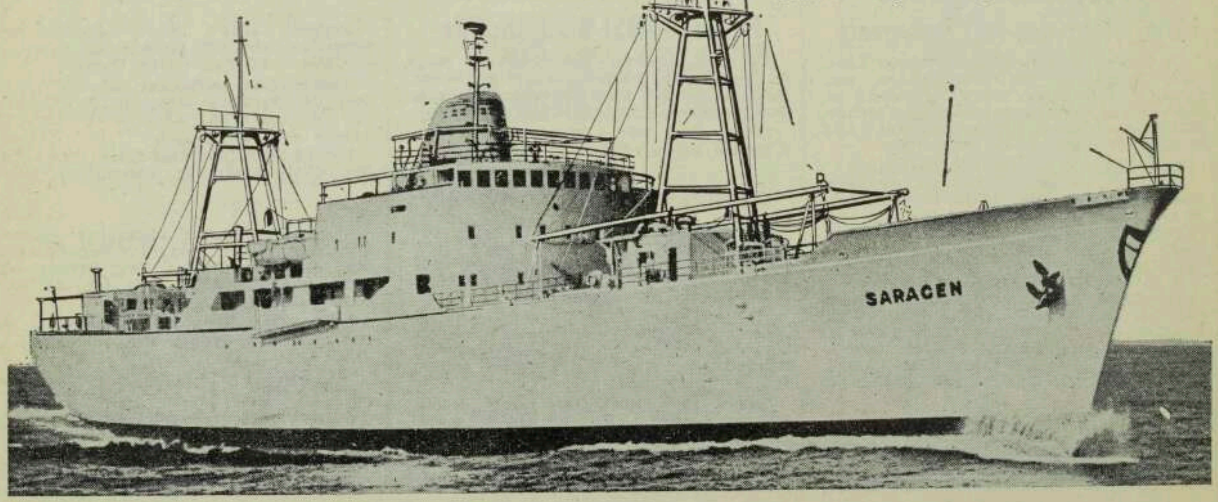

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Far East-P-NG-BSI-New Hebrides-Fiji-New Caledonia

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, due Rabaul Dec. 20, Wewak Dec. 23, Madang Dec. 27, Lae Dec. 30, Suva/Lautoka Jan. 11, Noumea Jan. 17, thence to Japan, arr. Feb. 4.

Chengtu: From Japan and Hong Kong, due Rabaul Jan. 16, Madang Jan. 20, Lae Jan. 24, Samarai Jan. 28, Pt. Moresby Feb. 4, Suva/Lautoka Feb. 9, Noumea Feb. 16, thence to Japan, arr. Mar. 4.

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 sailings: Jan. 14, Feb. 11.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. Next Auckland sailings: Dec. 31, Jan. 30.

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 Montreal: Dep. Auckland Jan. 7 for Guam (arr. Jan. 17) and thence on to Japan.

Port Adelaide: Dep. Auckland Feb. 15 for Noumea Feb. 18, Pt. Moresby Feb. 22, thence Singapore, Pt. Swettenham, Manila, Hong Kong and Shanghai (if inducement).

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 northbound voyage: Remuera, dep. Wellington Dec. 24, due Papeete Dec. 29.

Next southbound voyage: Ruahine from London, due Papeete Jan. 7.

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: Crusader dep. Auckland Feb. 1 (approx.), at Papeete Feb. 7 (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.

