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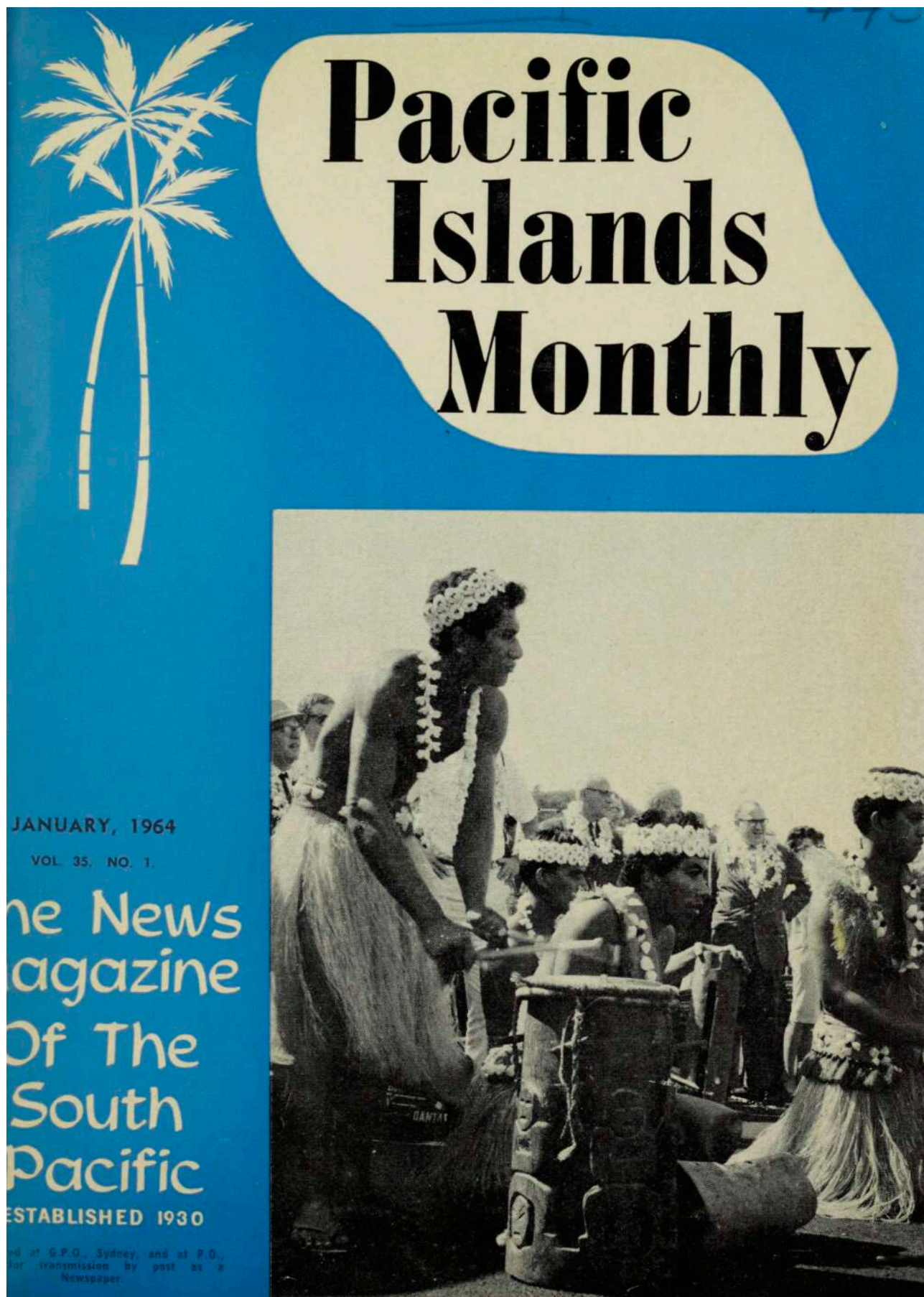
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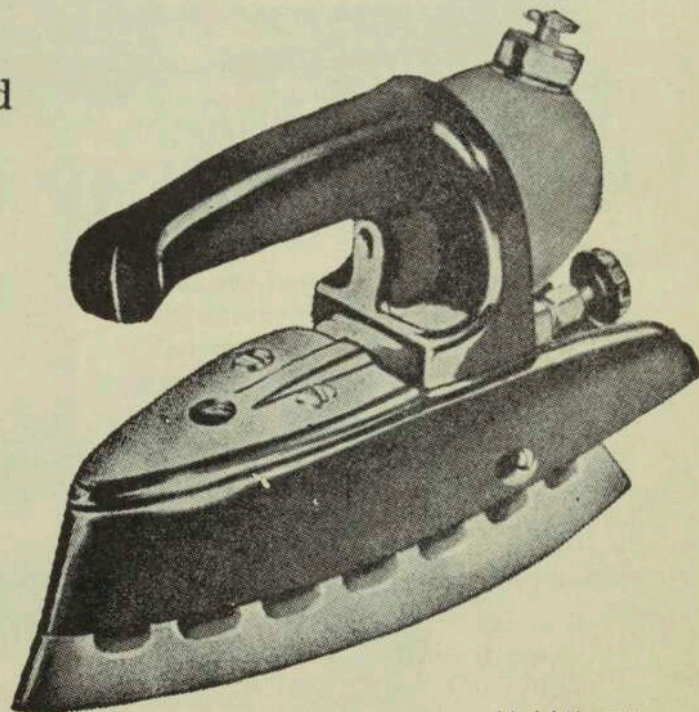
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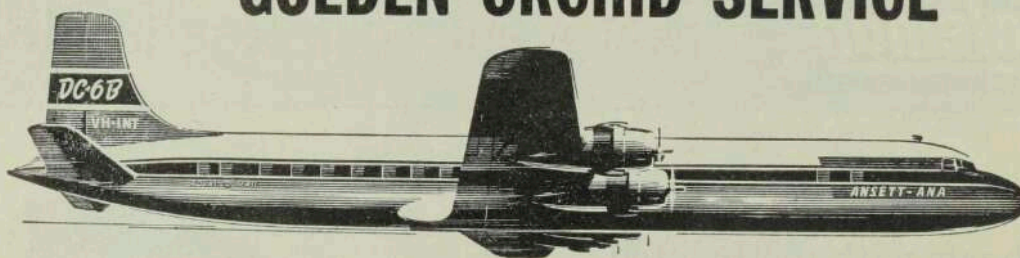
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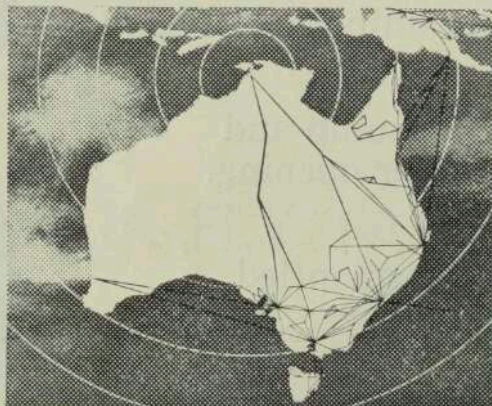


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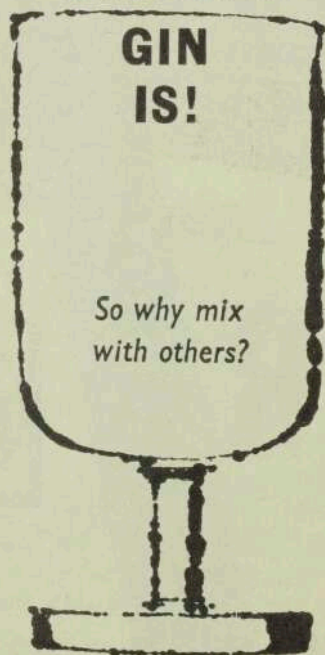
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PACIFIC ISLANDS MONTHLY — JANUARY, 1964

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PACIFIC ISLANDS MONTHLY

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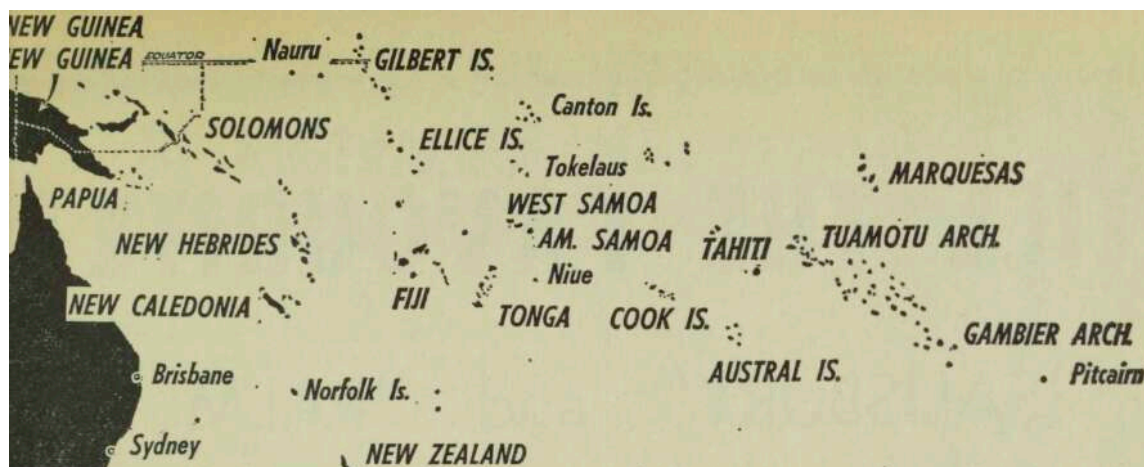
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OUR COVER: Everyone but PIM's cameraman was intent on looking at something else when this picture was taken on Tahiti's Faaa Airport on November 1. And what was everyone looking at? GO of course—hula girls. The girls danced on the tarmac on the arrival in Tahiti of the first Qantas Boeing 707 on its new weekly service from Sydney, via Nauru.



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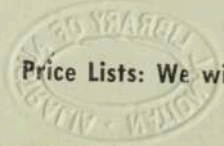
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NEW MEN AT THE HELM OF AUSTRALIAN, NZ SOUTH SEA TERRITORIES

By Stuart Inder

The policies of Australian and New Zealand South Pacific Territories will be steered by new hands at the helm in 1964. As a result of general elections in both countries on November 30, the NZ Minister, Sir Leon Goetz, lost his seat and the Australian Minister, Mr. Paul Hasluck, was given a new portfolio.

NEW Australian Minister for Territories is Mr. C. E. Barnes, a Queensland blood stock breeder. The new NZ Minister is Mr. J. R. Hannan.

Sir Leon Goetz had been NZ Minister for three years. He was defeated for the Manurewa seat, which is a district about 16 miles from Auckland. He lost by a narrow 1,524 votes. Manurewa is a new seat created

when electoral boundaries were altered recently, and was regarded as marginal. Sir Leon never has had a secure seat and held at least one marginal one before.

Said Sir Leon: "This will probably mean my departure from the political scene but these things happen. I regret losing, but it was a difficult one. My main regret is that I will not be able to finish the work I started. I would have liked to have seen self-government for the Cook Islands."

The NZ Department of Island Territories is responsible for policy in Niue and the Cooks (including the Tokelaus). Its former main interest, Western Samoa, has been independent for two years, and the Cooks will be given internal self-government in 1965, so there is not a very big job left for the new Minister.

BRIGHTER OUTLOOK IN THE BSIP

The BSIP financial situation is at last developing a tinge of pink to replace the grey. There was the suspicion of a modest blush in December when the Financial Secretary, Mr. L. M. Davies, announced to the Legislative Council that the Solomons required only another £A12,000 from the UK grant to make the budget balance for 1964. This would be the smallest increase in the last decade.

Estimated expenditure is £2,002,000, revenue £1,130,000, and UK assistance under the Overseas Aid Scheme is £235,000, leaving a shortfall of £637,000 to be met from the grant-in-aid.

Salaries will take £795,000 of the expenditure.

In 1963 imports were £2,085,000 and exports £1,700,000. The deficit in the trade balance was an improvement of some £215,000 compared with 1962. Exports were up £80,000.

The High Commissioner, Sir David Trench, described progress as most encouraging and said it looked as if the Solomons was at last entering a period of greater development.

See Commerce, p. 121.

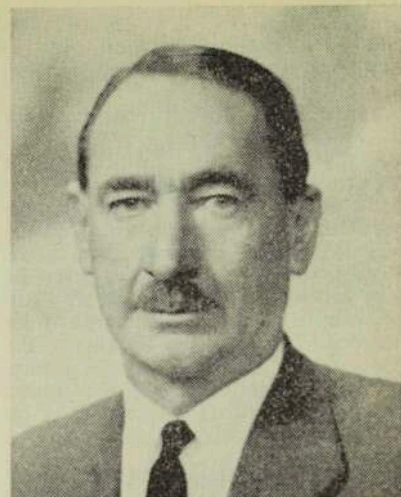
Colourful Sir Leon

With the disappearance of Sir Leon (he was knighted last year by the Queen for his work in organising the Royal tour of NZ) there goes from the Islands scene a colourful and controversial character.

A tough ex-planter (Malaya and Western Samoa) with an eye and an arm missing, Sir Leon's refreshingly apt choice of words with which to describe Islands problems and Islands personalities has time and again had his staff of career public servants crying into their beer in sheer terror of his being reported.

"What the hell will we do with him!" said one officer to me at a reception a year or two ago, when Sir Leon was expounding forthrightly to a small group about a neighbouring territory.

Like most people with long Islands experience and a genuine love of the Islands, he has strong views on most aspects of Islands life, and he has never much cared who knows it. His successor will probably seem tame by comparison.



Mr. C. E. Barnes.

Mr. Hannan, who is 64, has been a member of Parliament since 1946. He held the portfolios of Health, Public Trust, Friendly Societies and Immigration from 1954 to 1957.

In the last Parliament, he was Attorney-General, Minister for Justice, Minister of Maori Affairs, and Minister-in-Charge of the Electoral Department—portfolios he retains in the new Parliament.

Mr. Paul Hasluck, who is now Australian Minister for Defence, is an opposite type to Sir Leon. His statements have always been careful, considered, correct. He rarely makes off-the-record comments to the Press, and has never allowed his staff to give information without his authority.

His official handouts are on routine matters and any worthwhile information is first announced in Parliament or to the UN. Pressmen who may have had wind of it for weeks have meanwhile found it impossible to confirm it, and often impossible to get any additional facts after it has been confirmed.

High Tribute

This policy of handing out information only on his own restricted terms has won Mr. Hasluck many critics.

The same critics would agree that Mr. Hasluck's term as Minister has won him an honoured place in New Guinea's history. No Minister has worked harder, with more skill, for better results than he. When New Guinea becomes independent, Mr. Hasluck will have been the chief architect.

Mr. Charles Edward Barnes, 62, is still an unknown quantity, but the

general view of his departmental officers soon after he took over in Canberra was, "He looks like being a good bloke".

Mr. Barnes doesn't consider that the job in New Guinea has been done and that he is merely winding up a few ends for Mr. Hasluck.

"There is certainly tremendous credit due to Mr. Hasluck and to the officers of his administration," Mr. Barnes told me two days after he was sworn-in. "But that doesn't mean we can be satisfied. Although a lot has been achieved it is nothing to the problems that face us in the future. But with experience and the honest co-operation of all concerned, a lot more can be achieved."

To Visit Soon

The new Minister hopes to take his first official look at P-NG, the Northern Territory, Nauru and Norfolk Island "as soon as possible". First to be visited will probably be P-NG. He was last there with a Parliamentary delegation in April, 1962. His party visited Port Moresby, Goroka and Lae.

"Why did the Prime Minister select you as the Minister instead of a Brown, a Smith or a Jones?" I asked him. He smiled.

"I suppose he had his reasons. All I can do is give you my background and you make what you like of it!"

The Barnes family have had Queensland holdings for more than a century. C. E. Barnes' grandfather took up Lyndhurst Station, 250 miles SW of Cairns, in 1862. His maternal grandfather took up Oak Park in 1865.

His father bought Lyndhurst in 1914, sold it to the Queensland Government in 1918, having, the previous year, bought Canning Downs in the southern Darling Downs. Canning Downs is now owned by the Minister, who breeds blood horses.

NEW PACIFIC HOTELS

Proposals for the building of two new hotels in the Pacific—on Norfolk Island and Tahiti—were announced in December.

The Norfolk hotel (plans for which have been approved by the Minister for Territories) will be at Kingston and will incorporate the ruins of two convict buildings. Initially, it will have 60 beds.

The Tahiti hotel, to be built at Punaauia, about 20 miles from Papeete, will have 160 beds.

The Cook Islands Government has also invited inquiries from anyone interested in building a modern, good standard hotel at Rarotonga.



Sir Leon Gotz.

In the 'thirties, C. E. Barnes formed a syndicate and went mining in the north for such things as wolfram and tin. He got a pilot's licence and flew his Gypsy Moth for 10 years in and out of remote spots.

When war came his flying experience took him into the Air Force as a Flying Officer with a fighter section, and this in turn took him to Milne Bay and the outlying Papuan islands, such as Goodenough, for 12 months around 1943. He ended up with RAAF Intelligence.

When Mr. Barnes' appointment was announced it was stated somewhere that he had "extensive business interests in New Guinea", but he says this isn't true. He has no commercial interests in New Guinea.

Mr. Barnes is no professional politician and his rise to Ministerial rank has been remarkably quick. He entered politics only in 1958 in Sir Arthur Fadden's old seat of McPherson ("I still hadn't made up my mind two days before nominations closed") representing the Country Party. He had become interested in politics as a result of the bank nationalisation fight, and first lent a hand only because of that.

The new Minister has three daughters and a son.

My guess is that he got the appointment because of his close interest in the welfare of Australia's North, which is an important and growing part of the Territories' portfolio. He has to keep his eye on Norfolk Island and Nauru together with P-NG.

With his private enterprise background I personally predict he'll do the whole job very well.

The departure of Mr. Paul Hasluck from Territories means that two of the key figures in the develop-

ment of Papua-New Guinea for the last 13 years served out their time together.

Mr. Hasluck was given the portfolio in May, 1951, at the same time as Territories was made a separate ministry, and took in the Northern Territory.

On the job at the same time came Mr. C. R. Lambert, as Secretary. Mr. Lambert retired in November (PIM, Dec., p. 17), since when there has been no announcement about his successor. No doubt the new Minister, Mr. Barnes, will have the job of selecting him.

Sir Donald Cleland also has not much longer to go in New Guinea. He has been Administrator since February, 1953 (he had held the position in an acting capacity from the previous April) and is due for retirement in the normal course of events in 1966.

Talks Over WNG Border Incidents

INDONESIA and Australia are soon to discuss a survey of the border between P-NG and West New Guinea. This was announced in Djakarta in December following an interview between the Australian Ambassador there, Mr. Keith Shann, and the Indonesian Foreign Minister, Dr. Subandrio.

Mr. Shann sought the interview as a result of border incidents. An Australian border survey party had recently found that temporary wooden border markers, which had been erected with the concurrence of the Indonesians, had been uprooted. The border is also marked at intervals with permanent concrete cairns but there has been no interference with these.

Mr. C. E. Barnes, in his first official Press statement since his appointment as Minister for Territories, confirmed on December 20 that there had been border incidents.

Mr. Barnes said the P-NG survey branch had stopped putting up the wooden markers following the incidents. The markers were being put there until permanent markers could be erected. The trouble had been due to "some misunderstanding among the local Indonesian authorities."

In Jakarta following the talks with Mr. Shann, Dr. Subandrio said he expected no more border trouble because "basically we have reached an understanding on the matter".

The border marking is now being continued.

Touchy Situation Follows France's Tough Attitude On Tahiti Air Rights

One of the touchiest situations in the history of commercial aviation in the South Pacific developed in mid-December when the French Government terminated the rights of Tasman Empire Airways Ltd. to fly into Tahiti, and kept the Australian Government guessing on whether Qantas would be allowed into Tahiti in 1964. By year's end Qantas also found it was out.

TEAL, the pioneer airline into Tahiti, had been operating regular services between Auckland and Papeete since 1951, and for a number of years it provided Tahiti's only air link with the outside world. Qantas, on the other hand, began service only on November 22, 1963, following an agreement with France made a few weeks before. However, the agreement only gave Qantas landing rights in Tahiti until the end of the year.

The announcement in December that TEAL's landing rights to Tahiti had been cancelled corresponded with an announcement that the US Civil Aeronautics Board had approved a Pan American Airways plan to fly to Tahiti.

The plan is for Pan-Am to lease the route of South Pacific Airlines between Hawaii, Tahiti and American Samoa, operating this in conjunction

with its existing route between the United States, Australia and New Zealand.

Rumours early in December that France planned to "ditch" TEAL were greeted with expressions of disbelief by people in Australia, New Zealand and Tahiti who remembered the eulogies that leaders such as Tahiti's Senator in the French Parliament, Mr. Alfred Poroi, had uttered only recently about TEAL's long and invaluable service to Tahiti.

But when the rumours were finally confirmed, the official reaction was remarkably restrained.

New Zealand's Prime Minister, Mr. Holyoake, merely said that his Government (which owns TEAL) was "most disappointed" at the French action.

TEAL's chairman, Sir Andrew McKee, said—a little more forth-

Leonard Murray Dead

Mr. Leonard Murray, Administrator of Papua from 1940-42, and nephew of the late Sir Hubert Murray, died at his home in Sydney on December 10, at the age of 76. He had spent the greater part of his working life in Papua. Details of his career are on p. 129.

rightly—that the French decision was "short-sighted and distressing", and that if the French proposed to stick to their "get tough" line, he hoped New Zealand would respond and terminate French rights into New Zealand.

The strongest word that TEAL's general manager, Mr. F. A. Reeves, would allow himself to muster publicly to describe the French decision, was "annoying".

He said the decision was annoying because:

- TEAL had spent much money building up its Tahiti operations, which had been profitable only in the past two years.

- The Tahiti Coral Route terminal was an integral part of TEAL's South Pacific tourist promotion programme.

- It would be a setback to a promising airfreighted export business in New Zealand foodstuffs and other products which TEAL had pioneered.

"Troublesome"

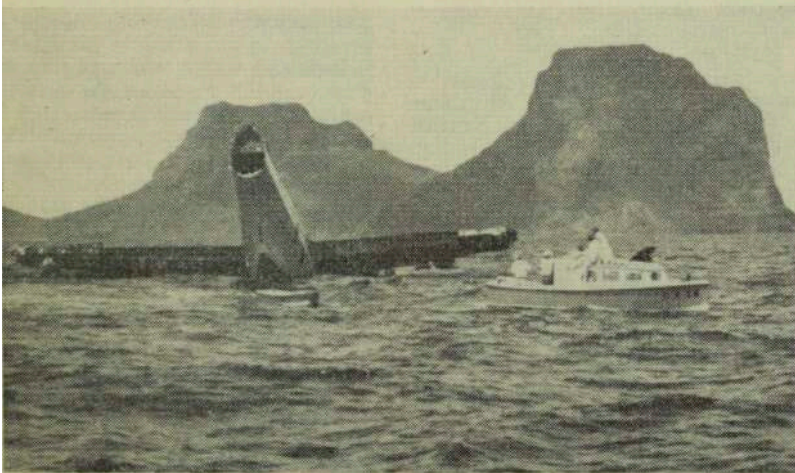
Mr. Reeve said that although the French decision would be "troublesome" in its effect, it was by no means critical.

"TEAL," he said, "will continue to promote the South Pacific as a tourist mecca—an image which TEAL has done so much to establish in the past.

"We must ensure New Zealand's adequate participation in the post-Mangere tourist boom expected from North America." [Mangere is the new jet airport being built near Auckland. It will be opened in 1965].

"We in TEAL are naturally very disappointed by this French decision, but our future does not depend alone upon the transience of the French Government.

"It will no doubt make our task a little harder in the next year or



FLYING BOAT SUNK: A party of Ansett engineers visited Lord Howe Island in early December to salvage parts of the wrecked flying boat "Pacific Chieftain" which was wrecked in a storm there last July. The remains of the aircraft were towed out to sea for disposal. Airlines of NSW will put a new flying boat into service between Sydney and Lord Howe next Easter. The plane, a Sunderland, has been secured on lease from the Royal New Zealand Air Force.—Photo: Clive Wilson.