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

		MONTEREY	MARIPOSA	MONTEREY	MARIPOSA
SAN FRANCISCO	depart	Dec. 19	Jan. 12	Feb. 2	Feb. 27
LOS ANGELES	arr/dep	Dec. 20	Jan. 13	Feb. 3	Feb. 28
BORA BORA	arr/dep	Dec. 28	Jan. 21	Feb. 11	Mar. 7
PAPEETE	arr/dep	Dec. 29-31	Jan. 22-24	Feb. 12-14	Mar. 8-10
RAROTONGA	arr/dep	Jan. 1	Jan. 25	Feb. 15	Mar. 11
AUCKLAND	arr/dep	Jan. 6-7	Jan. 30-31	Feb. 20-21	Mar. 16-17
SYDNEY	arr/dep	Jan. 10-13	Feb. 3-6	Feb. 24-27	Mar. 20-23
NOUMEA	arr/dep	Jan. 16	Feb. 9	Mar. 1	Mar. 26
SUVA	arr/dep	Jan. 18	Feb. 11	Mar. 3	Mar. 28
NIUAFOOU	arr/dep	Jan. 19	Feb. 12	Mar. 4	Mar. 29
PAGO PAGO	arr/dep	Jan. 19	Feb. 12	Mar. 4	Mar. 29
HONOLULU	arr/dep	Jan. 24-25	Feb. 17-18	Mar. 9-10	Apr. 3-4
SAN FRANCISCO	arrive	Jan. 30	Feb. 23	Mar. 15	Apr. 9

Details from Matson Lines, 50 Young St., Sydney. (BU 4272).

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 sailings, ex-London: Jan. 2, 30.

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: Roybank: From Continent and London,

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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.

Westbank: From Continent and London, arr. Pt. Moresby Jan. 15, Samarai Jan. 17, Lae Jan. 18, Madang Jan. 20, Wewak Jan. 22, Kavieng Jan. 24, Rabaul Jan. 25, Honiara Jan. 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 Isle Dec. 20; Pioneer Glen Feb. 29.

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.

Thor I: Dep. San Francisco Jan. 7, Los Angeles Jan. 10, arr. Papeete Jan. 20, Pago Pago Jan. 26, Apia Jan. 30, Suva Feb. 3, Noumea Feb. 6. Dep. Noumea Feb. 8 for Vila, arr. Feb. 10, Apia (open), Pago Pago Feb. 14, Los Angeles Mar. 1, San Francisco Mar. 4.

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, Dec. 20, Jan. 3, 17, 31, Feb. 14, 28, 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.: Dec. 21, Jan. 4, 18, Feb. 1, 15, 29, 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. (Dec. 28, Jan. 11, 25, Feb. 8, 22, 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. (Dec. 24, Jan. 7, 21, Feb. 4, 18, 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., 5.15 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. 5.15 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

UTA-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, dep. Fri. and alt. Wed. 8.15 a.m., Los Angeles, arr. 6.10 p.m.). Immediate connection by Boeing non-stop to Paris.

Sat.: Dep. Los Angeles 1 a.m., Papeete (arr. Sat. and alt. Thurs. 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.

NOTE: Additional services will be operated on all sectors during December. Contact your local Qantas office or travel agent for full details.

Auckland-Melbourne

QANTAS-TEAL with Electra Mk. II's

Wed., Fri.: Dep. Auckland 8.30 a.m., arr. Melbourne 11.30 a.m.

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SYDNEY—Birt & Co. (Pty.) Ltd.
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LAE/RABAUL—Burns Philp (New Guinea) Ltd.
PORT VILA—Comptoirs Francais des Nouvelles Hebrides.

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Thurs., Sat.: Dep. Melbourne 12.30 p.m., arr. Auckland 7 p.m.

NOTE: Additional services will be operated on all sectors during December. Contact your local Qantas office or travel agent for full details.

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.

NOTE: Additional services will be operated on all sectors during December. Contact your local Qantas office or travel agent for full details.

Sydney-Auckland

QANTAS-TEAL, with Electra Mk. II's.

Daily: Dep. Auckland 9 a.m., arr. Sydney 11.05 a.m.

Daily: Dep. Sydney 1 p.m., arr. Auckland 6.45 p.m.

Additional Wed., Fri.: Dep. Auckland 1.30 p.m., arr. Sydney 3.25 p.m. Dep. Sydney 4.30 p.m., arr. Auckland 10.15 p.m.

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.

NOTE: Additional services will be operated on all sectors during December. Contact your local Qantas office or travel agent for full details.

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.

NOTE: Additional services will be operated on all sectors during December. Contact your local Qantas office or travel agent for full details.

Sydney-Wellington

QANTAS-TEAL, with Electra Mk. II's

Daily: Dep. Sydney 9.30 a.m., arr. Wellington 3.25 p.m.

Daily: Dep. Wellington 4.30 p.m., arr. Sydney 6.50 p.m.

Sat.: Dep. Sydney 12.30 a.m., arr. Wellington 6.25 a.m. Dep. Wellington 8 a.m., arr. Sydney 10.20 a.m.

NOTE: Additional services will be operated on all sectors during December. Contact your local Qantas office or travel agent for full details.

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-Fiji-Tahiti

QANTAS, with Boeing 707 Jet

NORTHBOUND

Weekly from Sydney, dep. 8 p.m. every Fri., arr. Fiji 1.50 a.m. Sat., dep. Fiji 2.35 a.m. Sat., arr. Tahiti 8.35 a.m. Fri.

SOUTHBOUND

Weekly from Tahiti, dep. Sat. 7 a.m., arr. Fiji 9.40 a.m. Sun., dep. Fiji 10.25 a.m., arr. Sydney 12.30 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.

● **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.**

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, Fridays and Saturdays; Ansett-ANA Sundays, Tuesdays, Thursdays and Fridays.

NORTHBOUND

TAA: Mon., Wed., Sat. dep. Sydney 9.45 p.m., arr. Brisbane 11.50 p.m. Dep. Brisbane 12.40 a.m. next day, arr. Pt. Moresby 6.10 a.m., dep. Pt. Moresby 7 a.m., arr. Lae 8 a.m.

Fri.: Dep. Sydney 9.30 p.m., arr. Brisbane 11.35 p.m., dep. Brisbane 12.25 p.m. Sat., arr. Pt. Moresby 6 a.m., dep. Pt. Moresby 6.45 a.m., arr. Lae 7.45 a.m.

Ansett-ANA: Sun., Tues., Thurs., Fri. dep. Sydney 9.45 p.m., arr. Brisbane 11.45 p.m., dep. Brisbane 12.40 a.m. next day, arr. Pt. Moresby 6.10 a.m., dep. Pt. Moresby 7 a.m., arr. Lae 8 a.m.

SOUTHBOUND

Ansett-ANA: Dep. Lae Wed., Fri., Sat., Sun., 9.15 a.m., arr. Pt. Moresby 10.15 a.m., dep. Pt. Moresby 11 a.m., arr. Brisbane 4.10 p.m., dep. Brisbane 4.50 p.m., arr. Sydney 6.55 p.m.

TAA: Tues., Thurs., Sun. dep. Lae 9.15 a.m., arr. Pt. Moresby 10.15 a.m., dep. Pt. Moresby 11 a.m., arr. Brisbane 4.15 p.m., dep. Brisbane 4.50 p.m., arr. Sydney 6.55 p.m.

Sat.: Dep. Lae 9.30 a.m., arr. Pt. Moresby 10.30 a.m., dep. Pt. Moresby 11.15 a.m., arr. Brisbane 4.30 p.m., dep. Brisbane 5.05 p.m., arr. Sydney 7.10 p.m.

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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. (Dec. 16, 30, Jan. 13, 27, Feb. 10, 24, 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. (Dec. 25, Jan. 8, 22, Feb. 5, 19, 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. (Dec. 28, Jan. 11, 25, Feb. 8, 22, etc.).

Alt. Sun.: Dep. Pt. Moresby 9.05 a.m., arr. Cairns 11.25 a.m. (Dec. 29, Jan. 12, 26, Feb. 9, 23, 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.