P-NG Gets First Native Officers

Papua-New Guinea in December got its first native Army officers.

Ramu Ted Diro, 18, of Rigo, and Balire Patterson Lowa, 19, of Talasea, graduated as 2nd Lieutenants from the Australian Army Officer Cadet School at Portsea, Victoria. Both men are officers with the Pacific Islands Regiment, which up till now has had all European officers.

The men were at Portsea 12 months, but it will be another 12 months before they return to the Territory, for they will be given junior leadership training in Queensland with the 2nd Battalion, Royal Australian Regiment. They will rejoin the PIR at the end of 1964.

so, but it should not adversely or unduly affect our airline's longer-term prospects.

"As soon as Mangere is ready for commercial jet operation, the French Government can be expected to approach New Zealand with a view to re-establishing rights for the French carrier in this country.

"Any such approach would automatically raise the question of the resumption of TEAL services in Tahiti."

Mr. Reeves said the French decision would not affect TEAL's programme to re-equip with DC8 series 52 jets in 1965, as only a small part of the company's plans involved the use of Tahiti.

Probably only the niceties of protocol prevented the TEAL executives from saying openly what many other people were saying in New Zealand and in the South Seas served by TEAL (including Tahiti). That is, that the French decision was mean and narrow. For the purposes of expediency the French had sacrificed an airline which had done more to lay the foundations of Tahiti's present tourist prosperity, and thus French commercial interests, than anybody else. TEAL had also provided Tahiti with a lifeline when nobody else would.

Despite the official TEAL statements, Tahiti has always been a key to TEAL's planned expansion and the French have known this. The situation could in fact be serious for TEAL, which is still a small airline on the way up.

Although the French Government's decision on TEAL was to become

effective officially from December 31, 1963, the French Government agreed to allow the airline to continue flying into Tahiti in the New Year so that passengers booked on its flights would not be inconvenienced. The flights will continue until other airlines can handle the bookings.

About 450 passengers have booked seats for January on the Pago Pago-Papeete section of TEAL's Coral Route, and about 250 have bookings for February. Other seat reservations have been made for up to 12 months ahead.

The French Government's decision that Qantas' landing rights in Tahiti had been cancelled was announced on December 26—only six days before an Australian-French Air Agreement terminated, and only two days before Qantas was due to make its last flight to Tahiti for the year.

France announced at the same time that the UTA-Air France round-the-world air service through Sydney would end after December 31, and that in the New Year the airline would refuel at Darwin and fly direct from there to Noumea.

Australia and France have temporarily agreed that Qantas and UTA-Air France will each continue to operate a weekly service between Sydney and Noumea in January, but future services after that month are in doubt.

The cancellation of Qantas' Tahiti landing rights is a severe blow to the airline's hopes of establishing an air route to London via Mexico.

The idea of starting this service, and thus getting a leg into Latin America for further expansion, was the chief reason why Qantas wanted Tahiti landing rights.

However, in a speech officially despatching the inaugural flight on November 22, the Australian Minister for Civil Aviation, Senator Paltridge, made it clear that aviation relationships between Australia and France were not the best.

YACHTSMEN MISSING

The search-rescue co-ordination centres at Nadi, Sydney and Auckland, have sent messages to all parts of the South Pacific seeking information about two Sydney yachtsmen who have not been heard from since they left Sydney in a trimaran last June (see p. 104).

Negative replies were received from Tonga, Pago Pago, New Zealand, Norfolk Island, the Kermadecs, Rarotonga, Apia, Aitutaki and Tahiti.

FIJI UNDER PRESSURE IN THE UN

Britain in December gave further details about its plans to arrange a constitutional conference in London to hammer out a plan for political progress in Fiji.

THE details were given to the United Nations General Assembly, which put Britain under pressure to "transfer power in Fiji". It was the second time in 1963 that the UN had taken an interest in Fiji's politics, and for the second time Britain—and Fiji—made it clear that the interest wasn't appreciated.

The General Assembly voted 78—21 with 21 abstentions, on a motion that Britain "take immediate steps to transfer all power to the people of Fiji".

The British delegate at the United Nations, Mr. Cecil King, told the Assembly before the vote that it was Britain's policy to fulfil in Fiji "the obligation laid down by the United Nations charter". But the people of Fiji had made it plain that independence was not at present the issue for them.

Mr. King continued:

"Since the United Nations Committee on Colonialism adopted its resolution on Fiji [last July] the British Government has proposed the convening of a conference in the next 12 months or so to work out the new constitutional framework which will preserve a continuing link with Britain and within which further progress can be made in the direction of internal self-government.

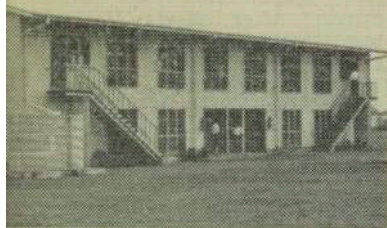
"This conference will consider whatever aspects of Fiji's constitution the people of Fiji wish to discuss, including the question of the franchise and the composition and membership of the Legislative and Executive Councils.

"In view of my Government's decision to convene this conference, my delegation will abstain on the draft resolution submitted here.

"However, this abstention should not be taken to mean that my Government is committed to any particular constitutional solution for Fiji—it will be for the representatives of the people of Fiji themselves to decide this in consultation with the British Government.

"It is precisely for this purpose that the conference is being convened."

In Suva the Fiji Government made



To Train Farmers

The Popondetta Agricultural Training Institute was officially opened on December 3 by Mr. H. H. Reeve, P-NG's Assistant Administrator (Economic Affairs). Mr. Reeve is seen presenting a certificate to one of the graduates of the Institute's foundation class. See also p. 114. At left is one of the buildings.

short statement on the UN resolution:

"Abstention from voting does not represent acceptance of the resolution but expressed Britain's rejection of the claim that the United Nations has a right to interfere in Fiji's affairs in this way."

"This resolution is no more binding on Britain than the resolution passed about Fiji by the United Nations Committee on Colonialism in July."

Earlier Resolution

[The July resolution of the UN Committee affirmed the right of the Fijian people to self-determination and national independence and invited Britain to work out with the people of Fiji a new constitution providing for elections on the principle of "one man, one vote". It asked Britain to take immediate steps to transfer all power to the people of Fiji "in accordance with their freely expressed will and desire and without any conditions or reservations".

Four of the six Fijian members of the Legislative Council issued a public statement in July saying that the UN Committee on Colonialism should not interfere in our affairs unless we, the people of this country, seek its assistance through our knowledgeable leaders".

The four European elected members of the council all agreed that Fiji and Britain could be left alone to work out the best system for the colony.

All the Indian members of the council remained silent.]

In Suva in December all the unofficial members of the Legislative Council, meeting the day after the UN resolution became public property in Fiji, held a meeting, and agreed that constitutional change was a matter of domestic concern to Fiji and the UK Government.

The unofficial members decided to commend to the Government that

More Support For 'New Guinea'

Papua's representing nine Local Government councils in the Central District of Papua recommended in December that the Territory of Papua-New Guinea should be called "New Guinea". This can be regarded as an important move towards finding one suitable name for P-NG.

The Central District includes the Port Moresby area, Papua's stronghold, and one of the objections in the past to P-NG being called simply New Guinea has been the fact that, allegedly, Papuans wouldn't like it. On the New Guinea side of the border there doesn't appear to be any great opposition to the simple term New Guinea. If this name were adopted, presumably P-NG natives would call themselves New Guineans whichever side of the border they came from.

The recommendation of the Papuan Local Government councils will be discussed later this year at a territory-wide conference of councils.

the "Member System" be introduced in the first half of 1964.

Their statement read:

"They (the unofficial members) welcome the statement of the British delegate to the United Nations that it will be for the people of Fiji, through their representatives, to decide the pattern of constitutional development in consultation with the British Government.

"Informal discussions on constitutional matters have been held since August this year. As a result the unofficial members have unanimously decided to recommend to the Government that a "Member System" should

be introduced in the first half of 1964.

"It is expected that the recommendation will be debated early in the New Year. Plans are also being made for the continuation of discussions among unofficial members as a preliminary to the London conference proposed by the Secretary of State for 1964 or 1965."

The unofficial members held their meeting behind closed doors. When it came to signing the statement to be issued four of them refused to append their signatures.

These were the loosely-styled Federation members, three of them elected, Messrs. A. D. Patel, S. M. Koya and J. Madhavan, and one nominated member, Mr. C. A. Shah. All are Fiji-Indians.

The attitude of these men is not regarded as representing general Indian opinion but it is certainly a straw in the wind.

One of the major problems to be plumbd at the constitutional conference is the differing attitudes to Fiji's political future held by some Indians and some Fijians, and especially to find out how strong and how representative these attitudes are.

The Indian population of Fiji is almost half the total population of 427,000.

NG and Nauru

New Guinea came in for one of its regular attacks by the Soviet at the General Assembly in December. The Soviet delegate accused Australia of "colonial repression". But the Indonesian delegate paid tribute to Australia's policies in Papua-New Guinea.

Australia was still waiting for counter proposals by the Nauruans for resettlement, the Australian representative, Mr. Dudley McCarthy, told the General Assembly Trusteeship Committee in New York in December.

He said that the Nauruans had rejected Australia's plan to resettle them on Curtis Island.



Cathedral Ceremony

The Archbishop of New Zealand, Most Rev. Norman Lesser, and eight bishops took part in the consecration ceremony in Honiara Cathedral on November 30 of the Solomon Islands' first Anglican bishops, the Rt. Rev. Leonard Alufurai and the Rt. Rev. Dudley Tuti. See story page 36. Photo: Australian Board of Missions.

New Fiji Governor 'Could Be The Leader Fiji Needs'

From Judy Tudor, in London

It could be that Fiji has struck the jack-pot with her new Governor. Sir Derek Jakeway (Sir Derek only since the beginning of December when he was made KCMG) is probably the youngest Governor Fiji has had and he could be what Fiji needs—a leader and not a figurehead.

DARK, squarish, with a pleasant personality and devoid of chitter-chatter he listens well and says his piece only when he has something to say. He looks as though he could be a do-er as well as an administrator—in fact, without much imagination it is easy to see him as a District Commissioner of one of New Guinea's tougher districts who had arrived there the hard way via many patrols.

And it is not always that Fiji's Governors look as though they could ever have been Patrol Officers.

With Britain's Colonial Empire now shrunk almost to vanishing point, Fiji, after Hong Kong, is probably the most important Governorship in the bestowal of the Colonial Office. But if these top jobs have all but disappeared, the people in line for them have not. It has sometimes, in the past, been a matter of conjecture how or why the Colonial Office has chosen certain men for the Fiji post, but something more than hit or miss—or more appreciation of the prob-

lems of Fiji—appears to have been attempted this time.

A new Governor, no matter how able, isn't going to present a ready-made answer to all Fiji's troubles, of course. Amongst the imponderables is the United Kingdom's policy on the matter of former colonies and what appears to be her desire to liquidate them as soon as possible.

Unique

Fiji is unique in this age of emerging new nations in that the indigenous Fijians like things as they are and want no change. But if the British Government has decided that it is time to push Fiji out of the nest, whether it wants it or not, it could be that this new Governor, who looks as though he could take a tough decision when necessary, is the chosen instrument to do it.

The Governor and Lady Jakeway leave the UK about mid-January by air via USA and should arrive in Fiji about January 18. Their three sons—one at University and two at school—will remain in Britain.

P-NG Is All Set For Biggest Pacific Election

With nominations due to close on January 6, Papua-New Guinea is set to take part in the most massive electoral campaign yet seen in the South Pacific. Candidates, many hardly out of the Stone Age, will be seeking election for 54 seats in P-NG's new House of Assembly.

BUT the most significant point of the elections, which are due to begin on February 15 and continue until March, is that voters for the first time are on a common roll—comprising about 1,000,000 names out of a total Territory population of 2,000,000.

To collect the names, Native Affairs officers have carried out the most concentrated programme of patrols ever conducted in the Territory, visiting about 12,000 villages, thousands of hamlets, and covering 174,000 miles of country.

They have visited all but 6,000 square miles of territory still classified as "restricted", where visitors are still likely to get shot at by arrows from the trees. (The same thing can still happen in unrestricted areas too.)

Only one-third of P-NG's voters have had any voting experience (through local councils) and the remainder include men who have never heard of a ballot box or a parliament.

Terrific Job

Electoral officers, under the direction of Mr. Bob Bryant, have been working frantically to educate the new electors with the aid of tape recorders, loud-hailers, film projectors, and various gimmicks to gain their attention. The course of these unique elections will be followed by

HIGH COURT TO HEAR VARZIN APPEAL

THE Australian High Court in December granted leave for several parties to appeal against the judgment of Mr. Justice Mann in what has become known as the Varzin land case, New Guinea. It will hear the matter at sittings in Sydney some time in 1964, possibly March or April. The High Court decision on the Varzin matter will be of great importance in New Guinea because it is likely to affect other titles besides those of the Varzin lands, near Rabaul.

The leave to appeal was granted by the P-NG Administration, to the Custodian of Expropriated Property and to Mrs. N. E. Richards, of Rabaul. A judgment last year by the P-NG Chief Justice, Mr. Justice Mann, put an encumbrance on the Varzin lands, which are owned by Mrs. Richards, in favour of a group of natives.

In the High Court application, Mrs. Richards' interests were represented by Mr. A. H. S. Conlon, a Sydney barrister briefed by Parish, Licence and McIntyre as agents for Mr. Shand, of Rabaul.

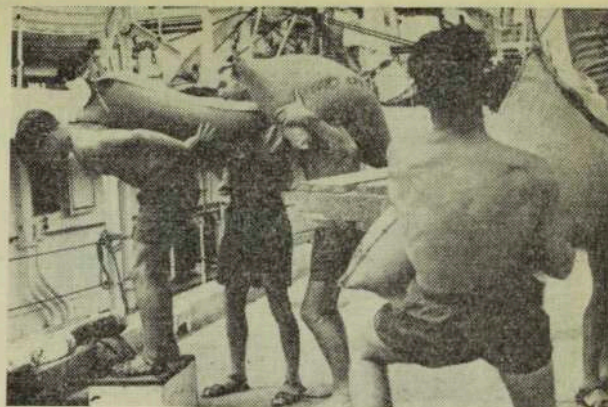
The application will have to be defended, nominally, by the Director of P-NG Native Affairs. Some interesting matters of law procedure are expected to be brought up during the hearing, which will probably last longer than a day or two.

Members of interested overseas observers.

Forty-four of the new parliamentarians will be elected from open electorates in which anyone may vote regardless of race. Ten will be elected from special electorates in which only Europeans are allowed to vote. The rest of the House will be appointed by the government.

By the end of December, Europeans who had indicated they would stand for open electorates included Mr. Les Farley, Papuan trader and husband of former world famous ballerina Elaine Fife; Mr. J. Wells, a coffee planter from Goroka; and Mr. Jack Roy, a Finschhafen businessman. He is to stand for special electorates including Major Don Barrett, of Rabaul, a former member of the Legislative Council; New Ireland trader Mr. W. J. Grose; Rabaul businessman Bert Price; Port Moresby missionary, Rev. Percy Marton.

Wharf labourers in Suva take emergency supplies aboard HMS "Cook" for shipment to the New Hebrides.
Photo: Stan Whippy.



New Hebrides Gets Emergency Supplies After Hurricane

Emergency supplies were shipped from Suva to the New Hebrides in the Royal Navy survey ship HMS *Cook* in December following a hurricane which did substantial damage in the Group in mid-November.

THE *Cook's* cargo included 70 tons of cement, 1,200 super feet of timber, four tons of roofing iron and eight tons of reinforcing rods.

The *Cook* brought the material from Suva at the request of the British Resident Commissioner, Mr. A. M. Wilkie.

Most of it was destined for Tonga and Tongariki in the Shepherd Group, which suffered the worst damage in the hurricane.

Tonga is the most densely populated island in the New Hebrides. It is only eight miles in circumference, but its population is in the vicinity of 2,300.

The hurricane completely destroyed the village of Matengi on the eastern side of Tonga, and about 70 per cent. of the houses in other villages. There was also considerable damage to coconut palms and other trees.

The French and British District Agents for Central District No. 1 (which includes the Shepherd Group) were authorised to spend up to £Stg.1,000 on immediate relief measures, and they left Vila in the MV *Alize* on November 22 with emergency supplies.

They unloaded three and a half tons of rice, cases of tinned meat,

clothing and building materials at Tonga, and then took about 80 Tongariki natives, who had been on Tonga during the hurricane, to their own island which had suffered much the same damage as Tonga.

Although the force of the hurricane was felt throughout the New Hebrides, the only other place that was severely affected was Forari, the manganese mining centre, on the eastern coast of Efate. Latest estimates place the damage there as high as £75,000.

Messages of sympathy and offers of help poured into Vila as soon as news of the hurricane was received abroad.

The British Red Cross headquarters in London wired the local branch offering £625, and the French Red Cross put £450 at the disposal of the French Residency.

The vessel *L'Orientaise* arrived at Tonga on December 12 with food and clothing that had been given by the Red Cross and the people of New Caledonia.

INTO THE DRINK!

A Super Emerald aircraft, piloted by its owner Mr. Philip Delacroix and carrying Mr. Claude Mitride as a passenger, crashed into Vila Harbour, New Hebrides, on December 24 after hitting power lines between the mainland and Iririki Island, the site of the British Residency. The two occupants were shaken but unhurt.

The crash occurred when the plane swooped low to enable Mr. Mitride to photograph Tonkinese boarding the liner "Eastern Queen" for repatriation to North Vietnam. The plane, which cost about £6,000, was towed into shallow water. The newly-formed local aero club had been using it to train pilots.

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FIJI — SAMOA — TONGA

Tropicalities

And who is the wealthiest man in the South Pacific? According to the Cook Administration's daily news sheet, *Cook Islands News*, the fellow reputed to have that honour is Mr. D. C. Brown, recently elected Leader of Government Business in the Cooks.

THE *News* thinks he is "certainly" the wealthiest man in the Cooks, anyhow. We make no comment on Pacific-wide reputation, except say that we know a few men in New Guinea and Fiji who might be in the running for that particular honour should the blue chips ever come down. It's been our experience in life that the *real* money is not always where it might appear to be.

But whether or not he is the wealthiest man in the South Seas, alleged, Dick Brown has certainly got to where he is the hard way, or, the *News* puts it, "he has climbed his present pinnacle solely on his own merits".

As Leader of Government Business it is in fact the "Shadow Premier" of the Cooks, and if he does his job properly he can expect to be elected as the first Chief Minister of the Cook Islands when that Territory of only 20,000 or so achieves internal self-government in 1965 (see p. 35).

But we'll let the *Cook Islands News* tell the rest of Dick's story, since we are already involved in it in this piece:

He was born in 1905 in Mangaia, the third child of George Brown, of Scotland, and Wakiki, of Mangaia, one of 18 children. He early took over this large family when his father died. He went to school in Mangaia, coming to Rarotonga at the age of 18 years to work for A. B. Donald Ltd.

While there he became interested in the marketing of tomatoes, as well as in planting himself. Starting with a small store on his own in Tupapa he gradually enlarged the business to other stores, until he purchased the present trading premises, that of Island Merchants Ltd. and that of D. Brown and Sons. During this expansion he also enlarged his plantations of bananas and citrus.

During the Second World War, Dick (as everyone knows him) became the pupu and hula skirt 'king',

shipping hundreds of thousands of shell necklets and skirts all over the South Pacific—wherever the American forces had bases.

"Then copra and pearl shell became his main interests and he obtained the Cook Islands pearl shell agency of John Rie and Company, the second largest buyer in the world.

"To ship his shell to Rarotonga a vessel was necessary so he purchased the schooner *Tahitiienne*—the first of his 'fleet', which included the *Mahurangi*, *Karoro*, *Inspire*, *Rannah*, *Taveuni*, *Apanui* and recently the *Bodmer*, the first classified vessel in the Cook Islands.

"He entered politics in 1956—when he was elected first to the Island Council, and then to the Legislative Council. He has proved progressive and liberal in his outlook, well deserving the high honour and responsibility now his.

"Up to the time of his trip to New Zealand to buy the *Tahitiienne*, Dick had never left the Cook Islands. Since then he has travelled widely over England, Europe and the States, also to New Zealand many times—recently on Assembly business where, with the Hon. Tuavera, he studied citrus marketing conditions.

Spends Wisely

"Dick has put an amount of his self-made fortune to good use. At his own expense he has had one boy from Manihiki (whence the bulk of the pearlshell was obtained) educated in New Zealand. He lent £10,000 to the Rarotonga Island Council to enable that body to proceed with the tar-sealing of the main road and also lent the Co-operatives Society £5,000 to aid them in purchasing the copra-producing island of Manuae.

"Dick married Mata Goringo, of Parekura, and they have six children, Albert, Henry and James, Mavis, Alex, and Tina.

"With all his experience and knowledge of planting, business, world



Mr. D. C. Brown.

affairs and political 'know-how', the Hon. D. C. Brown should be able to fill the seat of Leader of Government Business with great aptitude."

Dick Brown, at 58, is second oldest in the new shadow Cabinet of five.

Oldest is Julian Dashwood, 64, the man who earlier in 1963 told the UN that New Zealand wasn't pushing the Cooks fast enough ahead in development. Now he will have the job of helping NZ push.

Julian Dashwood was born in England, and is a former Malayan rubber planter, schoolteacher, motor salesman and shell dealer. He is also an author. His first book was *I Know an Island*, and a second, *Today is Forever*, has recently been published in the US.

Napa Tauai Napa, 53, is a Cook Islander, businessman and citrus grower. He is such a big grower that he hopes soon to provide enough citrus for a full load of the *Moana Roa*, the fruit ship to New Zealand.

Tangaroa Tangaroa, 42, was born at Penryhn, and was a wireless operator with the Government for many years until joining A. B. Donalds in 1956 as shipping clerk. He has been with them ever since.

Youngest member of the Committee is the Deputy Leader, William Estall, Aitutaki born, aged 31. He's a Government-Scholarship winner, and a valuable and intelligent public servant with a capacity for work. He has carried out a number of different jobs concerned with general administration and broadcasting, and worked with the New Zealand Public Service Commissions office in Wellington for 12 months in 1953.

All-in-all, the new Cabinet probably represents as useful a cross section of the Cook Islands as you're likely to get.

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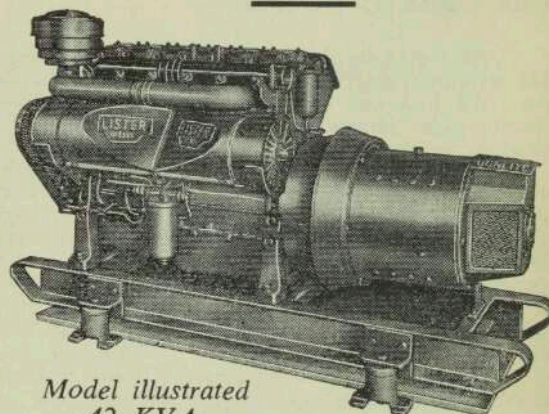
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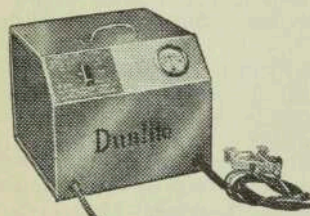
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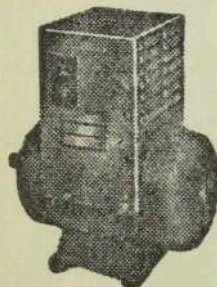
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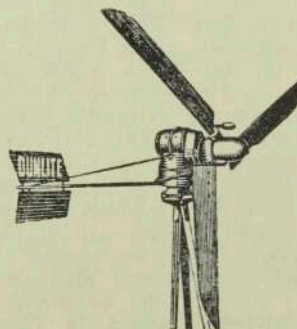


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TREES MAY GO: The fate of these beautiful trees at the top of Casuarina (formerly Yarra) Avenue, Rabaul, is in doubt owing to a recent street widening programme. Before the war, the avenue was noted for its splendour, but it has not been quite the same since.

Death of a President

THE assassination of President Kennedy in November brought special reactions from one end of the South Pacific to the other, with not Islands territory failing to recognise the tragedy in some way. At the small kingdom of Tonga, under Queen Salote, reacted more personally than any.