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. (Dec. 26, Jan. 9, 23, 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. (Dec. 28, Jan. 11, 25, 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. (Dec. 19, Jan. 2, 16, 30): Dep. Suva 7 a.m., arr. Nukualofa 11.15 a.m.

Alt. Sat. (Dec. 28, Jan. 11, 25): Dep. Nukualofa 9.30 a.m., arr. Suva 11.45 a.m.

Alt. Sat. (Dec. 21, Jan. 4, 18): 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. (Dec. 19, Jan. 2, 16, 30, Feb. 13, 27, etc.): Dep. Suva 7.45 a.m., cross International Dateline, arr. Apia 1.25 p.m., Wed. (Dec. 18, Jan. 1, 15, 29, Feb. 12, 26, etc.).

Alt. Thurs. (Dec. 19, Jan. 2, 16, 30, Feb. 13, 27, etc.): Dep. Apia 10 a.m., cross International Dateline, arr. Suva 1.40 p.m., Fri. (Dec. 20, Jan. 3, 17, 31, Feb. 14, 28, etc.).

New Caledonia-New Hebrides

UTA, with DC4 Aircraft

Mon., Thurs.: 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.).

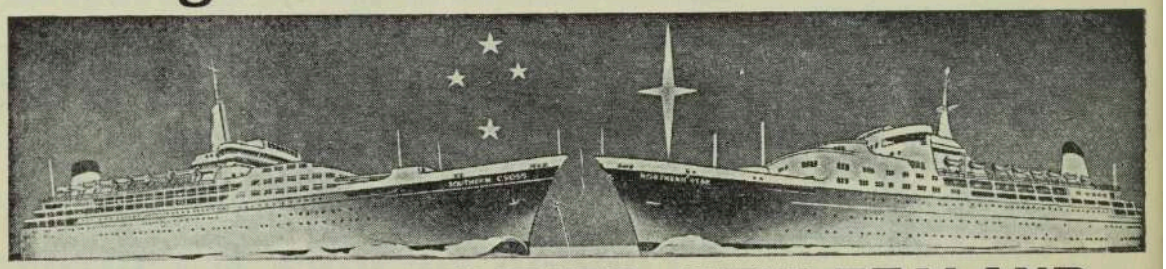
New Caledonia-NZ

UTA, 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.

Linking the PACIFIC ISLANDS with



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Cable Address: Messagerie Papeete.

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New Caledonia-Wallis Island

UTA, with DC4 Aircraft

Monthly service (second Saturday)

Sat. (Jan. 11, Feb. 8, etc.): Dep. Noumea 11 p.m. for Wallis Is. (arr. Sun 6.30 a.m.).

Tues. (Jan. 14, Feb. 11, 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. (Dec. 28, Jan. 11, 25, etc.): Dep. Auckland 10 a.m., arr. NI 1 p.m.

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. (Dec. 17, 31, Jan. 14, 28, Feb. 8, 22, etc.).

Alt. Wed.: Dep. Honiara (DC3) 7.30 a.m. for Yandina, Munda, Buka, Rabaul, Lae, arr. 3.45 p.m. (Dec. 18, Jan. 1, 15, 29, Feb. 12, 26, etc.).

Alt. Tues.: Dep. Lae (Fokker) 9 a.m. for Rabaul, Buka, Munda, Honiara, arr. 4.20 p.m. (Dec. 24, Jan. 7, 21, Feb. 4, 18, etc.).

Alt. Wed.: Dep. Honiara (Fokker) 6.45 a.m. for Munda, Buka, Rabaul, Lae arr. 12 noon (Dec. 25, Jan. 8, 22, Feb. 5, 19, etc.).

P-NG - West NG

TAA, with DC3 Aircraft

Alt. Tues. (Dec. 24, Jan. 7, 21, Feb. 4, 18, etc.): Dep. Lae 9 a.m. for Madang, Wewak, Kota Baru, arr. 1.35 p.m.