The Tongan Government on November 26, the day of President Kennedy's funeral, published a Gazette Extraordinary with a heavy black border, proclaiming the day a day of national mourning.

Announced the Gazette: "AND WE DO by this Our Royal Proclamation, COMMAND that on the said day, flags shall be flown at half-mast, cinemas shall be closed and there shall be no public entertainment within the Kingdom".

From San Francisco, which happened to be visiting, joint editor of PIM, Judy Tudor, wrote: "Nothing—not even Pearl Harbour—was so universally effected the whole nation or its friends as the Kennedy assassination.

"It may be, as a TV commentator said today during the funeral telecast, that America by and large is not used to solemn occasions of this sort, but if the stranger within the gates emerges with any impression of material things it is of the precision, dignity and swiftness with which the public events of the last tragic days have been carried out. Emotionally, of course, to have been here at this time is an experience one could never forget."

The death of President Kennedy will have no effect on US policy in the Pacific. President Johnson is intimately involved in the foreign and domestic decisions of President Kennedy's administration. The American interest in the South

Seas was stepped up in President Kennedy's time and this resulted in more attention by the American public. There has been a growing recognition in the US, especially in the Government, of the Pacific as the most important single military area left in the world in which Western alliance nations have complete freedom of movement.

The US has significantly increased its budget for American Samoa and the Trust Territory of the Pacific Islands, and at the time of Kennedy's death it was in the process of taking a much bigger share of the South Pacific Commission budget—20 per cent. as against the former 12½ per cent.

The Problems of New Guinea Education

LAST month we had a good shot at interpreting the forthcoming report by the Commission on Higher Education in Papua-New Guinea, but we have since begun to suspect that we were just a little too enthusiastic in considering some aspects of it.

University standards, for example. Should they or should they not be lower in New Guinea than on the mainland? We said last month that the commission would suggest that they should be lower.

Many New Guinea people of all races have been pretty insistent at the public hearings in the Territory that a New Guinea university degree should have the same standing as one from anywhere else, and they don't want standards lowered.

But there are others who point out that universities are like the United Nations when they meet in New York: all are equal, but some are more equal than others!

Standards differ at universities

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within the same country—in India and the US for example—and standards differ even within a university. Some may be first-class in the philosophy and maths departments, abysmal in economics or biology. And, say the critics, what about the departments that vary in standards from time to time according to the skill, or otherwise, of the professor of the moment?

A New Guinea man we know, who has taken a reasonably close interest in the work of the commission and thinks he knows what it has been getting at, insists that "a reasonable comparability is all that can reasonably be aimed at. And for New

Guinea, given the very recent development of secondary education, the answer might well be to have entrance standards lower than in the South, and offset this by lengthening the degree course".

He adds: "Of course, you would expect the content of the degree course to be different from some down South.

"There seems to be no good reason why a New Guinea student need know all about the rise of the absolutist monarchy in Renaissance Europe, but he ought to know a lot about the history of the Pacific people. A Sydney history graduate,



BACK HOME: Adi Lusiana and Adi Mei, the pretty daughters of Ratu Peni Ganilau and his wife Adi Laisa, who turned to Fiji recently after a holiday in the United Kingdom. Ten years ago, Adi Mei (on the right) was the mui photographed tot in Fijian traditional dress who presented a bouquet and greeted Queen Elizabeth as she stepped ashore on Fijian soil for the first time.

living in the Pacific, could quite like get by with the former and without the latter.

"And again, the degree of emphasis on deserts and volcanoes could be reversed for geology or geography students in Australia and New Guinea. What matters is not an absolute identity of standards which doesn't exist anyway, but the best means of turning out useful citizens and informed leaders for Papua-New Guinea."

We'll concede our friend H points—although it would be interesting to see how it works in practice "given the very recent developments of secondary education".

And also, because a wink is good as a nod to us, we shall all concede now that it is most unlikely that the commission will suggest the standards should be lower. Just entrance standards.

Postscript: Since this matter of university for New Guinea has had such a lot of publicity these last few months we are all likely overlook the fact that the three commissioners (Sir George Currie, Dr. John Gunther and Professor H. K. Spate) have had other problems to solve besides.

They have also been looking into the needs of vocational and technical training of all sorts and at all levels and these matters are as important to P-NG as the academic side.

Their report should be in the hands of the Minister some time in January (whether or not the Hon. Minister decides to release it to the public is another matter) and, whatever he finally says, the three commissioners should have learnt a lot!



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The Banabans In The Jet Age

THE Banabans of Ocean Island, who shifted their home to a new land, Rabi, in the Fiji group, in 1945, continue to prosper. Some details of just how well they are going after their initial unhappiness and setbacks were given in an article in *PIM* November. Since that article was published, they have made another progressive step—the division of land. In 1957, the Banabans decided to pay for a survey by professional surveyors of the island's land resources. This cost them more than £12,000, which they set aside from their Trust fund money, and the survey has now been completed.

The Rabi Island Council has decided to go ahead with lands distribution, which will give every member of the community one acre each. These lots have been grouped into family estates, which vary according to the numbers in the family, but the family estates generally total five to ten acres.

They are to be held individually, which, oddly enough, is in accordance with Banaban custom, which has always allowed for individual tenure. (Many other islands, fighting their way through the difficulties of customary land tenures which allow for clan holdings and not individual ones, will wish they had half the luck of the Banabans).

A Fiji Government development team has spent an intensive four days on the island, and the Banabans are hoping much from this visit.

A Forest officer in the team is expected to advise on what hill land is to be left as protective forest (it's probably likely to be more than half the 17,280 acres in the island).

Meanwhile the Rabi co-operative societies have amalgamated as the Banaban Co-operative Association limited so as to improve efficiency. Cocoa planting is continuing apace, for the Banabans hope cocoa, together with increased coconut plantings and cattle raising, will finally give them a jet age economy.

Sandalwooders Are At Work Again in Papua

ONE of the Territory's first natural products to be commercialised is enjoying a brief trade revival. It is the sandalwood trade which flourished in Papua during the late 1890's and brought many traders to the area. The trade collapsed as mature trees were cut and it is only recently that natural regeneration has



Where is this sandalwood bay? See the story below.

yielded sandalwood of commercial significance.

Small quantities are now being cut along the coast from Port Moresby and sold to buyers at 1/- a lb for desapped, sorted and baled logs in hundredweight bundles. Most of it is being exported to Asia—places like Hong Kong and Singapore.

The minimum size for sandalwood logs is 5 ft. long and 5 in. wide.

As far as is known sandalwood in the Territory grows only in the dry savannah areas of Papua. When cut to stump level the tree takes up to 30 years to grow to its normal 30 or 40 feet.

About 40 years ago the sandalwood trade was brisk along the Papuan west coast. Sailing ships brought Australian buyers who found ready markets for the wood in Europe and Asia. Some of these buyers, attracted by the general trading potential, remained in Papua and established the first merchant houses in Port Moresby.

Sandalwood is used for making such items as incense and ornamental boxes.

Dr. John Cumpston, of Canberra, in December sent *PIM* a reproduction (above) of a small oil painting entitled "Bay in the Pacific Islands, Fiji", which is from the famous Nan Kivell collection at the Australian National Library, and asked whether any *PIM* reader could identify the locale.

His own opinion after examining the painting is that it could show sandalwooders at work about 1810. He thinks topography should be much the same today as it was then but can't see whether the houses on the beach are native or European.

One of the background peaks is faintly reminiscent of New Caledonia, he thinks.

Are these in fact sandalwooders at work, and if so where?

She Liked To 'Live Dangerously'

LILLIAN SCHOEDLER was a remarkable New York woman who liked to travel.

Christmas, 1963, was the first in a great many years that she had not spent in some odd corner of the world. Many friends in many places noted the absence of her cheerful, informative letters, loaded with colour and facts. Miss Schoedler roneoed her letters, for she had so many friends to send them to, and her letters on her New Guinea experiences of the last few years deserved to be preserved as collectors' pieces.

Lillian Schoedler died in late 1963 in a car accident while on her way to visit friends in Oregon. Her death was instantaneous. She had with her a return ticket to Sydney which she hoped to make use of before the beginning of 1964—using Sydney as a jumping off place for New Guinea, for New Guinea was her favourite "odd" country.

In her wanderings she had spent one Christmas on a house-boat on the Nile, and others variously on board a ship between Manila and Singapore, in Java, in Shanghai, in East Africa, on board a Japanese ship between Capetown and Buenos Aires, in Peru, in Mexico, in Paris, in Austria, Japan, England, Australia, New Zealand and Czechoslovakia.

We first met her in Madang, New

Guinea, at the end of 1960. She had gone to New Guinea in August, 1959, for "a couple of weeks", and here she was, still there almost 18 months later—trying to make up her mind whether to go back to Australia or on to Borneo.

She told us in her friendly fashion that she had been having alternative jags of work and travel for almost 40 years. She was then almost 70. When we met her she had already been all over Papua-New Guinea, and for some months had been living in the wildest parts of West New Guinea, too. She had visited remotest spots, gone out on patrols, stayed with Administration officers and missionaries on out-stations, and her enthusiasm was still firing on all eight cylinders.

One of her roneoed letters that year told, ironically, of how after endless walking in really hazardous conditions in the Casuarina coast and Asmat areas of West New Guinea, when she had crossed crude piers of loose bamboo strips and walked long distances on rough tree trunks laid over muddy flats, of how within half-an-hour of getting back to civilisation at Merauke she had stepped into an open drain and broken three ribs.

"Yet my sister, Mrs. Kimball," Lillian wrote to her friends, "whom you all know through her wonderful help with my mail, and who had

kept worrying about my wandering alone in those headhunting surroundings, was herself attacked at that time by an armed teen-age hoodlum in broad daylight in the public lobby of her New York apartment and had her head bashed in and her purse stolen! It all goes to show how much safer it sometimes can be to 'live dangerously'."

She was 71 when that routine car accident claimed her, a long way from the shores of wild New Guinea.

The Junior Clelands

THE two sons of the P-NG Administrator, Sir Donald Cleland, and Lady Cleland got one of their rare public mentions in December when Sir Donald in Sydney addressed the annual speech day at Knox College. Both sons, Robert and Evan, received part of their education at Knox, although their father was educated at Guildford Grammar School, Western Australia.

Both Cleland boys work in New Guinea. Robert Cleland is an Assistant District Officer, Local Government, and younger brother Evan manages three plantations in the Hisiu area.

Both boys have progressed in the Territory on their own merits, and their father has always taken great pains to avoid giving any impression

NO 'TALK-TALK'

Gordon Thomas is still ill in the Camden District Hospital, near Sydney, and so his regular "Talk-Talk" column, which he writes under the name of "Tolala", does not appear this month.

that they had extra privileges because of his own position. When Robert first started in the Territory as cadet, and later became a PO, got his name mentioned a lot less frequently than many others mere because he was the Old Man's son. The Press knew that the Old Man didn't want any publicity for him.

Sir Donald and Lady Cleland own property in the Territory and probably will retire there since the family is there. They have no other children. Sir Donald will be 65 June, 1966.

The Personal Touch

THE old-established Islands trading firm of Nelson and Robertson (they started out in business in 1895) now have a new travel department which will book tours and travel for anywhere in the world. Some people won't see anything extraordinary about this but many of the thousands of Islanders since sailing ship days who have been serviced by N & R's unofficial travel department will give a smile now that it has all become official—and wish the new department prosperity. N & R's unofficial travel section began almost when the firm did—born out of that feeling of togetherness which is still a feature of Islands life. Islands customers who wanted a house or flat in Sydney for their leave were in the habit of asking the old firm to rustle up some possibilities. The old firm did. If the customers wanted to move from here to there, with the kids, would the old firm arrange the details, since it was closer to civilisation? The old firm obligingly did. As a free service N & R have for years arranged bookings for about 150 P-NG school children flying between the Territory and Australia on holidays.

N & R, of course, are typical of Island merchants everywhere who have retained a lot of that friendly customer relationship while the rest of the business world has quickly become impersonalised.

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Letters To The Editors

What Might Have Been at The Battle of Savo

Sir,—The reconquest of the Solomon Islands from the Japanese is of interest to Australians and of the many bitterly fought actions in those waters, the battle of Savo, when the heavy US cruisers *Vincennes*, *Astoria*, *Quincy* and HMAS *Canberra* were sunk, ranks as the worst defeat we suffered.

WITH all information now available, Richard F. Newcomb has told the story well in "Savo", which was reviewed by PIM in December.

To those familiar with the history of the naval war in the Pacific, Newcomb's account adds little to what is already known of this sad story of poor reporting by aircraft of surface ship sightings, of inefficient transmission of this intelligence, of faulty evaluation of it when received, of misunderstanding between American and British officers owing to different systems in use in handing over command and temporarily, of too much trust in radar, of trusting assumption that any craft sighted would be friendly, of unreadiness to meet the enemy

when he arrived; in short, what Admiral Nimitz called lack of battle-mindedness.

But one factor which Newcomb does not stress sufficiently to my mind is that in the rise of importance of aircraft, officers lost sight of the elementary axiom that each ship must, in the final analysis, keep its own lookout.

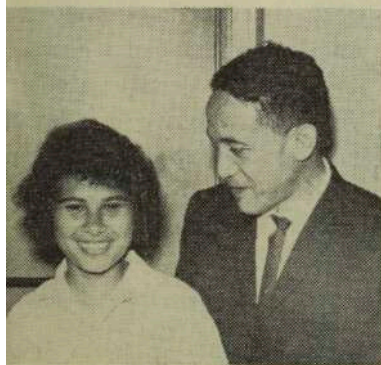
So most of the ships sunk had aircraft on board which could have been used to search and warn, aircraft which became flaming torches under fire and contributed materially to the loss of the American heavy cruisers.

Newcomb mentions that there was a general expectancy of Japanese surface attack and hints that there might have been a report from a Coastwatcher.

But I know there was no such report.

When the Japanese ships passed through Bougainville Strait, it was too late in the day before they came into Paul Mason's arc of vision for him to see them. Paul did plenty, but he could not see that far in the dark.

The sinking of four heavy cruisers was a severe set-back but it did not itself cause the withdrawal of the transports from Guadalcanal before



GOING HOME SOON: Dr. Ailao Imo, of Western Samoa, seen here with an unidentified partner at a recent Polynesian association function in Sydney, has been doing a year's post-graduate course in Sydney. He expects to return to Apia in February. Dr. Imo graduated in medicine from Dunedin University, New Zealand, in 1958.—Telephotos.

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their unloading was complete. The withdrawal of the carriers caused at, and the "shoestring" on which the Marines subsisted in their subsequent battles to hold Guadal.

But if Admiral Mikawa had gone and attacked the transports at their anchorages after sinking the cruisers, the result would have been calamitous. Guadalcanal could not have been held and the war would have lasted at least another year.

This was another occasion (as at Coral Sea and Leyte Gulf) when the Japanese High Command failed to use the advantage it had gained to inflict far more grievous losses than it did. This is one of the riddles of the war in the Pacific, particularly when contrasted with the high efficiency of the Japanese fighting ships.

There were many lessons to be learnt from the defeat at Savo and our great benefit, the Yanks did not miss that. In Newcomb's words, the secret of American success was the ability immediately and honestly to assess mistakes and correct them.

Long may they continue to do so. Yours, etc.

ERIC FELDT.

Brisbane,
Queensland.

The King Is Dead. Long Live The Queen!

Sir,—I agree with *Tolala* (Dec.) that New Guinea people do have an appreciation of the concept of a Queen or a King (as the case may be).

When I was stationed in Manus just after the war ended, there were quite a few Cargo Cult type movements and the leaders were referred to by their followers as Kings. And there was one all powerful King—"King Pera" who controlled everything—it took us months to realise they meant Canberra!

And about Queens. Mick Foley, now District Officer, Mt. Hagen, told me that when he was at Talasea a local rabble rouser named Mope referred to himself as King Mope. "Mi King Mope, mi bos bilong mipela".

Mick heard Mope saying this one day and said "Olesem Wonem Mope, mipela inogat King nau emi dai nis mipela igat Kiwin nau". Mope replied: "Maski I orait mi Kiwin Mope!"

Yours etc.,

M. B. ORKEN

and Titles Commission,
Boroko, NG.

"One For The Road" In Fiji

Sir,—The annual meeting on tourism was held in Suva a few weeks ago, and some of the broader issues were discussed, but one of the main aspects was totally ignored.

Tourism depends almost entirely on a healthy and prosperous chain of hotels around the island. The hotels in small village communities depend almost entirely on their "bar trade" to enable them to keep their bedrooms, lounges and cuisine in a befitting manner, for overseas guests who stay in these hotels mostly travel on a rigid budget, and purchase little outside of their board and lodging.

Some even smuggle in their liquor requirements in their suitcases.

Under Fiji's antiquated liquor laws no traveller can get a drink before 11 a.m., and most buses and travel agency cars leave both Suva and Lautoka between 7 and 8 a.m., passing all the hotels on their journey without the passengers having a chance of that friendly drink that tends to ease the tensions of travelling over our second-class, tortuous, hilly gravelled and dusty roads. The hotels thus miss that small, but vital, source of income that can either make or break them.

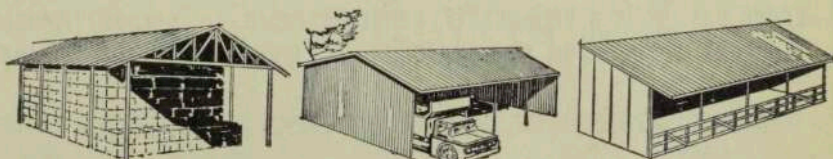
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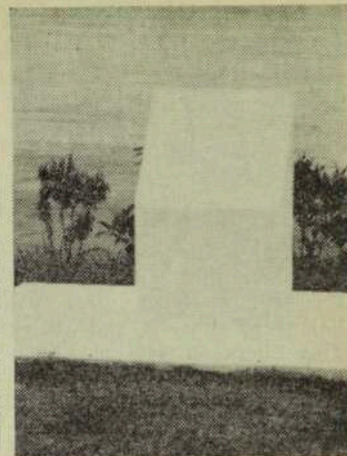
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Most of the country hotels receive very little custom from the scattered inhabitants, as the Government has granted club licences in every district, and all the big, and some of the small stores are licensed to sell one bottle of every kind of liquor from a.m. until closing time in the evening. Previously stores were allowed to sell only in wholesale lots of a minimum of one dozen and one.

This loosening of restrictions on all hotels can only result in higher prices to tourists and locals, if the hotels are to pay their way.

It is time that the tourist agencies, hotel owners, and the general public approached their elected Council representatives to have the laws amended, and allow local and overseas tourists to drink "One for the road" on their uncomfortable journeys.

Yours, etc.,

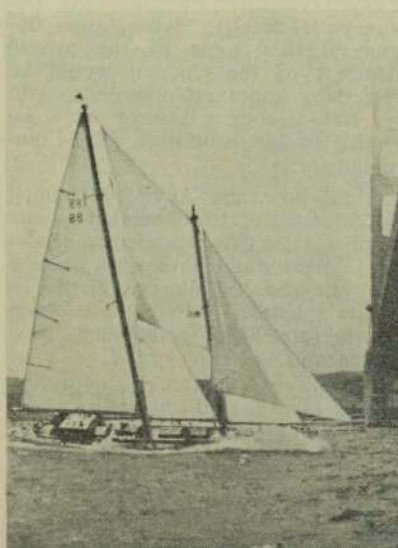
H. S. FADDY.

Adroga,
ji.

● **SAMOAN HARBOURS:** Construction of new wharves and harbours at Apia and at Asau, on Savaii, Western Samoa, could start within six months, according to UN Adviser Mr. Harry Spence, speaking in Apia in December. He said negotiations were still going on to arrange long term loans. About \$10,000 dollars worth of equipment, including a dredge, were needed, he said. The Apia newspaper *Samoana* reported that the equipment would later be used for reclaiming land near Apia, including the filling of Vaiusu Bay to form a new airport close to Apia. About 35 acres of land would so be reclaimed near the new Apia harbour.

Last Scars of the Pacific War

Although December marked the 22nd anniversary of the outbreak of the four-year Pacific War, old scars and old wounds still show in some parts of the Pacific. The two pictures at left show one of the last important Japanese relics to be moved from Rabaul—the former headquarters of the Imperial Japanese Navy in the South West Pacific area. The Japanese anchor insignia is cut into the concrete. The shelter-like building was on New Guinea Club ground. It has been removed to make extra parking space. For a number of years the club manager's house was built on top of the structure. Centre, the manager of Tol plantation, on the south coast of New Britain, Mr. Tony Asanuma, points to a clearing where he recently uncovered graves of some of the 180 Australian soldiers murdered by the Japs in the notorious Tol massacre of 1942. The remains have since been removed by the War Graves Commission. At right is the Rabaul memorial, recently refurbished by the New Britain Women's Club, to those hundreds of Australian prisoners who were aboard the "Montevideo Maru" in 1942 when the ship was sunk en route to Japan. Since this photo was taken a bronze plaque has been added to the memorial.



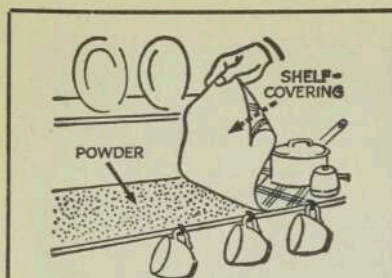
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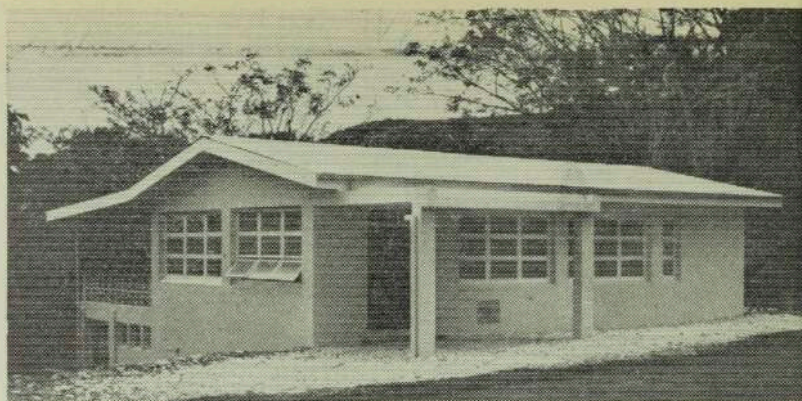
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LARGER ADVISORY COUNCIL FOR THE NEW HEBRIDES

The New Hebrides Advisory Council is to be enlarged from 18 to 24 members, and members will serve for two years instead of one as previously.

THE British and French Resident Commissioners announced this when they opened the seventh session of the Advisory Council in a joint speech in Vila on December 3.

The Commissioners are Mr. A. M. Wilkie (British) and Mr. M. Delauney (French), who also announced that some of the private members of the Council would be elected by important organisations in the New Hebrides instead of being nominated by themselves (the Commissioners).

[Until now, the Advisory Council has consisted of 16 nominated private members and two official members—the Condominium Treasurer and the Superintendent of Works. Of the 16 private members, four have been British, four French, and eight New Hebridean.]

Referring to the Condominium Budget for 1964, the Resident Commissioners said that, despite "severe economies", estimated expenditure had been fixed at £Stg.788,000 compared with £697,000 in 1963. Estimated revenue was £Stg.708,000, making it necessary to find £80,000 to balance the Budget.

FOR EX-SERVICEMEN: British ex-servicemen in Vila, New Hebrides, now have an attractive club overlooking the harbour. The building is of two storeys (although it may not seem so) as it is on the side of a steep hill. President of the ex-servicemen's association is Bill Reid, an Australian, who put in a lot of effort to get the clubrooms built.—Photo: Reed Discombe.

To obtain the outstanding sum, the Resident Commissioners proposed to introduce a proportional trading licence fee, which would vary according to the total value of imports and exports handled by traders, and would replace the present fixed rate licence.

It was also proposed to calculate copra export duty on a true FOB value, instead of the present artificial one, which was less than the true FOB value.

Adjustments would also be made in the Customs tariff, involving increases in some non-essential items, but reductions on capital investment goods and agricultural equipment. Finally to complete the sum of £80,000, small sum would be withdrawn from reserves.

Protection of Copra

The Resident Commissioners said that, with the continued reduction of French import duty as a result of Common Market arrangements, the protection of New Hebrides copra on the Marseilles market was rapidly coming to an end.

The quality of New Hebrides copra must therefore be improved if its future was to be assured, and a system of grading was essential to achieve this improvement.

The Resident Commissioners said that despite uncertainties of price and attacks on trees by parasites, the export of copra from the New Hebrides for the year 1963 was expected to reach the record figure of 36,000

ns. (This is 1,000 tons more than the previous record in 1959.)

Speaking of the premature fall of copnuts, which has affected copra production on many plantations, the Resident Commissioners said that a multi-purpose team of experts, including entomologists, soil specialists, plant pathologists and plant geneticists, would be sent to the New Hebrides by the French Institute of Oceania (Institut Francais d'Océanie) early in 1964 to investigate the causes of the nutfall, which might not be due only to the insect *Axiagastus ampbelli*, hitherto suspected of being the cause.

They said that despite marketing difficulties at the beginning of the year, exports of manganese for the year to December 31, 1963, were expected to reach 30,000 tons, compared with 15,000 tons in 1962.

[In their speech to the Advisory Council in December, 1962, the Resident Commissioners estimated that manganese exports for 1963 would total 60,000 tons.]

The Commissioners said that the tuna fishery, the third important source of wealth in the archipelago, had run into "certain difficulties", but the export tonnage for 1963 was expected to be about the same in 1963 as in 1962 (4,700 metric tons).

Report on Tuna

An expert from the South Pacific Commission had examined the problems of tuna fishing in the area in October and his report, expected in January, was expected to indicate what steps could be taken to improve the present situation.

Other points made by the Resident Commissioners were that:—

- Of 15,000 children of school age in the Group, 12,000 (80 per cent.) were now going to school, compared with 75 per cent. in 1962 and 55 per cent. five years ago.
- The exploitation of timber on

QUEEN SALOTE IN NZ

Queen Salote of Tonga arrived in Auckland from Nukualofa, on December 1 and will stay at her Epsom home, Atalanga, until March. Auckland's Tongans turned out in early morning drizzle to welcome the Queen when she arrived in the MV "Tofua". The Queen's party included nine-year-old Prince 'Amilalivahami, second son of Crown Prince Tungi and one of the Queen's grandsons.



Erromanga and the export of frozen beef from Vila and Santo were new industries of promise in the New Hebrides.

● Several important companies had shown interest in establishing cocoa and pineapple plantations in the New Hebrides, and the first positive steps towards getting the industries started were likely soon.

The Resident Commissioners added: "We have the best of reasons for being reasonably optimistic about the future of our archipelago. Despite setbacks, we find resolute progress in all fields of activity—political, social and economic."

Marching Girls Of The GEIC

Precision marching is a specialty of these girls of Immaculate Heart College for Girls at Taborio, Tarawa Gilbert and Ellice Islands Colony.

The girls are seen in action at their annual sports day. The only music was provided by one accordion and one drum.

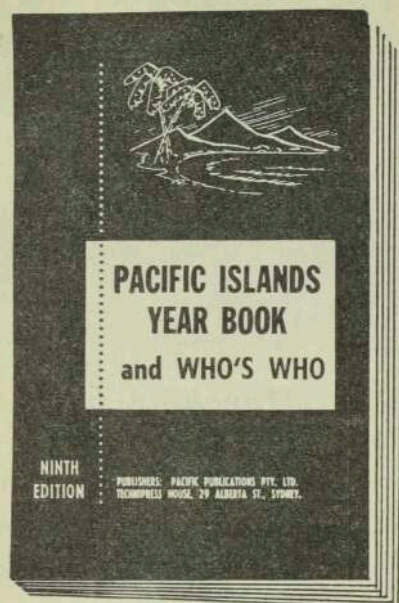
Photo: Jim Kum Kee, Betio.

THE NEW GUINEA PARTY

A Policy for the Territory's Security

The Party will contest the House of Assembly elections for Papua-New Guinea with the following main objectives: Representation for the Territory in the Federal Parliament ● A free and independent plebiscite for West New Guinea ● Improvement in the Territory's defence ● A trebled amount for education ● Equal opportunity for all races ● The maintenance of stable government.

People of all races are invited to nominate for pre-selection before January 6 with Charles Kilduff, Barrister and Solicitor, Port Moresby.



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In Search Of The Pacific's Poisonous Fish

Dr. P. Helfrich, of the Marine Laboratory, University of Hawaii, was in Fiji during November as part of a Pacific-wide study of poisonous fish and their feeding grounds.

HIS visit coincided with the year's prediction for the "small rising" of the *balolo* and he was at Levu to observe this from the 8th to the 10th. He then chartered the *Maroro* for an investigation of poisonous fish feeding grounds.

Studies had previously been made over a period of some years in marine areas of the North Pacific. Toxicity of these reefs however is said to be decreasing and more information over a wider area is needed.

Maroro anchored in the reef passage at Gau Island and so successfully was the fishing in this area that Dr. Helfrich decided to stay there and forgo a visit to the reefs north of Wakaya, which are currently reported to have a large number of poisonous fish.

Numbing Effects

Fish collected and identified by local fishermen as poisonous were tested at a laboratory made available by the Fiji Agricultural Department.

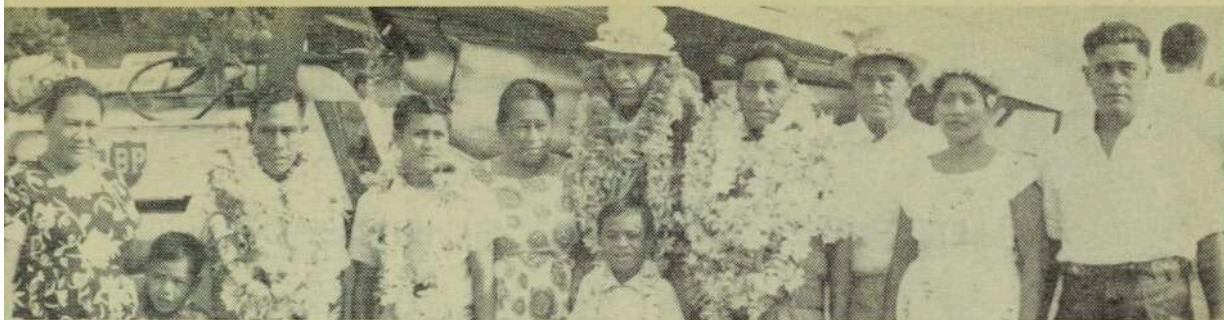
In addition enquiries were made in all areas about the number of persons in the past who had been poisoned by *daniva*, the sardine-like fish that periodically schools in Fiji waters.

Several deaths have been recorded over the last few years from the eating of *daniva*. It appears that the intestines are the most toxic part of these small fish.

Theories that poison is also present in the slime and scales on fish bodies received positive evidence during the survey. One of the fishermen, taking time out to smoke after helping to tag and sort some of the *dokonivuvu* caught, found that the whole of the area around his lips went numb.

He had roughly wiped his hands on a piece of waste carried by the ship's engineer, and when the engineer used the waste before smoking he also experienced some numbing effects.

Evidence on shark behaviour was also collected for passing on to another member of the University staff who is engaged on this work. Dr. Helfrich was able to interview a Gau, Jone Waiteatei, who last February was mauled by a white shark.



BIG RECEPTION FOR MANIHIKI CASTAWAYS

The three survivors of the 63-day drift voyage from Manihiki, Cook Islands, to Erromanga, New Hebrides, were welcomed in Rarotonga, by a big, enthusiastic crowd when they arrived by air from Apia on November 8.

The three men, Teehu Makimare, Toka Tuhe and Tupou Papai, were blown away from Manihiki in a 7 ft boat after almost completing a 20-mile crossing from Rakahanga (M, Nov. p. 10 and Dec. p. 63). After reaching Erromanga, the men were transferred to hospital in Rarotonga. They began their flight home to Cook Islands, via Fiji, American Samoa, on November 2.

Leg Pains

On arrival in Rarotonga, all men were outwardly in remarkably good physical condition, but all were suffering from leg pains.

Teehu Makimare was met by his wife and two children, who had travelled from Manihiki to Rarotonga on the trading schooner *Tiare Taporo*. Toka Tuhe was met by his father—his wife and family still being in Manihiki. And Tupou Papai was met by his wife and one child, who had come down from Manihiki.

The relatives of the three castaways had been on their way to Rarotonga from Manihiki when they were received from the New Hebrides and they were safe.

Among the crowd at the airport to meet the castaways was the Cook Islands Resident Commissioner, Mr. O. Dare, and members of the Cook Islands Legislative Assembly. Prayers of thanksgiving were said

The three castaways from Manihiki were smothered in leis when they were met by relatives at Rarotonga's airport on November 8. The men are (from left) Tupou Papai, Teehu Makimare and Toka Tuhe.

in Maori and English; the castaways were smothered in leis; and a unit of the Junior Missionary Volunteers of the SDA Church formed a guard of honour as the men left the terminal building.

The castaways and their families were due to return to Manihiki on the first ship sailing for that island from Rarotonga.

Incidentally, *PIM* has just learned of another remarkable, involuntary voyage that took place in the Pacific last year when six men were blown away in a 40 ft outrigger canoe while making the 50-mile voyage from Ulithi Atoll to Fais Island in the Yap District of the Carolines. The men turned up 22 days later at Samar in the Philippines.

The men, all Micronesians, were aged 34, 42, 45, 60, 62 and 65. They left Ulithi for Fais on April 11 with about 30 coconuts, 10 gallons of water, a small basket of rice, and 300-400 smoked fish to trade for tobacco.

After sailing all night, they could not see Fais, so they turned back until they got their bearings from a red light on a radio antenna at Ulithi. They then set out for Fais again.

On the second run to Fais, they

"LET'S GET TOGETHER"

● Countries of the South Pacific must get closer together, the Prime Minister, Mr. Holyoake, said in Wellington in December.

More and more they were realising that as a family of nations they must work out a destiny. Mr. Holyoake was opening a conference of Australian, Western Samoan, Fijian and New Zealand representatives of public service commissions.

He said it was absolutely essential for mutual well-being that not only thinking, but acting should go beyond national limits.

ran into a severe storm—presumed to be the beginning of Typhoon Olive (*PIM*, June, p. 70)—and their canoe became lost.

The crew then decided to look for the high islands of Yap and Palau. When these could not be found, a course was set in the general direction of the Philippines. Food in the canoe was exhausted six or seven days before a landfall was made, as some was thrown overboard during the storm to reduce weight.

On reaching Samar, the men (who were clad only in their traditional G-strings called *thus*) were suspected of being Communists, and the Samar people were reluctant to feed them.

However, the story ended happily. The men were flown home via Manila and Guam, and arrangements were made to send their canoe after them.

The canoe was built about 60 years ago.

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A Facial Beauty Hint

Give yourself one of the most youth giving and beauty rewarding treatments of all—a facial. Start by cleaning thoroughly and then, using a vitalising night cream, massage the face and neck always in an upward and outward direction. In addition, pat the ulan night cream generously around the eyes to keep this tender skin youthfully smooth. Now give your skin a lemon toning and apply a film of moist oil of ulan and complete your make-up—you will feel as radiant as you look.

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firm body tissue, and Niacin for good digestion. Keep up your good health and vitality . . . be sure to enjoy your Vegemite daily . . . on toast, in sandwiches and as a soup or gravy flavouring.



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TALKS SOON ON POLITICAL FUTURE OF THE COOKS

The Cook Islands new Leader of Government Business, Mr. D. C. Brown, who is "Chief Minister" in the Cooks' new shadow Cabinet, will visit Wellington early in the New Year to discuss some vital aspects of Cooks-New Zealand relations after the Cooks achieve internal self-government in 1965.

Among the main points for discussion is the recommendation by the constitutional advisers at Cook Islands affairs in the New Zealand Parliament be handled through a Select Committee of the House of Representatives rather than through an elected Cook Islander sitting in the House.

Under the recommendations of the constitutional advisers, whose reports have been accepted by both the Cook Islands Assembly and the NZ Government (*PIM*, Dec., p. 33) the Cooks in 1965 will have full Cabinet government under a Chief Minister, and the Cooks Legislative Assembly will have complete legislative autonomy.

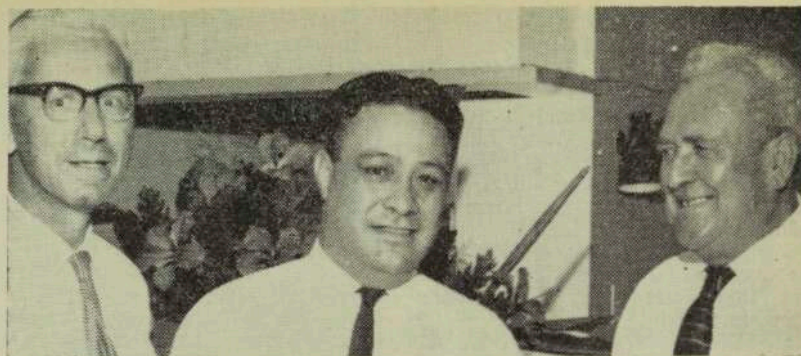
Head of State

The Queen will be the Head of State in the Cooks as in NZ and the Cook Islanders will retain NZ citizenship. NZ will have a Commissioner in the Cooks, but he will carry out a role somewhat similar to a Governor and will have no power to over-rule the Assembly.

However, since NZ will continue to provide most of the finances for the Cooks, NZ will continue to exercise control of policy simply by controlling the purse strings.

Before the Cooks Assembly closed its 1963 session on November 19, it elected Mr. Brown and three others to a deputation to discuss the future of the Cooks and NZ Parliamentary relationships in Wellington. The members are Mr. William Estall (Deputy Leader of Government Business), Mr. David Hosking and Mr. Ngatupuna Matepi.

As Deputy Leader of Government Business, Mr. Estall is also a member of the Cooks new Executive Committee, or "shadow cabinet", the



ON AIRWAYS BUSINESS: Three leading figures in Western Samoa (from left) the Financial Secretary, Mr. P. P. Heller, the Minister for Air, Mr. F. C. F. Nelson, and the chairman of directors of Polynesian Airways Ltd., Mr. E. F. Paul, visited Fiji early in December to negotiate landing rights for PAL at Nadi. Pending a decision, PAL began a fortnightly service from Apia to Nausori (near Suva), which takes passengers from Western Samoa direct to international air links, and simplifies the flow of Cook Islands traffic from New Zealand.

membership in which was announced by Mr. Brown the previous week.

Mr. Brown was appointed Leader as a result of a secret ballot by the Cooks Assembly, but he is required to make his own selection of his "cabinet". The Assembly also elected a Speaker.

The only other nomination for the post of Leader was that of Ngatupuna Matepi. Mr. Brown received 11 votes to Matepi's 10.

The full membership of the new Executive Committee, with their portfolios, is:

Mr. D. C. Brown: Leader of Government Business.

Mr. William Estall: Deputy Leader of Government Business, and in charge of Finance, Treasury, Customs, Inland Revenue, Post Office, Radio, Shipping and Air, Labour.

Napa Tauai Napa: Agriculture, including fisheries, Co-operatives, Hotel, Freezer.

Mr. Robert Julian Dashwood: Health, including dental; Social Development, including Housing; and Broadcasting, Justice, Police and Prisons.

Tangaroa Tangaroa: Public Works, Education, Printing, Power, Survey.

The new Speaker is **Teariki Tuavera**. He is not a member of the Executive Committee. The only other nomination for Speaker was that of Ngatupuna Matepi, and the matter was decided in a secret ballot.

The Cooks has had an Executive Committee since 1962, but its powers have not been as wide as those that are now given to the new Committee under Mr. Brown. Three members of the new Committee were also members of the old one, whose full membership was: D. C. Brown, T. Tangaroa, W.

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Estall, Napa Napa, N. Matepi, T. Tuavera and Vaine Rere.

The old Committee was disbanded in November to make way for the new one. The Resident Commissioner, Mr. A. O. Dare, told the Assembly that the first Committee had done a very good job for the Cooks in its year of operation. Administratively it had been "excellent", and decisions had been made on the spot. On no occasion had there been any acrimonious discussion.

He added: "If the Hon. D. C. Brown and his new members work as well as the old Executive Committee then the Cook Islands are in good hands".

The timetable for internal self-government in the Cooks is now as follows:

- The constitutional machinery to be put into operation by the NZ Parliament immediately.

- The Cooks Assembly to be dissolved in February, 1965.

- A 22-member Assembly to be elected by universal suffrage in March, 1965.

- The new Assembly to meet in May, 1965, and elect a Speaker and Chief Minister; the Minister to name four other members of the Assembly to form a Cabinet.

For some notes on the backgrounds of the new shadow cabinet, see *Tropicalities*, p. 15.

The consecration of the Rt. Rev. Leonard Alufurai and the Rt. Rev. Dudley Tuti as first Solomon Islands Bishops in the Anglican communion took place in Honiara on November 30. Here, Canon Frank Coaldrake gives a colourful report of this most important event in the history of the Church in the South Pacific:

History In A Ramshackle Cathedral

The most ramshackle cathedral the world was the scene of this St. Andrew's Day's most significant service in the world. No one present noticed the cathedral—it did not seem to matter that the building is an old tunnel-shaped army hut with collapsed arches, sagging eaves and glassless windows. A few did notice the leaking roof when a sudden shower found its way through in trickles. Nothing else was bedraggled.

THE complicated service flowed smoothly and solemnly on. The people were spick and span. Island people have taken to shirts and shorts or skirt and blouses and the packed congregation seemed suddenly to have brought the new world into focus.

With several hundred "left-overs" on the lawns around the cathedral the congregation totalled nearly 2,000. For a week past every available boat and even some canoes, had been bringing people in from islands far and near—from the New Hebrides 1,000 miles to the south—from Tikopia 1,000 miles to the east from Ontong Java 400 miles to the north. From distant places in ones and twos, from nearer places in parties of 10—chosen representatives



The Rt. Rev. Dudley Tuti (left) and the Rt. Rev. Leonard Alufurai, the Solomon Islands' first Anglican bishops.

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Seminary Students

Early last year, the Roman Catholic mission of Papua, New Guinea, and the British South Solomons officially opened Holy Spirit Regional Seminary at Alexis-hafen, near Madang, to train native Roman Catholic priests of those areas. The first students—22 of them—were received in March for a course of studies lasting seven years. The students are seen here with Doctor Robert Baffour, Vice-Chancellor of Kwame Nkumrah University of Science and Technology, Ghana.

be seated in the old tin shed of cathedral and take part in this glorious act of God.

The day was declared a public holiday throughout the Protectorate.

The service was broadcast on the local radio, this being the first day-time broadcast attempted. Programmes had always been recorded and replayed in the past but this service was broadcast live.

Sir David Trench, High Commissioner of the Western Pacific, and Lady Trench were in the congregation. Representative senior clergy from other churches were present.

The Archbishop of New Zealand, the Most Reverend Norman Lesser, conducted the service because Melanesia is in the Province of New Zealand. He was assisted in the consecration by the Bishop of Melanesia, the Rt. Rev. Alfred Hill, the Bishops of Nelson, Carpentaria, New Guinea and Polynesia; the Assistant Bishop of New Guinea, the Rt. Rev. George Mbo (a New Guinean), the Bishop of Aotearoa, the Rt. Rev. W. H. Mapi, and the Coadjutor Bishop of Brisbane, the Rt. Rev. John Hudson.

The occasional sermon was preached by the Bishop of Melanesia. He reminded the congregation of that God had wrought in over 100 years in the church in Melanesia. From the initial visionary planning of Bishop George Augustus Selwyn, the martyrdom of Bishop Patteson and the heroic suffering of Stephen Tiroaniara, the church had grown as the offering of a people to God. The cathedral rector, Canon Edgar Wood, was responsible for the organisation and succeeded with the help of many clergy and wardens in laying the ground for a faultless ceremony.

The chairman of the Australian Board of Missions, Canon Frank Aldrake, was present on behalf of

the board. The ABM supports the diocese with budget grants and has undertaken a substantial extra responsibility in part of the cost of the Assistant Bishops.

The appointment of the two Assistant Bishops had been made possible by the financial support of the Islands church. The people have shown their support for the consecration of two of their number by promising extra support.

This will be raised in different ways, but on one island they have given land, cleared the jungle and made five new coconut plantations for the church. In a few years the nuts will produce copra for sale and the proceeds will go to the Bishops.

Round of Duties

The new bishops, the Rt. Rev. Leonard Alufurai and the Rt. Rev. Dudley Tuti, will serve initially as assistants in the full round of duties.

The Islands people welcomed the new bishops in their own way, first with a feast, then with a great dance. Food for the feast had been brought in with the people—four bullocks, 43 pigs, 14 turtles, 40 fowls, two goats and 10 tons of fruit and vegetables. Firewood for the cooking was cut by two of the church's men serving a prison sentence and assigned to that task as their share in the festivities.

Another mission promised a truck-load of flowers for the decorations and sent the truck all the way into town the day before to ask the mission for the petrol they would need to bring the flowers in.

The local broadcast commentator began with a 10 minute introduction in Pidgin English describing the scene at the cathedral. He finished with the words "Make im Bishop begin soon mebbe half hour mebbe 10 minit mebbe sometime," just as

the first procession entered the cathedral.

The dancing on the sports ground was watched by about 2,000 people. Men from several different islands danced old custom dances of welcome to a chief. The rhythms and the costumes stirred the blood and many times there were shrieks and calls from the crowd the same as we hear from teen-age fans of a pop-singer.

The broadcast commentator said Honiara had never seen anything like it.



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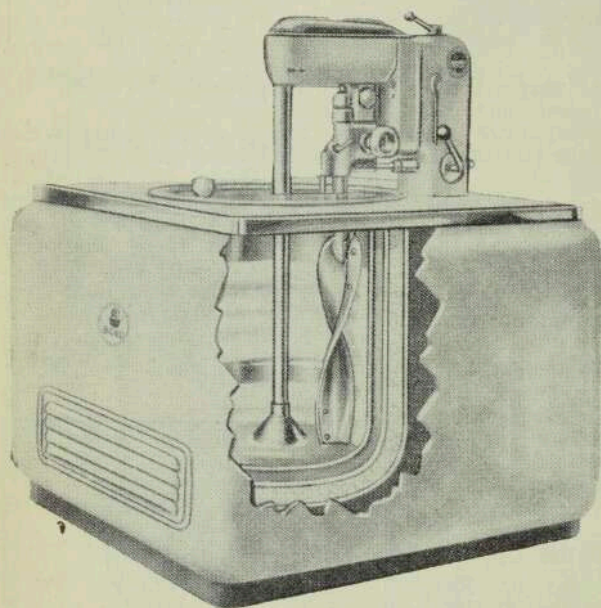
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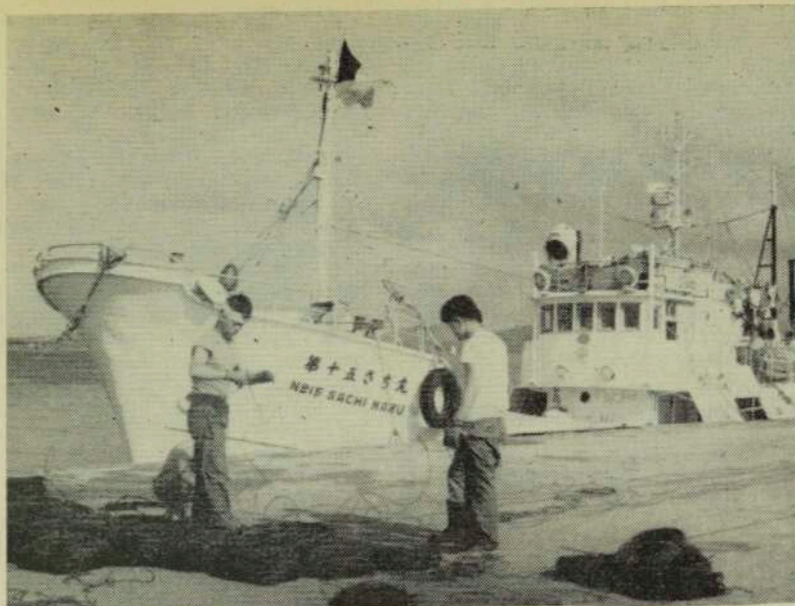
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MORE JAPANESE TUNA BOATS FOR NEW CALEDONIA

The fleet of Japanese tuna fishing boats operating in New Caledonian waters will be increased from 31 to 40 in early January. In April, the total may be increased to 64.