Alt. Wed. (Dec. 25, Jan. 8, 22, Feb. 5, 19, 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. (Dec. 17, 31, Jan. 14, 28, Feb. 11, 25, 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. (Dec. 18, Jan. 1, 15, 29, Feb. 12, 26, 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

UTA, with DC8 Jet Aircraft

Alt. Wed. (Dec. 25, Jan. 8, 22, Feb. 5, 19, etc.): Dep. Papeete 4 p.m. for Honolulu, arr. 9.35 p.m.

Alt. Thurs. (Dec. 26, Jan. 9, 23, Feb. 6, 20, etc.): Dep. Honolulu 11.55 p.m. for Papeete, arr. alt. Fri. 5.20 a.m.

South Pacific Airlines with Super-G Constellation Aircraft

Sat.: Dep. Honolulu 11.30 p.m., arr. Papeete Sat. 8.30 a.m.

Alt.: Dep. Papeete 10 p.m., arr. Honolulu Sun. 7 a.m.

Details from South Pacific Airlines, 1 California St., San Francisco, USA.

Tahiti-USA

UTA, with DC8 Jet Aircraft

Sun. and alt. Wed. (Dec. 18, Jan. 1, 15, 29, Feb. 12, 26, etc.): Dep. Papeete 8.15 a.m. for Los Angeles, arr. 6.10 p.m.

Sat. and alt. Thurs. (Dec. 19, Jan. 2, 16, 30, Feb. 13, 27, 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 (Dec. 20, Jan. 3, 17, 31, etc.), arr. Aitutaki 2.10 p.m., dep. 2.55 p.m., arr. Rarotonga 4 p.m.

Dep. Rarotonga 7 a.m. alt. Sat. (Dec. 21, Jan. 4, 18, 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. (Dec. 18, Jan. 1, 15, 29, Feb. 12, 26, etc.).

Nadi-Suva: Dep. (Drover) Nadi alt. Thurs. 6.15 a.m., arr. Suva 7.05 a.m. (Dec. 19, Jan. 2, 16, 30, Feb. 13, 27, 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 8 a.m., Raiatea, arr. 8.55 a.m., dep. 9.20 a.m., Bora Bora, arr. 9.40 a.m.

Tues.: Dep. Papeete 7 a.m., Raiatea, arr. 8 a.m., dep. 8.20 a.m., Bora Bora, arr. 8.40 a.m.

Wed.: Dep. Papeete 8 a.m., Huahine, arr. 8.50 a.m., dep. 9.10 a.m., Raiatea, arr. 9.30 a.m., dep. 9.50 a.m., Bora Bora, arr. 10.10 a.m.

Thurs.: Dep. Papeete 8 a.m., Bora Bora, arr. 9.10 a.m.

Fri.: Dep. Papeete 8.45 a.m., Raiatea, arr. 9.40 a.m., dep. 10.50 a.m., Bora Bora, arr. 10.25 a.m.

Mon., Fri., Sat.: Dep. Bora Bora 4 p.m., Raiatea, arr. 4.20 p.m., dep. 4.45 p.m., Papeete, arr. 5.35 p.m.

Tues.: Dep. Bora Bora 9 a.m., Rangiroa, arr. 11 a.m., dep. 3.15 p.m., Papeete, arr. 4.45 p.m.

Wed.: Dep. Bora Bora 2.45 p.m., Raiatea, arr. 3.05 p.m., dep. 3.20 p.m., Huahine, arr. 3.40 p.m., dep. 3.55 p.m., Papeete, arr. 4.45 p.m.

Thurs.: Dep. Bora Bora 5.30 p.m., Papeete, arr. 6.40 p.m.

Details from RAI, Quai Bir Hakeim, Papeete, or any UTA 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. (Dec. 24, Jan. 7, 21, Feb. 4, 18, etc.).