At present, two or three fishing boats come into Noumea each day to deliver their catches to the refrigerated vessel *Eiyo Maru*, which is anchored in a cove of the Ducos Peninsula.

Recently, there has been talk of bringing in a second refrigerated vessel as the *Eiyo Maru* is too small to handle the present fleet's catches.

Meanwhile, the floating Japanese fishing school *Hokusei Maru* has been in Noumea on a visit. The ship belongs to the fishing faculty of the University of Hokkaido.

On board the *Hokusei Maru* were 15 trainee officers under the command of Captain Seikichi Mishima. They are on a tour of South Pacific fishing grounds.

Following five years of university training, the officers undergo 18 months of practical work.

During this period, they are instructed in fishing and fish-freezing techniques and are taught about the

A familiar sight on the Noumea waterfront these days—a Japanese tuna boat alongside.—Photo: Fred Dunn.

migration of fish. Special attention is paid to tuna.

After passing their final examinations, the officers become eligible to command tuna fishing boats of the type now operating in many parts of the Pacific.

Each university in Japan has its fishing faculty and at least two floating fishing schools.

The *Hokusei Maru* sailed direct to Noumea from Japan and later went on to Suva.

Australia To Put Permanent Post In Fiji—At Last!

Negotiations which had been continuing for some months came to fruition in late November when Australia announced that an Australian Commission will be established in Suva early in 1964.

THE first Australian Commissioner will be Mr. R. N. Hamilton, at present councillor in the office of the Senior External Affairs Representative in London.

Sir Garfield Barwick, Australian Minister for External Affairs, said it was important for the Australian Government to have direct contact with the Government and people "of this important Pacific Territory, where there are many Australian private interests and citizens".

Top officers in the Australian External Affairs Department have been pressing for such a posting for some time. In the last year or two the Australian Consul in Noumea has been given the additional task of keeping a general eye on developments in the New Hebrides and in Fiji, and has done the job as well as can be expected considering the difficulties of movement from Noumea.

But it has been obvious to some Australians that closer attention was required in Fiji affairs. The political pressures in Fiji are growing and Australia has not always created the

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kind of public image in the colony that Australian diplomats would like.

Fiji, although so closely linked with Britain through the Deed of Cession, certainly has very strong ties with Australia. Apart from a big Australian population in the Colony, most of the big corporations are Australian-owned.

Australia has a tremendous trade with Fiji and has displaced Britain as the biggest exporter to Fiji, although Britain still buys more from the Colony.

In the last few years the Qantas sales representative in Suva has had

the title of "Trade Correspondent", but the title is no more than the name implies. He passes on to the Australian Trade Department trade inquiries he may receive, and vice versa.

From time to time there is criticism that Australia should do more to adjust the unfavourable trade balance.

In a statement in December the Fiji Government welcomed the decision, saying it would mean even closer links commercially, culturally and socially between the peoples of the two countries.

The Fiji Times in an editorial commented:

"The establishment of an Australian Commission is probably part of a perfectly legitimate Australian push into the Pacific. It might perhaps be said that the Australian flag is following trade, rather than the other way round.

"Meanwhile, it may be recalled that at the time of the Suva trade fair, authoritative Australian statements were made to the effect that it was realised that Fiji-Australian trade must be a sound two-way business, but, as far as can be discerned, nothing has been done to put the precept into practice.

"Nobody has yet explained why Fiji should buy more and more from Australia, mainly at the expense of Britain, the country which does more for Fiji than the rest of the world put together."

The Australian Commission should have as much work to do in explaining Australia's policies to Fiji as in explaining Fiji's problems to Australia.

Mr. Hamilton, 40, joined the External Affairs Department in 1947 and served as Third Secretary at Australia's Embassy at Bangkok from 1950 to 1952. In 1953 he was a member of an Australian mission to the United Nations.

He saw active service with the AIF in World War II. Mr. Hamilton is married, and has two sons and two daughters.

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FIRST TV PICKED UP ON NORFOLK IS.

Mr. Ray Hoare, Norfolk Island's only radio "ham", recently won the distinction of becoming the island's first television "ham".

It came about after Norfolk businessman Mr. Ken Prentice thrust on him a rather ancient-looking, standard TV receiver, which is the only set on the island.

After coupling a Yagi 4-element beam antenna to the set, Mr. Hoare had the satisfaction, at dusk on November 21, of receiving a programme from ABN Channel 2 in Sydney, 930 miles away.

Since then he has picked up other programmes from Sydney, and has received the sound but not the picture from New Zealand stations, about 630 miles away.

Mr. Hoare believes he has been picking up the beam "straight from the ionosphere". He expects even better reception during the summer.

—RL

TOURIST BOOM BRINGS OPPORTUNITIES

Fortunes Go Begging On Prosperous Norfolk Is.

By Staff Writer Robert Langdon.

Norfolk Island, Australia's pleasant Pacific outpost of green, undulating hills, grim and romantic history, duty-free goods, sheer cliffs and towering pines, has been struck by a tourist gold rush.

WITH increased publicity abroad, additional accommodation, and air services, tourists are flocking to the island at the rate of about 10 a month, compared with 55 a month in 1959-60, and their numbers are still increasing.

Directly or indirectly, the tourists are writing out the pay cheques for almost every person on the island, because, with the collapse of the whaling industry and the closure of the telegraph station a year or so ago, Norfolk now has virtually no source of income other than the tourist industry.

The tourist industry is doing so well that the Norfolk Islanders are more prosperous now than they have ever been.

Yet fortunes (small ones) are going begging simply because many of the people lack either the enterprise, energy or inclination to cash in while the going is good.

The most obvious fortunes that no one is making are to be made in the food line—providing the necessary

meat, fish, eggs, vegetables and fruits for all the hungry tourists.

Another potential "gold mine" is a laundry and dry cleaning business, something that Norfolk lacks.

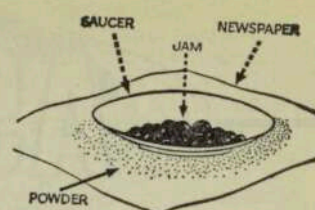
Anything Grows

Sufficient meat, fish, eggs, fruit and vegetables for present needs could probably easily be produced on the island, as Norfolk is a land where almost anything will grow and the waters around it abound in fish.

At present, however, only a fraction of the food needed on the island for the tourist trade is being produced there. For example, the Kingfisher Airtel, Norfolk's newly-opened 70-bed hotel, expects to import about 65 per cent. of the food that will be cooked in its kitchen.

Mr. Max Freyer, the Kingfisher's extremely food-conscious manager, becomes quite miserable whenever he thinks about the difficulty of obtaining food in such a land of milk and honey.

"There is a shortage of meat," he



To rid your home of cockroaches, set this simple trap in all rooms where they are observed. If jam is not readily available for the saucer, use food bait. The powder must not have an insecticide poison smell otherwise the insects will become suspicious and it must have a permanent action so it can be relaid each night. Therefore Pea Beu powder is recommended. Cockroaches walking over the powder, will retire to their hideouts and die. Also sprinkle the Pea Beu in drawers and back of range, frig. and radio.

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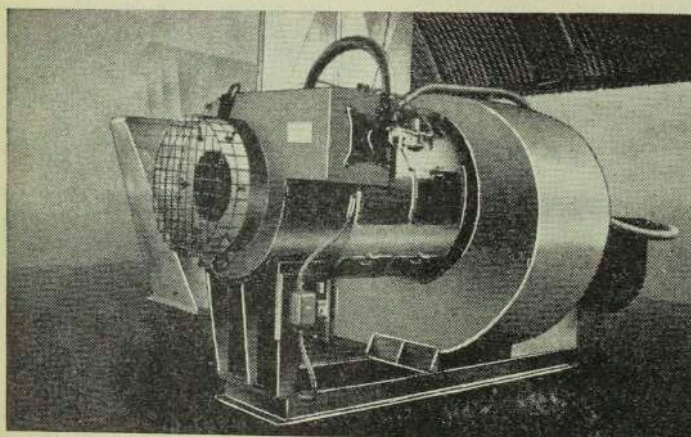


Typical scene on Norfolk Island, showing the famous pines.



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ys. "No ham, no veal and no mut-
n. Everything we need in that line,
e have to import from New Zea-
nd.

"When the sea is rough, we cannot
t enough fish—although this situa-
on will not apply when the new
company, Norfolk Island Fisheries
d., begins freezing fish in a bigger
ty.

"Eggs are at a premium, so I have
d to arrange with Qantas to air
eight our needs from New Zealand.
reckon on taking about 300 dozen
week.

"There are very few oranges, and
ples are almost non-existent.

"At present, I find it hard to get
ch things as rhubarb, lettuce and
ives, although I have made
rangements with a number of local
rmers and gardeners to supply our
eds in the future."

Mr. Freyer might also have men-
oned a shortage of chickens, pota-
es, and beans, and possibly several
her vegetables and fruits.

Shortages

But his list of shortages is an im-
ressive one, when one bears in mind
at the Kingfisher is only one among
veral hotels and guest houses on
orfolk with the problem of feeding
arists, and that more accommoda-
on to cater for more tourists will
obably be built in the next 12
onths or so.

This new accommodation includes:
● A hotel at Kingston, which, ini-
lly, would accommodate 60 guests
d a staff of 20, and could be ex-
ended to accommodate a further 40
ests.

● A group of 40 holiday flats at
rnt Pine, to be built in stages in
ocks of four.

● A 50-bed motel-style guest
use to be built at Redleaf, near
entrance to the airport.

All this new accommodation, plus
posed extensions at the Kingfisher
rtel, will provide almost twice as
ny beds for tourists on Norfolk
exist at present.

This will mean that whereas about
0 tourists can now be accommo-
ed at one time, there will be beds
something like 400 when the new
ildings are put up.

Therefore, unless something is
ne quickly about producing more
od locally, there will be an even
ater shortage of the basic foods
ore the year is out.

Local food prices would thus prob-
y become higher; and more, ex-
sive overseas foodstuffs would
ve to be imported. These factors
uld increase the cost of a holiday
Norfolk, and so the island would

lose one of its attractions—its cheap-
ness—which entices tourists there
now.

Chances for Islanders

Generally speaking, the people who
are in the best position to produce
the food that Norfolk needs for its
tourist trade are the 300-odd descen-
dants of the *Bounty* mutineers.

These people, who are known on
the island as the "islanders"—every-
one else being a "mainlander" from
Australia, New Zealand, etc.—make
up just under half of Norfolk's popu-
lation. They own most of the land
that is not Crown land, and they
have a long tradition of being far-
mers, gardeners and fishermen.

However, the islanders have never
been commercially-minded people,
and, probably because of their Tahit-
ian ancestry, they have never had
much inclination for regular work.

Thus, even if they have seen the
opportunities for making money out

of the tourist boom, they have not
done anything about it.

Some of them, moreover, are op-
posed to the development of the
tourist industry on the ground that
every additional tourist drives another
nail in the coffin of their old, more-
or-less-carefree and unhurried way of
life.

This is an understandable view-
point, but not a rational one, be-
cause, unless Norfolk's tourist in-
dustry is developed, the island is
doomed as a place to live on in any-
thing but primitive fashion.

Government Subsidy

In fact, without a Commonwealth
Government subsidy (£32,500 last
year) and without revenue from post-
age stamps sales (£23,500), Nor-
folk Islanders would probably have
had to pack up long ago and move
to either Australia or New Zealand.

As Norfolk's Administrator, Major-
General R. H. Wordsworth, con-

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Major-General Wordsworth.

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stantly tries to impress on people every industry that the island has previously tried has failed, mainly because its products cannot be placed anywhere competitively because of its remoteness from the rest of the world.

For instance, the distance between Australia and Norfolk (930 miles) immediately adds £17/10/- a ton in freight to any product, and lighterage adds another 37/- a ton. Moreover, Norfolk Island does not produce anything that is not produced in Australia.

"It is therefore quite plain," Major-General Wordsworth says, "that it is no use trying to take Norfolk's goods to market. So the only answer, for Norfolk is to survive, is to bring the market to the goods. I am thus firmly convinced that the future of the island depends on tourists."

However, Major-General Wordsworth has no wish to see Norfolk Island turned into another Gold Coast.

This was a point he strongly stressed, and which brought many hear-hears, when he officially opened the Kingfisher Airtel on December 1 before a crowd of 200 guests.

Atmosphere

"We have a beautiful island here with an atmosphere which I think must be preserved," he said. "It has a good climate and a very friendly people. It is quiet and has a slow tempo of life."

"It is eminently suitable for a holiday for a tired business man or an elderly couple, as we do not have the attractions for young people who want to dance every night."

Major-General Wordsworth says that in due course, the Kingfisher Airtel would have squash courts, golf course, tennis courts and a chess

They're Never Had It So Good

Norfolk Island's current tourist boom has created so many jobs on the island that, probably for the first time in the island's history, there is over-full employment. As a result:

- Elderly people who have gone to the island to retire have been "roped into" jobs—at least one such man being employed by the Administration

- The new Kingfisher Airtel flew University students from Australia over the Christmas period to work as kitchen hands, waitresses, yardmen, etc.

- The island's bowling greens have frequently remained uncut for lack of a man to cut them.

- In mid-December, the Administrator, Major-General R. H. Wordsworth, could not get anyone to work for him as cook.

- Money allocated for public works projects cannot be spent because labour is not available, and it is probable that men will have to be imported from Australia to cope with what has to be done.

This is a far different situation from that which applied on Norfolk a year or so ago when the whaling industry collapsed for lack of whales and the cable station closed because the new COMPAC cable made its existence unnecessary.

Jobs around that time were so hard to get that some islanders threatened to beat up a man who was brought to the island by the Administration to superintend the grading of roads.

fit down the 300 ft cliff to Anson Bay beach.

"But," he added, turning to Kingfisher's directors, "do not overdo it and have too many glittering lights and too much Gold Coast."

"The combination of what we have here now is something I beseech you not to disturb."

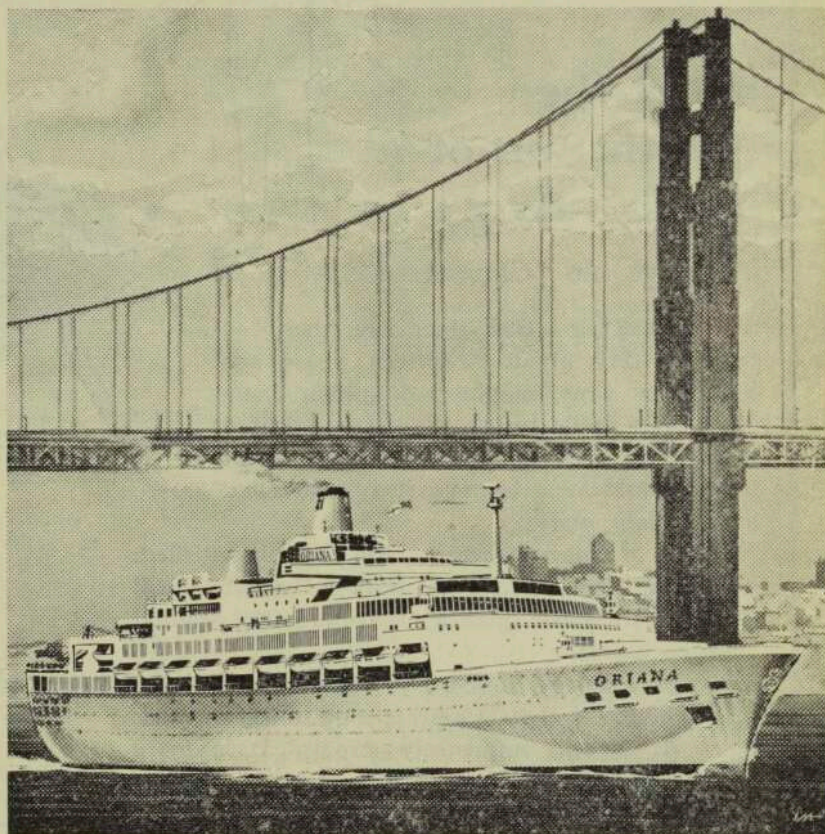
However, despite what Major-General Wordsworth said, Norfolk Island is changing—though not necessarily for the worse. For example:

- Five of the 50-odd miles of motorable roads on the island have been sealed in the past few years, and about another mile is to be sealed in the next six months.

- The number of motor vehicles is constantly increasing, and most of them are modern. (At June 30, 1963, there were 356 vehicles compared with 325 the year before.)

- More and more houses are being supplied with electricity, and are thus able to be equipped with washing machines, refrigerators, and other mod. cons.

- An expert from the Postmaster-General's Department is to visit the island soon to investigate the possibility of installing an automatic telephone exchange, capable of serving 100 subscribers. This would replace the existing manual exchange, which is only open in business hours, and which serves no more than half a dozen private houses.



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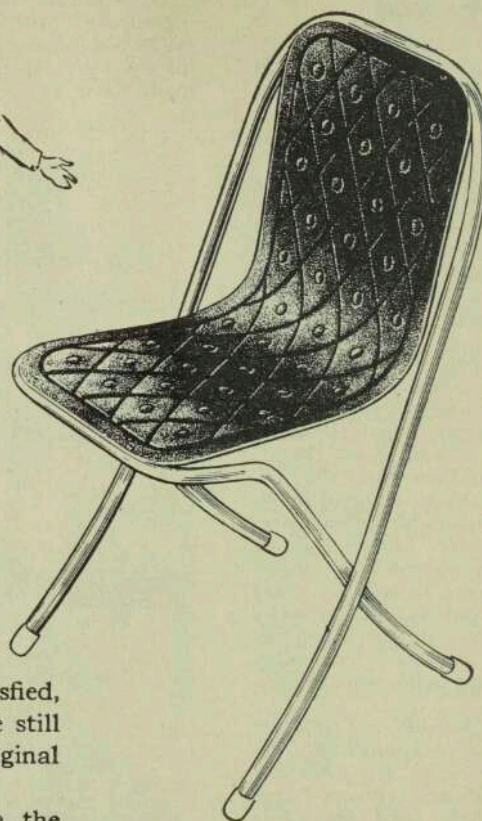
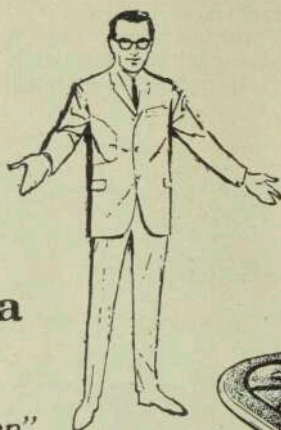
—says the "Chair-man"

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PACIFIC ISLANDS MONTHLY
Flashback
on
1963

"COLONIAL" TERRITORIES HAVE MOVED NEARER TO SELF-GOVERNMENT

Further moves towards full self-government for the "colonial" territories were among the most important events in the South Pacific in 1963. This is seen in making our flashback over the past 12 months.

JANUARY: Fijian members of the Legislative Council made it clear that "there should be no change in Fiji's present constitution until the Fijian people expressed their desire for further constitutional changes".

New Zealand promised the United Nations that the 25,000 people of the Cook and Niue Islands would be self-governing within three years.

Prime Minister Mataafa, of Western Samoa, devoted most of his New Year speech to the need for a sound and stable economy. Our first year as an independent state has ended successfully. No one can predict what may happen during 1963, but there is no cause for alarm or undue panic," he said.

The people of Pitcairn Island protested to the South Pacific Office, their administrative headquarters in Fiji, over the possibility that the French Government would use the island of Mangareva, in the Gambier Archipelago of French Polynesia, as a nuclear and missile launching base.

Mr. J. P. Bayly, sponsor of the Bayly Clinic which cares for poor Indian women and children and Fijians in the slums around Suva, died in Fiji on January 12.

FEBRUARY: Although the takeover of Western New Guinea by Indonesia was not to take place officially until May, 1963, a mass exodus of Dutch

civil servants had been taking place since October 1, 1962, making the job of replacing them difficult for the United Nations Temporary Executive Authority.

Drinking hours in Papua-New Guinea were shortened under a Liquor Licensing Bill introduced into the Papua-New Guinea Legislative Council.

Some of the recommendations made in a second interim report tabled in the P-NG Legislative Council in February were that the Papua-New Guinea Legislative Council should have its name changed to House of Assembly following the new Council elections in 1964.

The Queen made her second visit to Fiji in 10 years, and she and



The Queen visited Fiji in February.

Prince Philip received a very warm welcome from the Fijian people.

Lord Silsoe, formerly Sir Malcolm Trustram Eve, began a survey of Fiji's coconut industry.

MARCH: West New Guinea was pretty well in Indonesian hands despite UN claims that Indonesia could not take over the territory before May 1. All that remained was for the Indonesian troops to take over from UN forces and for the Netherlands Bank to hand over to the Bank of Indonesia.

Plans were well under way for the South Pacific Games to be held in Suva from August 29 to September 7. Territories taking part in the games were organising teams through territory-wide campaigns.

A commission was appointed to report on the development of higher education in Papua-New Guinea, including the establishment of a university. Chairman was Sir George Currie, former vice-chancellor of the University of New Zealand.

Mr. Douglas ("Mike") Knuebuhl, president of American Samoa's Chamber of Commerce, made a bitter attack on a new income tax bill passed by the territory's Senate and Legislative Assembly in late January. The bill provided for a two per cent. tax on wages too low to be covered by the graduated scale of income tax, and imposed the regular US tax on all higher salaries and incomes, and on corporations. (Over)

A hurricane set back Tongan banana exports several months when it tore across the Tongan Group.

Mr. W. B. Rogers took over the position of Fiji's Development Commissioner.

The P-NG inter-island trader *Polurrian* sank on March 28 en route between Sohano and Rabaul, with the loss of 34 lives.

APRIL: BOAC entered the trans-Tasman service

on April 4 when a Comet IV left Sydney for Auckland.

It was announced that Mr. Kenneth R. Iverson would head a mission to P-NG from the International Bank for Reconstruction and Development in the middle part of the year.

Tupua Tamasese, Joint Head of State of Western Samoa since its independence in January, 1962, died in Apia on April 5.

It was officially announced that

France would use five atolls in the Tuamotu Archipelago of French Polynesia as bases for a nuclear testing project.

Fiji went to the polls under its new constitution, which gave the vote for the first time to the Fijian people and to women of all races.

MAY: It was hoped that the problem of finding a new home for the Nauruans might be solved by using Curtis Island, off the Australian coast.

Tonga was exploring the possibility of raising loans with the World Bank and the US Export-Import Bank for various projects.

It was announced that Norfolk Island was to have a new Island Council with the Administrator as a member, and with the right to discuss budget proposals.

Polynesian Airlines Ltd. announced that it would soon introduce an air service between Western Samoa and Aitutaki and Rarotonga in the Cook Islands.

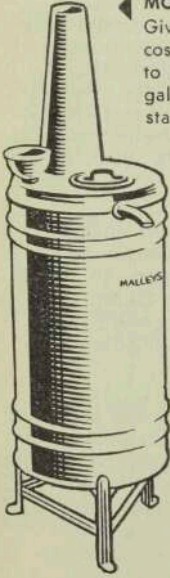
It was announced that the first Advisory Council for the Gilbert and Ellice Islands Colony would be established later in the year.

The Administrator of Nauru, Mr. R. S. Leydin, told the UN Trusteeship Council in New York that leaders of Nauru might accept Curtis Island, off the Australian coast, as a new home for their people.

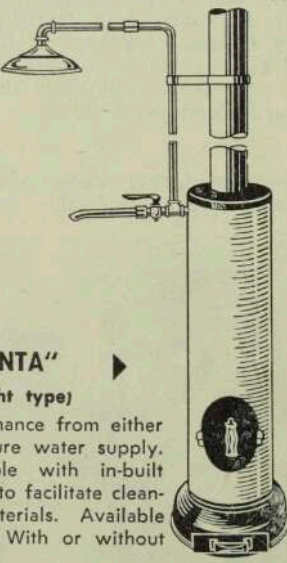
Indonesia officially completed its take-over of West New Guinea on

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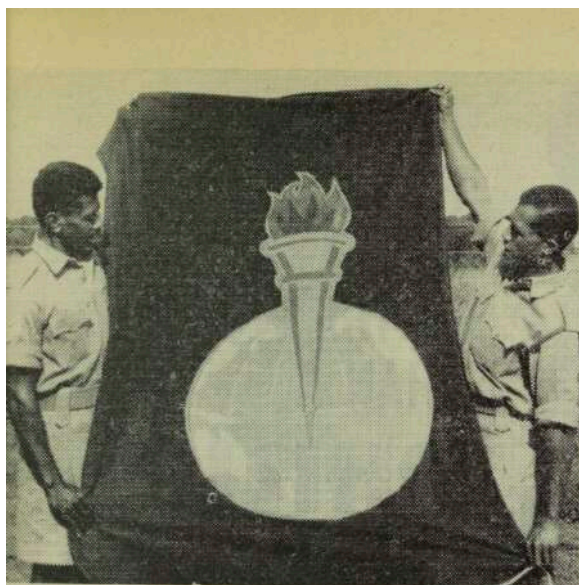
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Some P-NG drinking hours were shortly in February and the drive by the mis against intemperance was stepped u



The First South Pacific Games were held in Suva in August - September. This is the official Games flag, showing a blazing torch superimposed on a globe with the Pacific prominently displayed. The flag is royal blue, with sky-blue and white for the globe and the torch of gold, with crimson flames.

May 1. The Australian Prime Minister, Sir Robert Menzies, made a statement on the defence of Papua-New Guinea. "We will defend these territories as if they were part of the mainland; there must be no mistaken ideas about that," he said.

Under a bill passed by both Houses of the Federal Parliament in May, Papua-New Guinea was to have a 64-member House of Assembly in 1964, to take the place of the 37-member Legislative Council.

Australia's Governor-General, Lord L'Isle, made a 23-day tour of Papua-New Guinea. It was his first visit.

Fifteen people drowned when a launch sank near Maupiti, French Polynesia.

Sir Hugh Ragg, "Grand Old Man of Fiji", died suddenly at his home in Tamavua, Suva, early on May 24, aged 81.

Proposals for self-government for the Methodist Church in Fiji and Western Samoa were unanimously endorsed at the General Conference of the Methodist Church of Australasia, held in Adelaide, South Australia.

JUNE: The question of whether Japanese commercial interests should be allowed to establish a tuna cannery in Rarotonga, Cook Islands, was a lively topic in Rarotonga.

Emergency food and water supplies

were being brought in to Hull and Gardner Islands in the Phoenix Group of the Gilbert and Ellice Islands Colony, where droughts were severe.

Attacks by Tolai litigants upon land titles in New Guinea were creating general fear that all land titles in the Territory might be unsafe.

A team of experts from the World Bank began a two-month survey of Papua-New Guinea in June.

The UN decided to establish in Apia, Western Samoa, the headquarters of a new United Nations Regional Area for the South and West Pacific.

JULY: Mr. Francis Derick Jake-way, Chief Secretary of Sarawak since 1959, was appointed Governor of Fiji, succeeding Sir Kenneth Maddocks. He was to take up his position in January.

Fiji was having its own moral problems, coinciding with the Profumo affair in Britain. Several Government officials were given gaol sentences on "charges involving indecency".

Suva's new wharf, which cost £2,500,000, was finished after two years' work. The wharf was capable of taking any ship in the world.

An important decision was made by the Chief Justice of P-NG that

one-third of Varzin Plantation in New Britain belonged to the Tolais and not to European interests who bought it.

The Government of Western Samoa protested to France against the French Government's decision to establish a nuclear testing base in the Tuamotus, 1,920 miles from Western Samoa.

The Chief Justice of Fiji, Mr. Justice MacDuff, died suddenly in Suva on July 11.

The Rt. Rev. Leonard Kempthorne, who retired in 1962 as Bishop in Polynesia, died in Suva on July 25 in his 77th year.

The French Government rejected New Zealand's protest against French

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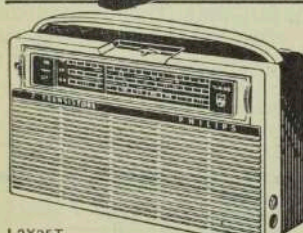
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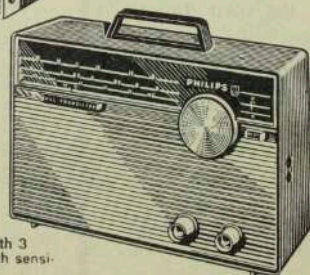
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The death occurred in July of the Bishop of Polynesia, Leonard Kempthorne, here seen with his wife.

Preparations for nuclear testing in the South Pacific.

The Ansett flying boat *Pacific Chieftain* was wrecked in a storm at Lord Howe Island after breaking from her moorings.

The Western Pacific High Commissioner, Sir David Trench, was appointed Governor and Commander-in-Chief of Hong Kong in succession to Sir Robert Black.

The five member nations of the South Pacific Commission met in London in July to discuss the entry of Western Samoa to Commission membership.

AUGUST: The people of Pitcairn said they were "living in fear" of what the future held for their island as a result of the French Government's decision to hold nuclear tests in French Polynesia.

Allegations made to the UN by a Cook Islands resident that New Zealand was seeking to frustrate the political aspirations of the Cook Islanders caused irritation in Government circles in Wellington.

Mr. Patrick Joseph Twomey, known throughout the South Pacific as the "leper man", died at Suva on August 1 at the age of 71.

Among the 492 Vietnamese who were repatriated from Vila, New

Hebrides, were quite a number who were most unwilling to return to their "homeland".

Planters' associations in P-NG complained about lack of confidence in investment in the Territory.

The West New Guinea Legislative Council, in late August, decided that there would be no need for the people of West New Guinea to have a plebiscite on self-determination before

1969. The Council was set up by Indonesia and no members were elected.

The First South Pacific Games were held in Suva from August 29 to September 7.

SEPTEMBER: Work was going ahead rapidly on the reconstruction of the wartime airstrip at Funafuti, GEIC,

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The Ansett flying boat "Pacific Chieftain" was a complete loss at Lord Howe Island in July.

a link in the proposed new air service between Fiji and the GEIC.

Mr. Charles Hall, director in the Philippines of the California Packing Corporation, visited the New Hebrides to study the possibility of establishing pineapple plantations and factories to can both fruit and juice.

Sir Kenneth Maddocks and Lady Maddocks departed from Fiji on September 13 after Sir Kenneth had been in office for five years.

Work was proceeding on the building of a fish factory for the newly formed Norfolk Island Fisheries Ltd., Norfolk Island.



Within a few days in late September the 2/6 Papuan gold shares in Pacific Islands Mines Ltd. went up to 7/-.

The Protestant Church of Tahiti became autonomous.

OCTOBER: A Japanese company was interested in the possibilities of a cultured pearl venture in the Vavau Group of Tonga.

Lealofi, a 41-year-old doctor, was elected to the royal title of Tupua Tamasese of Western Samoa, but there was a dispute over the position.

Negotiations were in the final stages for Polynesian Airlines to increase its fortnightly Cook Islands service to weekly flights and to introduce a new service each fortnight between Apia and Nadi, Fiji.

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

One hundred members of the French Foreign Legion arrived in Papeete on October 9 to assist in the erection of the atomic testing centre in French Polynesia.

The 25th session of the South Pacific Commission was held in Noumea. Samoa was not yet ready to be admitted.

NOVEMBER: Lord Silcock released his report on the Fiji copra industry in which he said the total copra production

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duction of the area covered by the South Pacific Commission accounted for more than 10 per cent. of the world production.

Pitcairn's population was at its west since the early 1880's. The Pitcairners were leaving their home almost literally in droves.

Airline competition, using Tahiti as drawcard for tourists, warmed up little more in November when Australia's international airline Qantas inaugurated a weekly Boeing 707 service Sydney-Nadi-Papeete and return.

A plan was introduced to spend \$4 million developing the port of Papeete.

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

A decree signed by President de Gaulle outlawed two political parties in French Polynesia. The two parties were the Rassemblement Démocratique des Populations Tahitiennes (RDPT) and the Papu Tiama Tahiti.

Papua-New Guinea ended a political era. The Legislative Council was prorogued to make way for a newly elected House of Assembly next year.



Tuiasamoa, Joint Head of State of Western Samoa, died in April after a long illness.

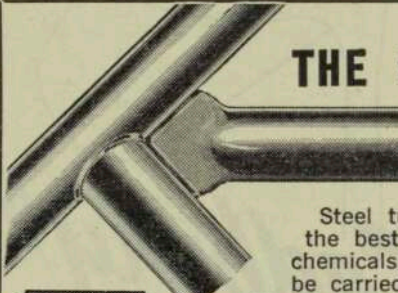
The first Solomon Islanders to become Anglican bishops were consecrated in All Saints Cathedral, Honiara, BSIP, on November 30. They are the Rev. Dudley Tuti and the Rev. Leonard Alufurai.

The Netherlands and Australia, in the UN, reminded Indonesia of its "obligation to keep faith" with the people of West New Guinea.

It was announced that the Cook Islands would have full internal self-

government in 1965. The Territory would have a fully elected Legislative Assembly with complete legislative autonomy, with a cabinet of five, headed by a chief minister. Mr. D. C. Brown was elected Leader of Government Business in the interim.

A White Paper was released in the BSIP, proposing that in 1965, the Solomons should have a partly-elected Legislative Council in place of the fully nominated one.

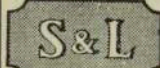


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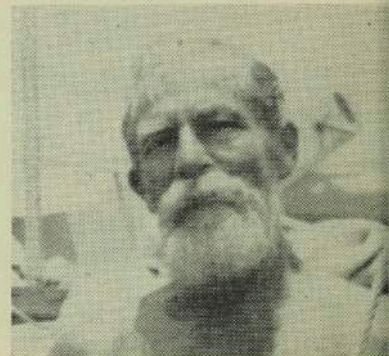
MD25/2FC/9

After a 7,450-mile voyage on a raft from Peru in 130 days, William Willis, 70, came ashore near Apia, Western Samoa, on November 11.

The death occurred in Suva on November 1 of Mr. A. E. Pearce, who lived in Suva for more than 50 years and who was one of Fiji's most prominent businessmen, and a philanthropist.

Several islands in the New Hebrides suffered severe hurricane damage late November, and food and building materials were donated.

DECEMBER: Queen Elizabeth II, both official and private, opened the new Commonwealth Cable, linking Australia with Britain across the Pacific.



William Willis, on arrival at Apia after raft voyage.—Photo: "Samoaana".

Hubert Leonard Murray, Administrator of Papua from 1940 until the outbreak of war in 1941, died in Sydney on December 9, aged 76.

Four hundred and one Gilbertese from the Phoenix Islands arrived at Wagena Island in the Solomons in the Tongan ship *Niuvakai* on December 3. The Gilbertese were to settle Wagena because of persistent drought in their home islands.

ANOTHER BOTTLE!

A bottle, dropped from the S.S. "Mariposa" on June 26, 1962, from a point 1,000 miles north of Pago Pago, American Samoa, was picked up on December 11 by a party of schoolboys 15 miles south-west of Daru Island, Papua-New Guinea. The bottle contained a note from Mr. and Mrs. W. Parkinson, of 70 Wilton Place, Los Angeles, US, who asked the finders to write to them. The boys intend to do so.

Full ASOPA Pass List For 1963

The Australian School of Pacific Administration, Sydney, in December announced the results of the New Guinea Patrol Officers' Certificate course for 1963. The full results, set out below, are the passes in order of merit.

The prize winners were:

R. W. ROBSON PRIZE FOR

W. H. Biscoe and B. J. Dunn.

R. W. ROBSON PRIZE FOR

GENERAL PROFICIENCY: G. P.

Smith.

LAW BOOK PRIZE: W. H. Biscoe.

Anthropology

CREDITS: Smith, G. P.; Heuston, J.; Hope, D. A. C.; Biscoe, W. H.; Hicks, Joe R.; Wright, P. J. **PASS:** Read, D.; Sabben, H. F.; Duffy, B. F.; Andrews, R. J.; Harris, G. W.; Brown, M. D.; Haynes, F. J.; Bragge, L. W.; Dunn, B. J.; Rochfort, P.; Molony, W.; Fanning, D. J.; Neill, R. F.; Waite, C. D.; Webster, W.; Fischer, B. M.; Weber, R. E.; Thomas, P. J.; Kelly, J. P.; Percy, Hunter, J. O.; Batterham, B. J.; Hicks, John S.; Maume, B. J.; Lindsay, D. C.; Visser, J. M.; Foreman, R. J.; Lyons, P. L.; Reid, G. T.; Try, A. K.; Behr, M.; Hollamby, E.; James, G. M.; Pamplin, J.; Duggan, G. D.; Heriot, G. A.

Geography

CREDITS: Smith, G. P.; Hicks, Joe R.; Bragge, L. W. **PASS:** Biscoe, W. H.; Harris, G. W.; Thomas, P. J.; Molony, W.; Weber, R. E.; Read, D.; Brown, M. D.; Haynes, F. J.; Batterham, B. J.; Neill, A. F.; Percy, R.; Wright, J.; Duffy, B. F.; Dunn, B. J.; Hunter, J. O.; Hope, D. A. C.; Sabben, H. F.; Fanning, D. J.; Fischer, B. M.; Webster, R. W.; Lindsay, D. C.; Maume, B. J.; Heriot, G. A.; Hicks John S.; Andrews, R. J.; Lyons, P. L.; Behr, M.; Waite, C. D.; Visser, J. M.; Pamplin, J.; Heuston, J.; Kelly, J. P.; Foreman, R. J.; Try, A. K.; Reid, G. T.; James, G. M.; Hollamby, K. E.

Government

CREDITS: Smith, G. P.; Hope, D. A. C.; Biscoe, W. H.; Heuston, J. **PASS:** Wright, P. J.; Rochfort,

P.; Fanning, D. J.; Dunn, B. J.; Hicks, John S.; Harris, G. W.; Molony, W.; Percy, R.; Weber, R. E.; Bragge, L. W.; Brown, M. D.; Read, D.; Hunter, J. O.; Thomas, P. J.; Waite, C. D.; Duffy, B. F.; Hicks, Joe R.; Haynes, F. J.; Fischer, B. M.; Andrews, R. J.; Pamplin, J.; Visser, J. M.; Batterham, B. J.; Lindsay, D. C.; Maume, B. J.; McNeill, A. F.; Lyons, P. L.; James, G. M.; Heriot, G. A.; Hollamby, K. E.; Webster, R. W.; Try, A. K.; Sabben, H. F.; Duggan, G. D.; Foreman, R. J.; Behr, M.; Reid, G. T.

History

CREDITS: Hope, D. A. C.; Heuston, T. J.; Smith, G. P. **PASS:** Wright, P. J.; Percy, R.; Andrews, R. J.; Biscoe, W. T.; Hunter, J. O.; Molony, W.; Hicks, Joe R.; McNeill, A. F.; Bragge, L. W.; Hicks, John S.; Read, D.; Batterham, B. J.; Haynes, F. J.; Dunn, B. J.; Waite, C. D.; Thomas, P. J.; Duggan, G. D.; Lindsay, D. C.; Brown, M. D.; Fanning, D. J.; Fischer, B. M.; Reid, G. T.; Maume, B. J.; Webster, R. W.; Weber, R. E.; Sabben, H. F.; Visser, J. M.; Heriot, G. A.; Harris, G. W.; Duffy, B. F.; Hollamby, K. E.; Pamplin, J.; Foreman, R. J.; Behr, M.; Try, A. K.

Law

CREDITS: Biscoe, W. H.; Dunn, B. J.; Hope, D. A. C.; Hicks, Joe R.; McNeill, A. F. **PASS:** Fanning, D. J.; Bragge, L. W.; Smith, G. P.; Read, D.; Duffy, B. F.; Haynes, F. J.; Percy, R.; Weber, R. E.; Thomas, P. J.; Wright, P. J.; Rochfort, P.; Heuston, T. J.; Brown, M. D.; Batterham, B. J.; Harris, G. W.; Molony, W.; Foreman, R. J.; Maume, B. J.; Hunter, J. O.; Andrews, R. J.; Hicks, John S.; Behr, M.; Fischer, B. M.; Webster, R. W.; Heriot, G. A.; Waite, C. D.; Lindsay, D. C.; Sabben, H. F.; Reid, G. T.; Hollamby, K. E.; Pamplin, J.; Kelly, J. P.; Lyons, P. L.; Visser, J. M.



A LONG POLICE TRADITION

Native police with a total of 135 years of service in the Royal Papua-New Guinea Constabulary were recently presented with long service medals by the Acting District Commissioner, New Britain, Mr. Ted Hicks. From left to right, they are Sgt. 1st class Kipau, of Buka, 33 years; Sgt. 1st class Karo, Morobe, 27 years; Sgt. 1st class Givere, Waria, 25 years; Const. 2nd class Druso, Gasmata, 27 years; and Const. Api, of Wewak, 23 years. Following the presentation the police marched around Rabaul.

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... Margaret Merrill.



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Sydneysider Goes Walkabout Debits, Credits And Hogget In Maoriland

Noo Zealand, said the American woman sitting near us in the ship's grill, is a nice little country—but.

THE butts included the hotels, which were "old and just horrible"; the food which was "terrible"; and the liquor laws which were "archaic". All legitimate tourist howls of course—many of them justified, but only part of the New Zealand story.

A few hotels in New Zealand, particularly those run by the semi-government Tourist Hotel Corporation, compare favourably with any, anywhere. Some of the brewery hotels are now being renovated also, but too often NZ hotels are Victorian relics, furnished in black oak and The Stag-at-Bay and permeated by the smell of boiled mutton and brussel-sprouts.

Food in most hotels shows complete lack of imagination and often the abuse of excellent raw materials. NZ must be the only country in the world where boiled or roast hogget appears naked and unashamed on even the best menus (because NZ-ers have a fancy that hogget has a better flavour than lamb).

Moreover, it usually arrives on diners' plates looking as though the cook has been deprived of his carving knife and has had to resort to snipping pieces of meat from the joint with the kitchen scissors.

When an English woman journalist pointed this out recently every New Zealand hackle rose, although the journalist had common sense on her side when she said that such chunks of meat, served to tourists, were not likely to help the export market for lamb.

WONDERFUL PASTRY

But in contrast to the evil things cooks can do with meat and vegetables, NZ bakers produce fantastic arrays of cakes, pastries, buns and pies, with and without lashings of real cream, all calculated to increase the waistline and make the eyes of the sweet-tooth drop right out of his head. More often than not, too, NZ housewives cook like *cordon bleu* angels.

NZ hotel-keeping is still, by and

large, a hit and miss affair—conducted as though the proprietor had just read up about it in an overseas magazine and was trying to put what he read into practice.

Due to the over-full employment position in the Dominion, domestic staff, or staff for the more menial jobs, is difficult to get.

(When we arrived at the new downtown Auckland air terminal at 11 a.m. there was no one to carry a bag and we were told that although there was a coffee shop it was temporarily closed as the girl in charge had gone away to eat.)

AUSTRALIAN GIRLS

About 90 per cent. of the waitresses in NZ hotels are Australian girls on working holidays, who move from one pub to another down the whole length of the two islands.

Back home they are solicitors' clerks or stenographers and as amateurs are devoid of the Australian professional waitresses take-it-and-be-damned-to-you attitude and are consequently a great success.

Male hotel staff, away from the cities, may well be recruited from the building trade or bus services as a spare-time job.

Liquor laws, on world standards, are archaic, as our American said, although neither New Zealanders or visitors appear to have much difficulty in imbibing their full alcoholic requirements.

Hotel bars close at 6 p.m., as they still do in some Australian States; the expanding licensed club of NSW is absent; and licensed restaurants are few. Pre-meal drinks in the latter are restricted to vermouth, Dubonnet or beer; you may not have sherry (because it's "fortified") or spirits. As a result most tourist eating is done in hotels.

NZ Authority is still puritan over grog.

Each general election, every three years, is accompanied by a referendum on liquor. Voters have the choice of voting for Continuance

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of present laws); State Control; or Prohibition. NZ-ers have been doing this for years and years and Continuance always wins the day, but the anti-liquor lobbyists never give up.

In tourism New Zealand is still in state of transition. It has spectacular, unique and beautiful natural assets, good roads and transport facilities but has been slow to cash in on this obvious way of earning much-needed overseas funds. Five years from now it will be a very different story.

Tourists are already coming in in steady stream, mostly in the form of the package-deal organised tour which hits the Dominion in about five of the recognised tourist spots, trains available accommodation to the limit and then goes its way. Tourist organisations set their sights on this type of tourist at present—sometimes to the neglect of the individual, discriminating tourist making his own way, although he usually is far more to spend and a great deal more influence overseas, where a satisfied customer could matter most.

But tourist spots and tourism are small beer in the overall picture of New Zealand where 2½ million people, 12,000 miles from the world's markets, have done better for themselves than anywhere else on earth.

LUSH PASTURES

Agricultural science and aerial top-dressing have turned the country, from the far south to the far north, into a vast sea of lush pastures. Trace elements have reclaimed barren country; introduced bugs have wiped out formerly useless manuka scrub; hormone sprays have been used on gorse and broom and the result is green farmland that looks, to the uninitiated, like a succession of exclusive golf-clubs.

When I was a kid in Southland Province, it was an area given over to dairying, turnip growing and timber milling.

These days the timber is cut out; the butter factories are closed and in their place are rolling sheep-studded pastures—and 200-300 acres of it are sufficient to give a farmer a prosperous living.

Of the big timber mill where I lived as a child on the edge of the bush nothing now remains but our house, now a farm homestead.

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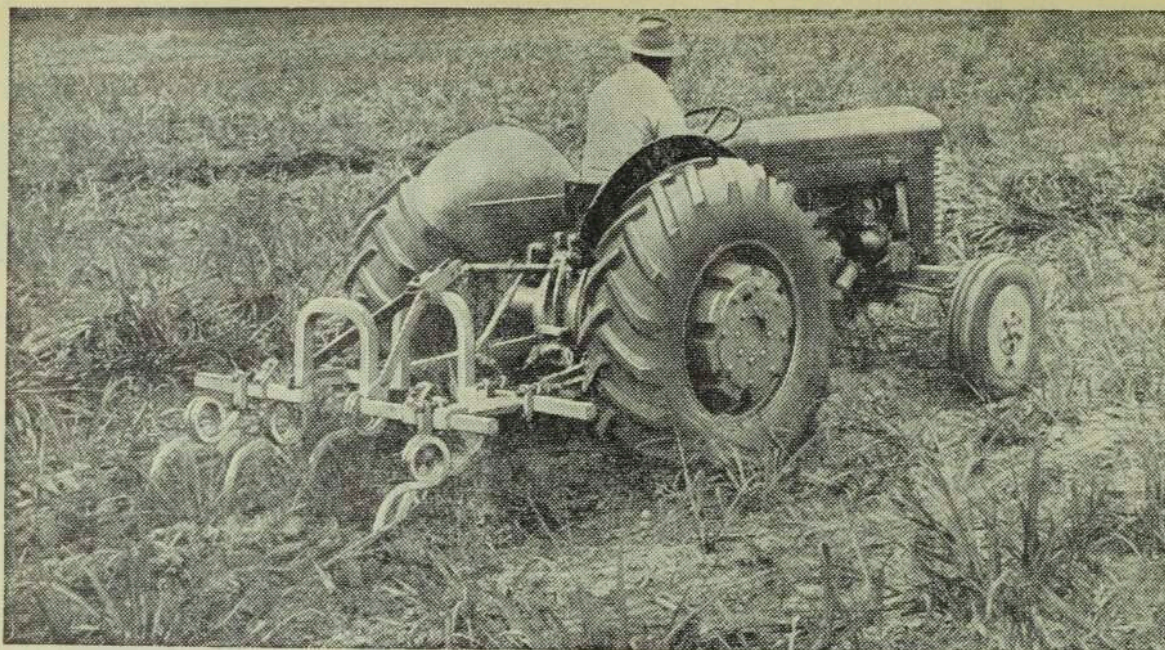
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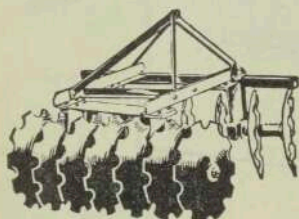
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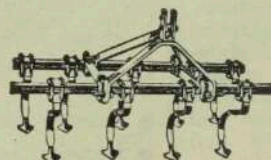
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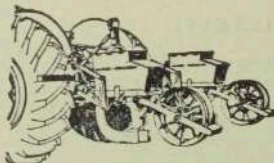
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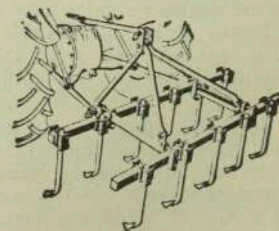
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Problems Of Reserved Electorate

Papua-New Guinea feels that it has invented something with its 10 reserved seats for the European minority at the 1964 elections but New Zealand has been using similar tactics since 1867.