LAE-RABAUL-LAE (Fokker Prop-Jet)

Alt. Tues. Dep. Lae 9 a.m., Rabaul arr. 10.55 a.m. (Dec. 24, Jan. 7, 21, Feb. 4, 18, etc.).

Alt. Wed.: Dep. Rabaul 10.10 a.m., Lae arr. 12 noon (Dec. 25, Jan. 8, 22, Feb. 5, 19, etc.).

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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. (Dec. 20, Jan. 3, 17, 31, Feb. 14, 28, 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. (Dec. 19, Jan. 2, 16, 30, Feb. 13, 27, etc.).

Alt. Fri.: Dep. Lake Murray 7 a.m. for Daru, Pt. Moresby, arr. 11.40 a.m. (Dec. 20, Jan. 3, 17, 31, Feb. 14, 28, 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. (Dec. 16, 30, Jan. 13, 27, Feb. 10, 24, etc.).

Fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Deboyne, Samarai, Pt. Moresby, arr. 4.30 p.m. (Jan. 5, Feb. 2, etc.).

Fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Pt. Moresby, arr. 4.30 p.m. (Dec. 23, Jan. 20, etc.).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Mon.: Dep. Lae 7.30 a.m. for Madang, 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)

Sat.: Dep. Pt. Moresby 11.30 a.m. for Kokoda (opt.), Popondetta, Garaina, Lae, arr. 2.05 p.m.

Sat.: 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.

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. (Dec. 18, Jan. 1, 15, 29, Feb. 12, 26, etc.): Dep. Rabaul 8 a.m. for Buka, Wakunai, Aropa, Buin, Kieta, Wakunai, Buka, Rabaul, arr. 3.20 p.m.

Alt. Wed. (Dec. 18, Jan. 1, 15, 29, Feb. 12, 26, etc.): Dep. Rabaul 9.30 a.m. for Buka, Wakunai, Kieta, Buin, Wakunai, Buka, Rabaul, arr. 4.50 p.m.

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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. Goroka 7.45 a.m. for Kainantu, Goroka, Minj, Banz, Mt. Hagen, Madang, arr. 3.30 p.m.
Dep. (Piaggio) Wewak 8.30 a.m. for Ambunti, Burui, Wewak, arr. 10.05 a.m.

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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
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(Founded 1937)

Visitors from the Pacific Islands to Sydney, or persons interested in Islands affairs, are invited to communicate with the Honorary Secretary of the above Society which was formed to constitute a social and cultural centre for those interested in the Pacific Islands.

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.

Address for correspondence:—

THE PACIFIC ISLANDS SOCIETY,
Box 2434, G.P.O., Sydney.

THE FIJI TIMES

Established 1869

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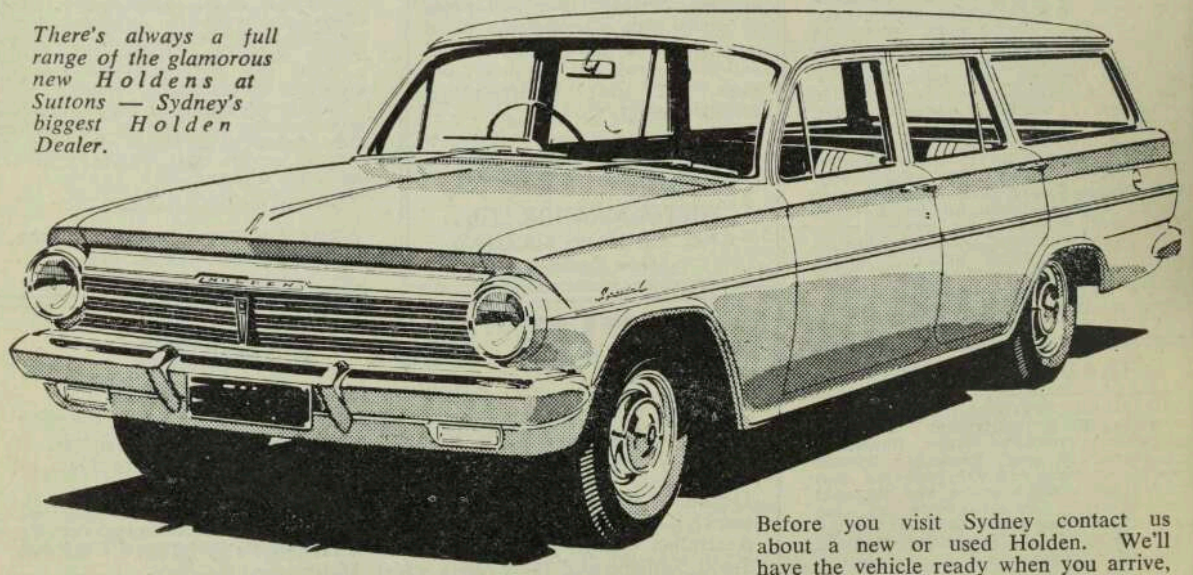