The NZ "reservations" are in reverse, however—four Maori seats. A person of half or more Maori blood must enrol as a Maori and vote only for a Maori candidate. A person of less than half Maori blood may choose whether he will go onto the Maori roll or on the European roll.

But whether he is full or part Maori he can stand for any of the European electorates—even though people of half or more Maori blood cannot vote for him. (Three Maoris stood for so-called European electorates at the election on November 30; so did, for the first time ever in NZ, a Chinese candidate.)

Many New Zealanders, both Maori and Pakeha, doubt the fairness of the reserved Maori electorates. They think they have outlived their usefulness and that the time has come for a common-roll.

But while the Bishop of Aotearoa (a Maori bishopric) calculates that on a population basis there would be 20 Maori members elected from a common roll, a few believe that there might be no Maori members at all. Some Maoris think that even this might be a sounder system than the present huge Maori electorates—better a Pakeha that they can approach than a Maori member they never see.

The question of the reserved Maori seats has become a political football with both Conservative and Labour scared to do much about it.

The fairest thing might be a Maori referendum. If a recent Gallop poll is correct, 61 per cent. of Maoris would vote for a common-roll.—*Sydneysider*.

something to do with it; its assured market in Britain (or assured until now), for its primary products has been a factor. But probably the New Zealand temperament which has produced governments that have been fundamentally sound and sober, if sometimes unimaginative, whether from Conservative or Labour ranks, is the decisive factor.

Averaged out over the whole community, New Zealanders have probably a better standard of living and more creature comforts than any other people on earth—and a lot of the complacency that goes with them.

For the above reasons, as well as his own pride of country and the ingrained belief that he is superior and more refined than an Australian, the Maorilander is less than enthusiastic at the idea of being tied at the end of the Australian kite, in any future union.

New Zealand has plenty of economic problems—most of them hinging on foreign exchange and the uncertainty of its present markets for primary produce. But as a country, in a world where new nations are born every day, it is a shining example of how a couple of million people, as a community, can survive, prosper and, what is more to the point, pay their own way with hand-outs from abroad.

the ambition of many Southlanders to go north to the sun—with the inevitable result that while money is made in the south it is frequently spent in the north and there is a continual leak of population in the same direction.

Auckland, with its 500,000 people, has one-fifth of the population of the whole Dominion, while Dunedin, with less than 70,000, has scarcely grown at all in the last quarter-century. (As a result of this Auckland real-estate values are out of all proportion to those in the rest of NZ and can make even Sydney values look like the bargain-basement).

The cost of living in NZ, even allowing for exchange, is mouth-wateringly low by Australian standards. NZ butter at 2/- a lb is about one-third of that across the Tasman; NZ bread, milk and cream about half Australian rates and meat is considerably cheaper. Imported fruit (oranges from Australia and pineapples from Hawaii) are expensive but local vegetables reasonable. Manufactured goods are a little dearer, but NZ has better social services than Australia—including a pension for everyone over 65, without a means-test, and a comprehensive national health plan.

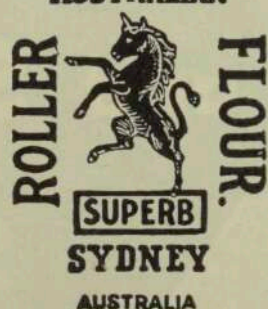
Most visitors away from the tourist crawl soon find themselves asking how this Elysium was created and is maintained. The fact that it is a

compact, tight little country, whose natural fertility has been enriched by scientific know-how, obviously has

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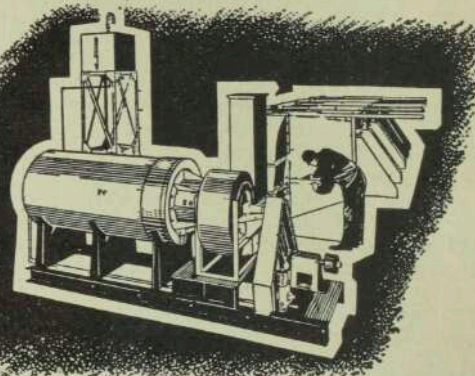
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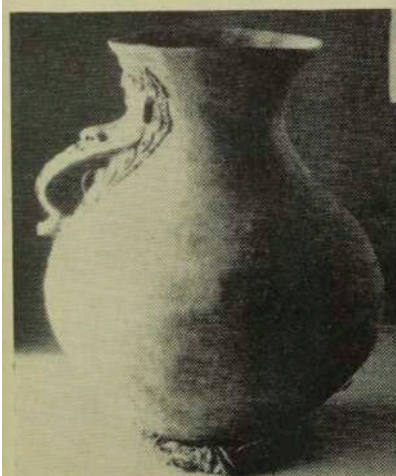
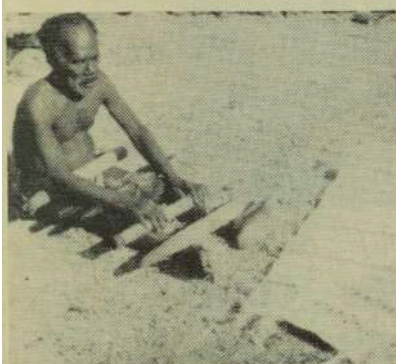
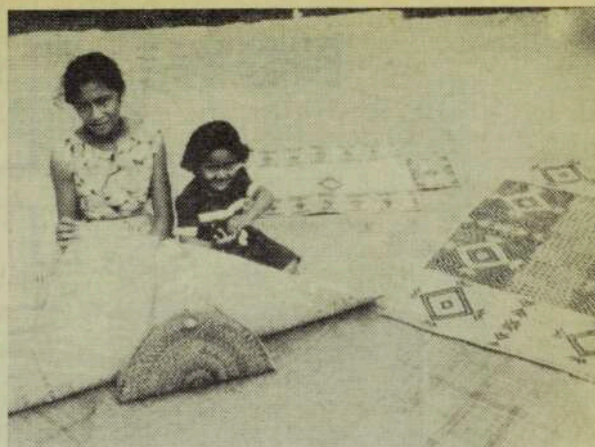
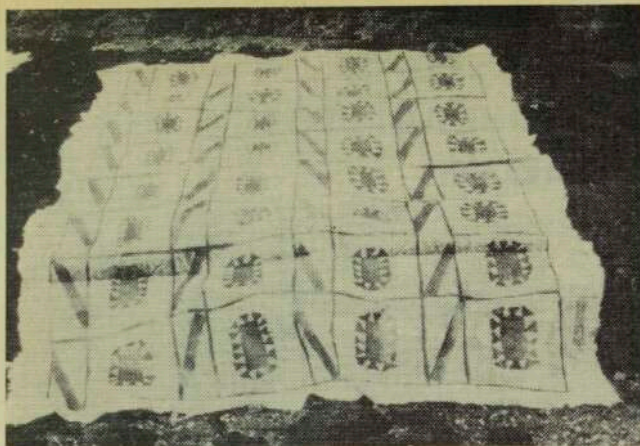
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A VARIETY OF SKILLS. Top left, tapa cloth, beaten from bark, photographed in Asau, on the island of Savai'i, Western Samoa, and on the right, some fine examples of mats from neighbouring Tonga, photographed at Nukualofa. In the centre is a unique photograph of one of the last experts in ancient loom weaving in Graciosa Bay, Santa Cruz. Lower photo shows a specimen of the fine pots made in the Chambri Lakes area of New Guinea.

Vital That South Sea Skills Be Preserved

By a Staff Writer

Unless the products of the skilled native craftsmen of the South Pacific can be developed so they will be of worthwhile economic value to the craftsmen, the traditional skills will be lost. The loss will be gradual, but it will be certain.

AT the moment, fortunately, there is almost an infinite wealth of handcraft skills still being practised in the South Pacific, and a large proportion of them with only minor adaptations are suitable for sale abroad.

However, the Melanesian cultures, which have an extraordinary variety of artifacts and art forms, appear to lose their skills more rapidly than Polynesian cultures, and generally little has been done by administrations anywhere to develop the skills economically.

Economic Help

There are, of course, some exceptions to this, but a greater awareness is needed by Pacific territories of the skills within their midst. Apart from the vital consideration of keeping them alive, they can be a useful aspect of any territory's economy.

The Social Development section of the South Pacific Commission has been taking a close interest in the whole subject in the last 12 months, with the result that Mr. Angus McBean, Social Development Assistant, who has had a great deal of experience with the marketing problems

of native artifacts, spent the greater part of 1963 making the first comprehensive survey of the position.

What he has to say about it all is of interest and importance.

20,000 Miles

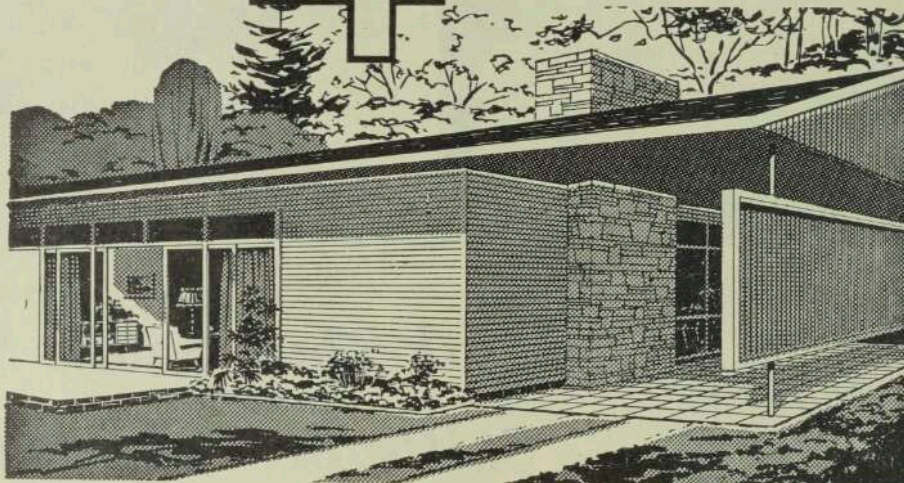
From January last year until October Mr. McBean travelled about 20,000 miles around the South Seas by public transport (including 15 aircraft and seven small vessels), and in addition covered hundreds of miles on foot and by canoe. Twice his canoes were swamped in heavy seas and on one occasion he was swept off into the surf by a rising tide.

He visited in all 56 islands and more than 200 villages, holding meetings in most of the villages.

He was back in Noumea in October long enough to see his report accepted by the 25th session of the South Pacific Commission, and then he was off again to wind up his full survey by the end of 1963.

In addition to his general report to the SPC, summing up his overall impressions, Mr. McBean has already provided Island administrations with detailed reports of the situation in their own territories. These individual

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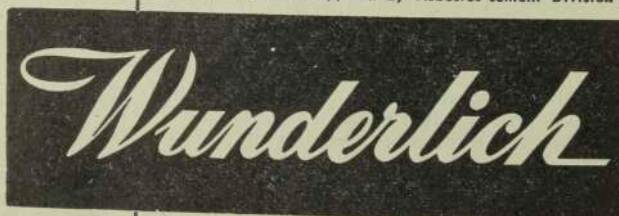


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Fiji women making pottery in the Sigatoka area of the main island of Viti Levu.

Reports give valuable information on marketing possibilities, any modifications needed to artifacts and detailed information on the development of crafts within the territories.

To show the commercial world just what is available from South Seas craftsmen, the Commission has agreed to sponsor, at Mr. McBean's suggestion, a high-class sales catalogue to be distributed widely to Chambers of Commerce, large department stores, agents and other interested firms and organisations in the main metropolitan countries of the SPC area.

This free brochure will include colour photographs (Mr. McBean has taken hundreds) and will describe, territory by territory, the main artifacts and their approximate price, and commercial details such as shipping problems and costs.

However the SPC wants the Island Administrations to help with the costs of production, and since the cost could probably work out at no more than £100 for each territory it's not expected that any of them will decide not to be in it. Such a booklet would bring in orders worth thousands to even the smallest territory.

The important thing now is to get the catalogue out, and production apparently is well organised and merely waits the final financial approval, which depends on how quickly the various territories move.

Mr. McBean found the weaving of vegetable fibres was one of the most widely spread skills of the Pacific, with examples seen from the swamp villages of New Guinea's Sepik to the tiny coral islets of the Tokelaus.

Some of it, notably the fine mats of the Samoas, is of "almost incredible" delicacy, and other examples, such as the string bags of New Guinea and the Solomons, are of extraordinary strength.

The pandanus is the most widely used fibre, but people also use the coconut leaf, vine tendrils, coconut fibres, the bark of trees and banana palms and even the skin of the sago palm leaf.

For dyes, the bark, leaves and roots of many different plants are used, in processes that are often jealously guarded secrets. But Mr. McBean thinks it is regrettable that many of these natural fast dyes are being replaced by gaudy trade store dyes. Even a good deal of mercuriochrome and "Gentian Violet" from local hospitals, and purple carbon paper from administrative offices, now finds its way into the dye pots of the village weavers.

Such a diversity of articles are made that not all of them would have commercial value (for instance, the anti-mosquito sleeping bags of New Guinea, made of bark fibres and big enough for a whole family to sleep in at night!). But many can be modified.

Mr. McBean saw some lobster traps of such a design and of such materials that they could be produced as attractive lamp-shades.

Tapa making is not known in some territories and in others where it once flourished the skills have almost been lost. In some others it is still an integral part of life.

There is an infinite variety of wood carving skills in the Pacific, especially



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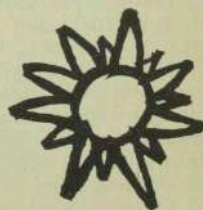
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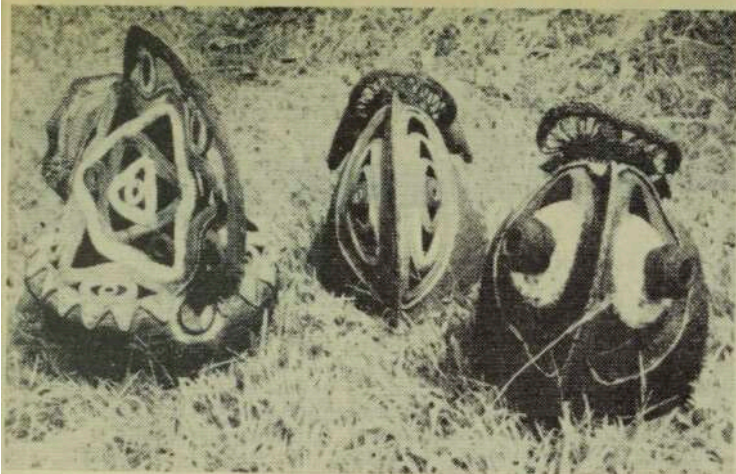


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The "yam masks" of Maprik, NG, above, of woven fibres plastered with clays in earth colours, would look fine in miniature. At right, the women of Buin, Bougainville, make "Buka" basketware. Below, a women's committee at Faka'ofu in the Tokelau Islands, weaves fine mats, and at the bottom are some of the fine mats, fans, skirts and basketware, with their makers, at Funafuti in the Ellice Islands. All photographs in this report were made available by Mr. Angus McBean, of the SPC.

in Melanesia, where some of the carvers are artists rather than artisans. Some of the best available is in the Solomons and parts of the Sepik district of New Guinea.

Pottery making is confined to a relatively small number of islands, but even with extremely primitive techniques, some areas, such as the Chambri Lakes, in New Guinea, produce articles of "consummate interest and artistic sense".

All these are the main forms of handicraft, but in addition there is a huge array of articles in Polynesia and Fiji, of polished shell, of items inlaid with silver, intricately fashioned spears with barbs of splintered bone, "bride money" of many types, shell necklaces and armlets.

European Modifications

There are modifications of European skills seen in the bead work of Wallis and Futuna and other groups, in the patchwork quilts (ti fai fai) of Tahiti, the hand-painted or silk screened dress fabrics of Western Samoa and Tahiti and the engraved shell of the artisans in Tahiti and Fiji.

Some of these items have curiosity interest only, or are too bulky or too fragile to pack commercially. Mr. McBean's catalogue would list objects with intrinsic interest created by their beauty or usefulness or a combination of both. The sale of curios and souvenirs, he believes, is best left to the "able hands" of local vendors dealing directly with tourists.

He made no new discoveries of suitable objects for the market in areas where catering for the tourist





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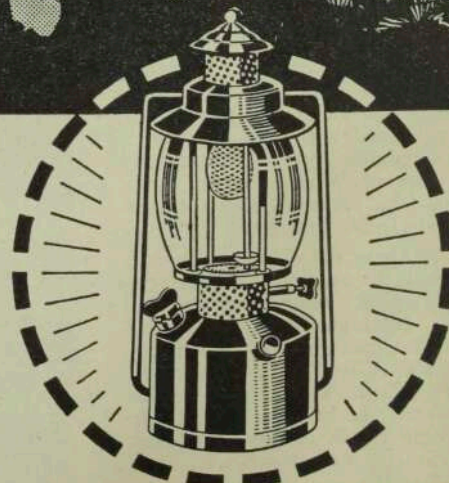
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has long been firmly established. This particularly applies to the Polynesian islands.

But in some parts of Melanesia and Micronesia, little or nothing has been done to promote the sale of artifacts and he found great possibilities for new development.

He found frequently that an artifact, such as a food bowl or a Sepik mask, needed only to be reduced in size to be ideal for sale.

Sometimes, however "miniaturisation" had been tried out but exaggerated, so that model canoes or weapons were little more than toys and lacked atmosphere. They were out of proportion in their fittings.

Even in the least sophisticated areas Mr. McBean found himself warning against the mixing of styles. Gaudy European dies were used on woven wear; model canoes were painted with house paint and fringes of brightly coloured wool were added to a mat which otherwise was austere, correct and beautiful.

Sometimes he found that an artifact on which a lot of labour had been expended lost its value because it wasn't finished off properly. Baskets of intricate woven design were fitted with flimsy and insecure handles or a delicate wood carving would be roughly daubed with cheap varnish or would show chisel marks; a bead necklace with hundreds of shells, each of which had been carefully sorted and drilled, would be strung on a thread of cotton so light that it would break the first time the necklace was worn.

New "Discoveries"

On the other hand, fine mats and baskets of river grasses in New Guinea, artifacts of incised and engraved bamboos and products of woven or plaited sago palm leaf-tems, were among the handicrafts he found had never been put before even a local market to any great degree.

Mr. McBean found that in Melanesian areas where populations were only a generation or so removed from the first impact of the outside world, there was a fascinating wealth of highly developed skills.

Yet in other areas of Melanesia where the population had become more sophisticated, the handicraft picture presented almost an arid desert. This wasn't so in the Polynesian territories, where most of the ancient skills were still proudly and consciously retained as a part of the life of the people, even though they were also valuable as sources of income.

Mr. McBean asks: "The reasons for this might be hard to define. Is

it because Melanesian society lacks the cohesive, communal quality which is partly responsible for maintaining such handicrafts as mat-weaving or the carving of kava bowls within Polynesian society?"

"Is it that many of the Melanesian handicrafts, notably wood-carving, were intimately connected with a religion that has been abandoned and of which the present generation is perhaps ashamed?"

"Have outside organisations such as missions or administrations failed to encourage and support these skills in the way that they were encouraged and supported by analogous bodies in the Polynesian world?"

"Or is it a lack of self-confidence

among the Melanesians themselves which has caused them to abandon their handicrafts just as they have abandoned their own singing and dancing in those areas that have been most exposed to European influence?"

"It is not within the competence or the functions of my survey to make any attempt to answer these questions; but the point is raised so that the danger of extinction of handicrafts within Melanesia can be fully realised and steps taken, if administering governments so desire, to encourage the development of these handicrafts before it is too late.

"There are one or two Melanesian territories where already almost nothing is left of the traditional culture."

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Marlon Brando May Become Landlord Of Royal Atoll

American screen actor Marlon Brando, who has spent much of his spare time in Tahiti since he went there about three years ago to star in the *Mutiny on the Bounty* film, may become the landlord soon of historic Tetiaroa Atoll, 26 miles north of Tahiti. Tetiaroa once belonged to Tahiti's royal Pomare family.

ACCORDING to Papeete's "coconut radio" in late November, Brando, who was then holidaying in Tahiti, had almost completed negotiations for the purchase of the atoll.

The present owner of Tetiaroa is Mrs. Marjorie Doran, step-daughter of the late Dr. W. J. Williams, who was given Tetiaroa by the Pomare family for his services to them. Dr. Williams, a Canadian dentist, was British Consul in Tahiti from 1916 to 1935. He died at Tetiaroa in June, 1937.

Tetiaroa is the only atoll in the vicinity of Tahiti. It is composed of 3 islets, the largest being about two miles long. The combined land area is about 1,600 acres, most of which has been planted with coconuts.

The atoll commands a clear view of the impressive mountains of Tahiti and Moorea.

Unlike most atolls, there is no passage into Tetiaroa's lagoon, and even canoes must be hauled over the reef. However, a jetty has been built out over the reef from southerly Rimatuu islet, which makes it easy to get ashore.

The lagoon was once noted for fine pearls, but no diving has been carried out there in recent years as far as PIM knows.

Colonies of Birds

Large colonies of terns, boobies and other sea birds, plus good fishing both inside and outside the lagoon add to Tetiaroa's attractiveness. (A giant fish called a *hapu*, speared under water at Tetiaroa in late November by a team from the laboratory of Marine Biology of the University of Hawaii, weighed nearly 282 lb.)

In recent years, Tetiaroa has usually been inhabited only when

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labourers have been there to prepare copra.

However, in the heyday of the Pomare family it was a place of some importance. It was used as a pleasure resort, a beauty "parlour" and a refuge during political disturbances.

The site of the Royal residence on Rimatuu is still marked by enormous *tuu* trees, which were apparently planted in very ancient times. The trees cover about three acres of land with much-appreciated shade. The re-

mains of several ancient temples may also be seen.

Female members of the Pomare family used to go to Tetiaroa for fattening before marriage, and to live in the shade of the *tuu* trees so that their skins would become fair. Queen Pomare IV, sovereign of Tahiti from 1827 to 1877, went to Tetiaroa for that purpose as a girl.

Pomare II, father of Queen Pomare IV, is said to have used Tetiaroa for heathern orgies while

Tahiti was in the process of being christianised.

To the early explorers, Tetiaroa was known as Tethuroa, but few of them actually visited it. One of the few who did was Captain Bligh. This was after three deserters from the *Bounty* stole a cutter from Matavai Bay in January, 1789.

As soon as Bligh heard that the deserters had fled to Tetiaroa, he sailed to the atoll at the head of a boat party and personally arrested them.

FOOTNOTE: Another Pacific island "paradise" that was on the market in November was Korelevu, an islet of three acres, some five miles off the coast of Taveuni, the third largest island in the Fiji Group. Korelevu (not to be confused with Korolevu, the pleasure resort on Viti Levu) is owned by Mrs. P. G. Malley, who would like to sell it for £8,000 to £10,000.

According to Suva solicitor Mr. R. A. Kearsley, who told the Sydney Press about Korelevu, the island has everything for anyone who wants to get away from it all—beaches, coconut palms, lush vegetation, fishing, peace and quiet, no people, and nowhere to live. "A gorgeous place," Mr. Kearsley said. "No buildings on it."



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Custom Comes To A Head

Gilbertese workmen at Ocean Island have protested against being required to live in expensive two-storied quarters recently built for them by the Phosphate Commission.

The protest was based on the ancient custom that it is offensive and shameful to move above the head of another. The same objection is reported to have been made by Gilbertese in Nauru.