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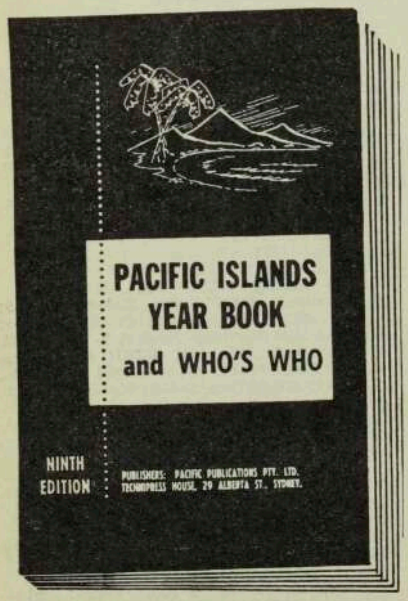

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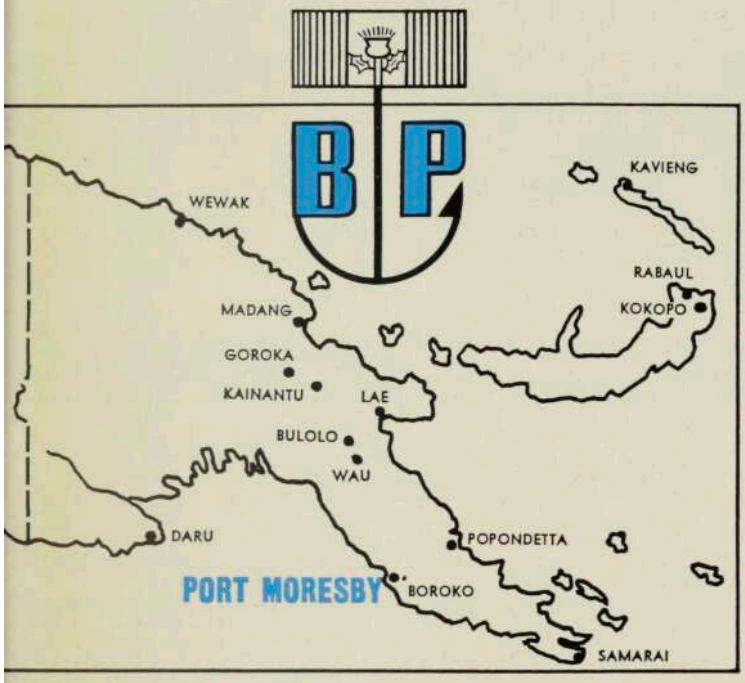

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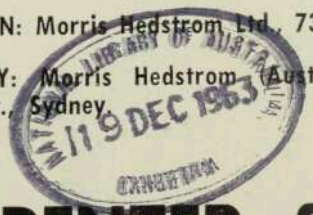

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