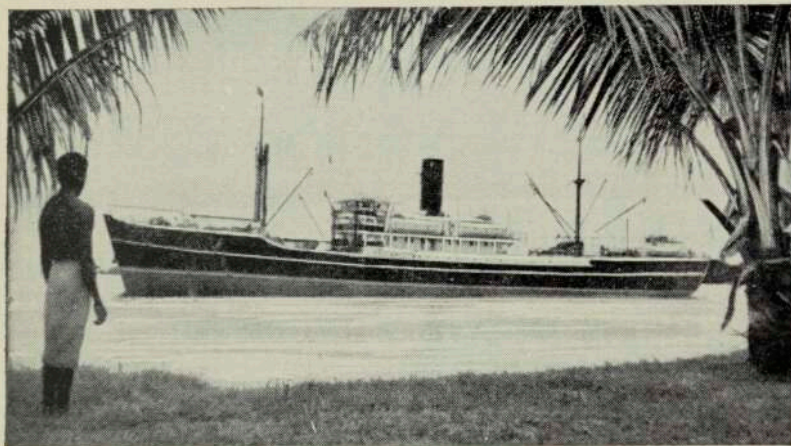
The official "Colony Information Notes", published weekly by the Gilbert and Ellice Islands Colony, says that this custom was followed strongly in the colony two decades ago but it is now observed mainly by elderly people.

Expansion in education services had given the Gilbertese people a degree of sophistication against which "the attempted invocation of an obsolete custom strikes a discordant and false note".

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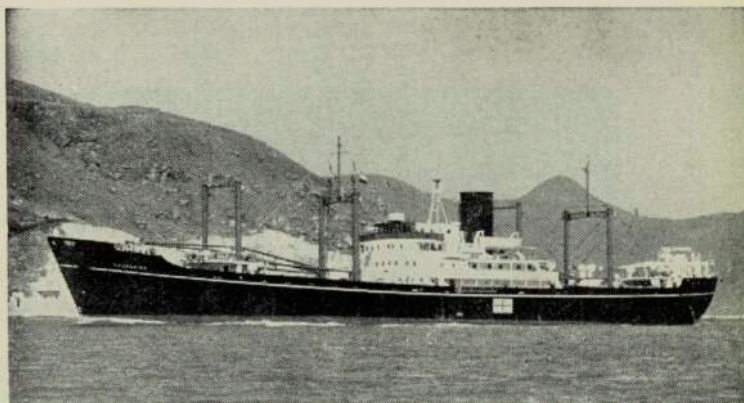
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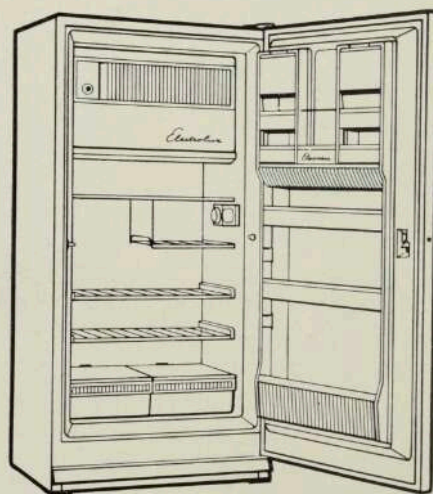
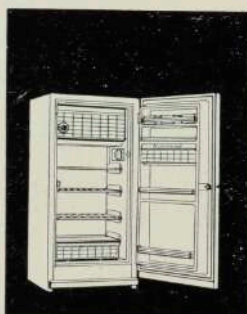
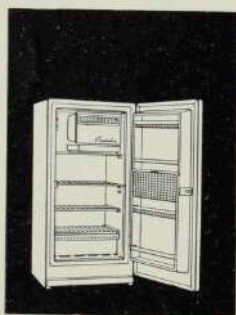
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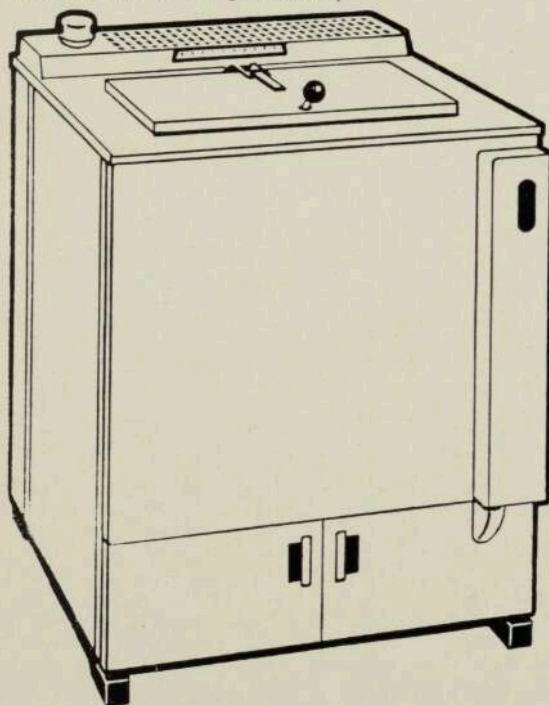
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Famous Mission Schooner Played Heroic Role In Pacific War

By R. W. Robson, from material supplied by E. V. Tibbo

The ship which services the London Missionary Society's stations in the South Pacific Islands always is called *John Williams*, after the famous pioneer missionary who was murdered in the New Hebrides about 125 years ago.

A NEW ship, named *John Williams VII*, was commissioned about a year ago for service in the South Seas—which, of course, means that she was preceded by six other ships called *John Williams*.

The most famous of the six probably was the three-masted schooner *John Williams V*, which rendered remarkable war service during the Japanese invasion of the South Pacific.

When the Pacific war broke out at the

end of 1941, only one vessel, the little *Viti* was available in the Fiji area for patrol, mine-sweeping and similar duties.

European residents of the Gilbert and Ellice Islands, 1,000 miles north of Fiji, had to be evacuated and coast-watchers established on various atolls between Fiji and the equator. A small band of very courageous men, therefore, were sent off from Suva in an insignificant coastal vessel, the *Degei*.

Europeans Evacuated

Somehow, they dodged the Japanese destroyers and brought away most of the Europeans from the Gilberts.

On her way back, the *Degei* came upon and rescued the survivors of two American ships which had been torpedoed south of Hawaii. They had drifted into the Gilbert Islands, after nearly 2,000 miles and many weeks in the ship's lifeboats, and they were nearly dead.

To face the Japanese in the Gilberts, the United States fortified Funafuti Island, in the Ellice Group, and established an air strip there.

Communications remained the major problem. The defence people in Fiji got their eye on the *John Williams V*, which had been long out of commission, lying at the back of Suva Harbour.

The old schooner was put into shape, equipped and provisioned, and sent off north with a volunteer crew, who became famous for the work they did.

Captain Kettle was in command; his two mates were Gus Raddock and Bruce Robertson;

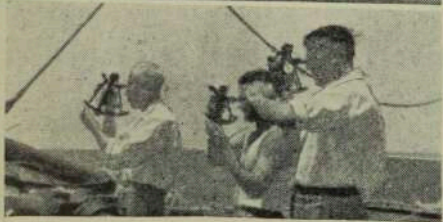
and the chief engineer was Ed Tibbo. They had a crew of 14—all GEIC natives. Their job was to carry urgently-needed supplies to New Zealand servicemen who had been placed on a number of isolated islands as coast-watchers.

John Williams V slipped out through the boom which defended Suva Harbour on February 8, 1943. She was without an escort or arms, and went off on a voyage which lasted 76 days, in enemy-infested waters eastwards and northwards of the Solomons. She visited some of the Ellice Islands and then went on into the Phoenix Group, to call at Canton, Hull, Sydney and Enderbury Islands.

While the ship was in the vicinity of Funafuti, inconspicuously doing her job, Funafuti was several times raided at night by bombers—one raid causing the loss of an American Fortress plane and another destroying a Liberator and inflicting many casualties.

Several times, Jap bombers flew over the *John Williams*, but apparently had no bombs to waste on her. The ship visited 14 islands before she returned to Suva with many tales of adventure and narrow escapes.

She made her second trip northwards soon afterwards, and got as far as the most northerly Ellice Island, Nanamua, 400 miles north of the Americans, when a Japanese "Betty" aircraft spotted her, and pounded her with machine guns and cannon-fire, in five strafing runs at low altitude. Three men were wounded and the old schooner was peppered with bullets. However, she returned to Suva safely, although she passed



The old mission schooner "John Williams V" is seen above under sail. Below, three of her wartime officers "shoot" the sun on board. They are (from left) Captain Kettle, Mr. Raddock (second mate) and Mr. Page (first mate).

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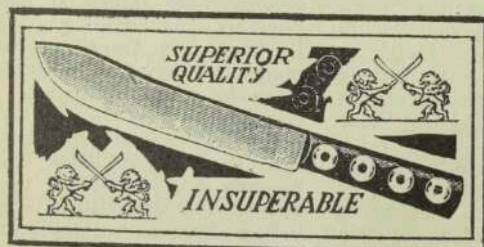
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through an area where no less than five transports had been attacked a few hours earlier, only one of which limped into Suva.

To The Line Islands

Another trip to nine of the Ellice Islands soon followed and then the *JW* carried stores and much-needed equipment out to the Line Islands—Washington, Christmas and Fanning.

The *JW* had done three or four of these trips, when American forces captured Tarawa and drove the Japs out of the Gilberts. The old *JW* was then equipped to carry a medical survey team to all the 16 islands vacated by the Japanese. This job she carried out while US planes flew over almost daily on bombing raids into the Marshalls.

Tarawa was a dreadful sight after the cruel battle there, and the *JW* men saw how hundreds of bodies of Koreans and Japanese—and one supposes a few Americans—had been bulldozed into the coral sand. They learned how the Japanese, in retaliation for the American bombing of Tarawa, had lined up 22 helpless prisoners—five old residents of Tarawa and 17 New Zealand Coast-watchers whom they had captured—and beheaded them. It was one of the foulest crimes of World War II.

A gallant Australian, Reg Morgan,

This memorial to the 22 men beheaded on Tarawa by the Japanese was built of coconut wood and erected by American forces soon after they recaptured Tarawa in 1943. It was replaced in 1950 by a similar memorial in stone.



was butchered there before he could receive the George Medal awarded him for great gallantry in operating his mobile radio station.

The *John Williams V* returned to Suva a few days before the Pacific

War ended. She had served the armed forces for 2½ years, traversing thousands of square miles without escort or armaments, except an American .45 revolver and 2,000 cartridges, which were scrounged by Mr. Tibbo, the engineer, from the American store at Funafuti.

Saying It With Flowers

A controversy about whether or not to keep the bathroom door locked which swept Sydney recently recalls how the late Harold Markham settled the question in his Solomon Islands homestead, "Segi".

Readers of Michener and other writers on the Islands will recognise Markham as the Solomons' most lavish host.

"Segi" was a show place in which Markham had acclimatised trees and plants from many parts of the world. Markham's bathroom, with its adjunct roofed with leaf, stood, like his large, comfortable house, on higher ground and was reached by a path which led through a corner of his garden. Neither the bathroom nor the inevitable cubicle nearby had doors.

"Who'd want to shut out a

view like that"? Markham would enquire of his guests in a magnificent voice that could be heard a mile across Marovo Lagoon, over which the necessary buildings commanded a broad vista.

Markham seldom lacked visitors and as most of his guests were passing schooner men nobody bothered about the absence of doors.

But rare lady guests sometimes found the *al fresco* lavatory arrangements embarrassing until their anxiety was put at rest in characteristic Markham fashion. The path to the privy led past a magnolia tree and the signal that a guest was in occupation was a solitary plucked magnolia bloom lying on the coral paving.

On returning to the house the guest tossed the flower into the shrubbery and so gave the "all clear". Only a poet's mind would find a picturesque solution to what could have become a trying domestic contretemps.—Bill Baverstock.

Ran Aground

After the war, the old schooner went back into Mission service, but soon afterwards she ran aground on Savaii, Western Samoa, and was lost.

Mr. Tibbo says he has no idea where Captain Kettle now is. "I also have lost sight of Captain Bill Page," he says. "Captain Page left us on transfer to an American destroyer, so that he could navigate the first US destroyer into Tarawa, for which he got the Bronze Star.

"On that trip, we had Captain Harry Gosling, who became ill before we got to Funafuti, and had to be flown back to Suva.

"Gus Raddock is still the Union Co. head-stevedore at Suva; and I am a resident of Mount Albert, Auckland."

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Since The "Old Firm" Split Up, Life In The Cooks Just Hasn't Been The Same

FROM W. H. PERCIVAL IN RAROTONGA

Life in the Cook Islands has never been quite the same since Captain Hugh C. Williams retired to live in Sydney in late 1961.

CAPTAIN Williams, an Australian from Townsville, and his mate-of-long-standing, Les Livingstone, also an Australian, first visited Rarotonga in 1951. They arrived in the *Inspire*, a Brixham trawler, that Captain Williams had bought in England and was sailing to Sydney for conversion for Islands trading.

The following year Captain Williams returned to Rarotonga and began trading between the Cook Group's 15 small and widely scattered islands and New Zealand.

His engineer, dour, hard-working Les Livingstone, had known and worked with him for several years and remained as his engineer for nine more on a succession of small ships.

The 85 ft *Inspire* had been refitted at a cost of over £3,000 to carry 43 tons of cargo and 11 cabin passengers. One of her two powerful diesels was brand new, she had a new suit of sails, new cordage, three anchors, and cabins fitted with mirrors and hand basins. Electric light was generated from her own power plant.

Curios

Skipper Williams' cabin was embellished with curios collected from various parts of the world—carvings from Bali, the Three Wise Monkeys from Japan, a wooden dancer's mask covered with carved cobras from Ceylon.

A launch was secured on deck, and also an old Baby Austin in which the two Australians used to get around in Rarotonga.

Dodging coral reefs and surviving hurricane seasons and tidal waves, the *Inspire* proved to be both a money-maker and a fine sea boat.

Her skipper and engineer, bound by the rare quality of "mateship", were strikingly different in appearance and character.

The skipper, short, middle-aged, a bantam cock of a man and as game as Ned Kelly, had taught himself navigation and seamanship. He

walked quickly and talked quickly, flitting from one subject to another with butterfly-like facility.

Les, the engineer, was some years younger, tall, thin and austere-looking, in a grey work shirt and blue dungarees. Les spoke seldom, and his voice was quiet and slow and indicative of thought.

Both men shared a love of the sea and the open air life. Both were non-smokers and non-drinkers—probably a unique distinction for a South Seas skipper-engineer team.

Adventures

The *Inspire* and her crew had their share of maritime adventures.

The vessel was almost wrecked on Rarotonga's reef when Captain Williams fought her out from Avarua harbour to the safety of the open Pacific during a heavy northerly blow.

On another occasion, *Inspire* lost both her topmasts during a storm at sea.

In 1957, she was damaged and almost wrecked when a tidal wave left her aground in Avarua's silted-up harbour.

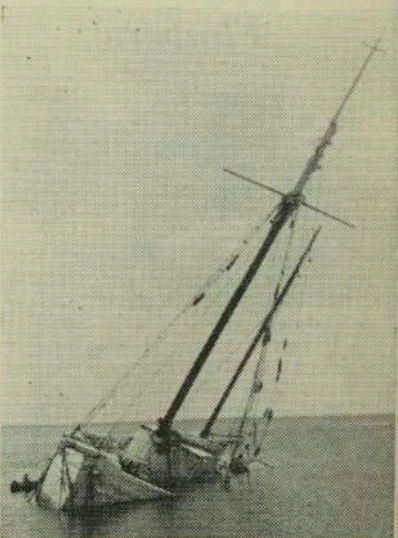
Running a ship under Islands conditions presents many peculiar difficulties, and the *Inspire's* good sailing schedule was only made possible by Les Livingstone's devotion to his engines and long hours of work.

Skipper Williams always had a hard time persuading Les to forget work for a few hours and relax ashore with him.

For several years, the *Inspire* hauled profitable cargoes of copra and pearl shell and provided a useful service to the inhabitants of the Cook Group's isolated atolls.

Then, in June, 1956, Captain Williams sold *Inspire* to another island trader and invested his profits in a larger ship, the 265-ton motor vessel *Melva*.

The MV *Melva*, built in Auckland during World War II for the United States Navy, was used after the war



Captain Hugh Williams (top) and engineer Mr. Les Livingstone (centre) first came to the Cook Islands in 1951 in the Brixham trawler "Inspire", which is seen below after she had foundered in Rarotonga after Captain Williams had sold her.

or collecting scrap metal from the war-blasted islands near New Guinea. Her two 160 hp diesels gave her a service speed of eight knots—two knots better than the old *Inspire*.

In the *Melva*, Captain Williams carried cargoes of pearlshell, copra, empty petrol drums and general cargo from the Cook Islands to Auckland and returned with cargoes of aviation fuel.

Trading Voyages

But most of his time was spent in trading voyages between the Cook Islands. On these relatively short trips he carried up to 50 Polynesian deck passengers.

To keep them happy he installed a 16 m.m. movie projector, and a Hi-Fi record playing unit worth £200.

Captain William's main worry was the lack of good harbours in the Cook Islands.

Rarotonga's two small harbours, Avatuu and Avatiu, which are often crowded with visiting yachts and inter-islands vessels, were too small and shallow to accommodate the *Melva*. Besides, they were unsafe when heavy northerly weather prevailed.

As a result the *Melva* had to lie off Rarotonga in the roadstead, exposed to the risk of being swept on to the reef during a northerly blow.

However, most of the Cook Islands' 15 islands have no harbours at all, which means that visiting vessels either have to anchor or steam up and down until all business is completed. This can be a hazardous undertaking—especially during the hurricane season.

48 Ships Lost

Since 1833, 48 vessels are known to have been wrecked on Cook Islands' reefs—and it is suspected that there are many others that have not been recorded. Aware of this, and all its other business risks, Captain Williams was understandably nervous about his *Melva*.

Something had to be done. So he sold *Melva* in Sydney, then went to Port Moresby where he bought the *Dobiri*.

The *Dobiri*, a wooden motor ship of 135 tons, seemed better fitted for islands work. Built in Noumea, she was of shallow draft, and propelled by a single screw.

Being built for shoal waters, she rolled like a beer barrel in heavy seas.

With Les Livingstone as engineer, Captain Williams sailed his new ship

to Suva, where alterations to her were carried out in October, 1958. From there she went to Rarotonga and then made her first trading voyage to Aitutaki.

The *Dobiri* was able to shelter in Rarotonga's two little harbours due to her shallow draft. But Skipper Williams was still unhappy about local harbour development.

Unless the harbours were improved within a reasonable time, he said, he would quit.

Bigger Ship

For over two years he "soldiered on" with Les in the *Dobiri*, making money despite local hazards. As cargoes increased, he again began to think about a larger ship.

In January, 1961, he took the *Dobiri* to Auckland for a refit, and next month bought the *Apanui*, a German-built, steel, single-screw vessel.

The *Apanui*, built in 1938, is of 296 tons gross. She is qualified for the New Zealand Government's subsidy for inter-Cook Islands vessels in survey by Lloyds or the NZ Marine Department.

Williams had the *Apanui* converted to take 16 passengers and 385 tons of cargo. Then the *Dobiri* and *Apanui* sailed together for Rarotonga, reaching there in May, 1961.

By this time, Captain Williams had sold his old Baby Austin and had a new Holden station sedan to roll over Rarotonga's rough roads in comfort.

He also had thoughts of quitting the sea and settling down on firm, solid land. So he leased an orange plantation in Rarotonga with notions of becoming a gentleman farmer. But before long, he realised that he could not run a shipping business and a plantation as well—not in the Cook Islands anyway. Besides, the plantation's overheads proved too high and the profits too small, so he got rid of the plantation and returned, reluctantly, to the sea.

However, he did not stay at sea for long. In September, 1961, he sold the *Dobiri* to the Cook Islands' Co-operation Society, and in the following month he sold *Apanui* to a local shipowner.

Next, he married an attractive Cook Islands' girl, and in November, 1961, he said *Aere ra* to the Cook Islands and his old mate Les Livingstone, and returned to his native Australia with his young bride.

Les still lives in Rarotonga, but without the skipper, things just aren't what they used to be.

MAGAZINE SECTION

AND THE BAND PLAYED ON!

From Gabrielle Lawson, in Honiara

It was 12.15 a.m. in Mendana Avenue, the main street of Honiara. Most good people had gone to bed, and to ensure their safety the usual Solomon Islands police constable was doing his rounds.

HE quickened his measured beat when the sound of loud singing and the notes of a ukelele came upon the midnight air. Hurrying forward, he found a lone Solomon Islander serenading the hidden moon.

Instead of becoming a rapt listener, he forthwith told the happy soul to be gone. The law said it was forbidden to play a musical instrument and sing on a public road, he said.

But the alleged offender was apparently very fond of music, as well as being the owner of a radio set, which kept him up to date with the news.

Anyway, he promptly told the constable he did not know he could not sing or play when and wherever he liked, and, besides, he had never heard anything to the contrary on the broadcast news.

However, the constable insisted on his view of the law and continued on his beat.

Two hours later, his duty took him to the Chinatown area, and to his astonishment a familiar sound again smote his ears.

It was the same happy soul singing and playing his ukelele.

The outcome was that the one-man band found himself in the Central District Magistrate's Court charged with wilfully and wantonly singing and playing upon a musical instrument in Mendana Avenue to the annoyance of the public.

The man pleaded not guilty, and to show he wasn't dim witted, he cross-examined the policeman. Had he actually disturbed the public? he asked.

As no one came forward to say that he had, the magistrate held that the police had failed to establish a case, as there was no evidence before the court that the public had been annoyed or disturbed. The accused was therefore discharged.

MAGAZINE SECTION

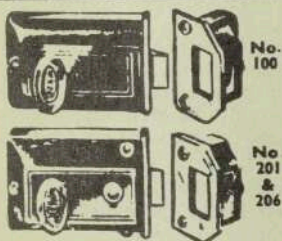
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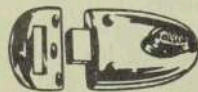


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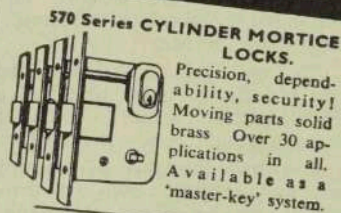
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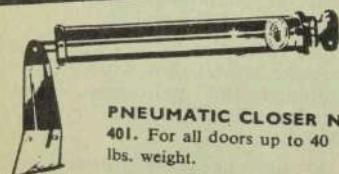
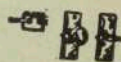
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Daily Routine At A P-NG Patrol Post

Pomio patrol post, on the south coast of New Britain, is one of 149 stations manned by the Department of Native Affairs throughout Papua-New Guinea.

THERE are 15 district headquarters, 56 sub-district headquarters and 78 patrol posts or base camps from one end of the big territory to the other.

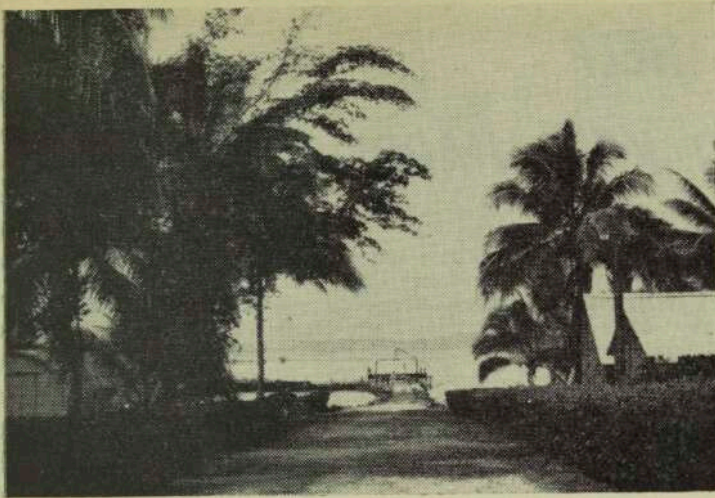
The patrol post at Pomio covers an area of 2,690 miles, most of it mountainous but with about 150 miles of coastline. It was originally established in 1938 by Mr. P. Molli-son, and re-established in 1947, after the war. Present population there is about 15,000.

The Pomio post is an attractive, well-kept station, as the picture at top left shows. As in every other post, the daily routine includes the traditional retreat ceremony, where the guard of constabulary presents arms as the station flag is lowered. Another regular duty at Pomio, as at any other post, is the running of a banking agency. Here Cadet Patrol Officer Gibbs receives a quantity of money—all in silver—from one of his 240 customers.

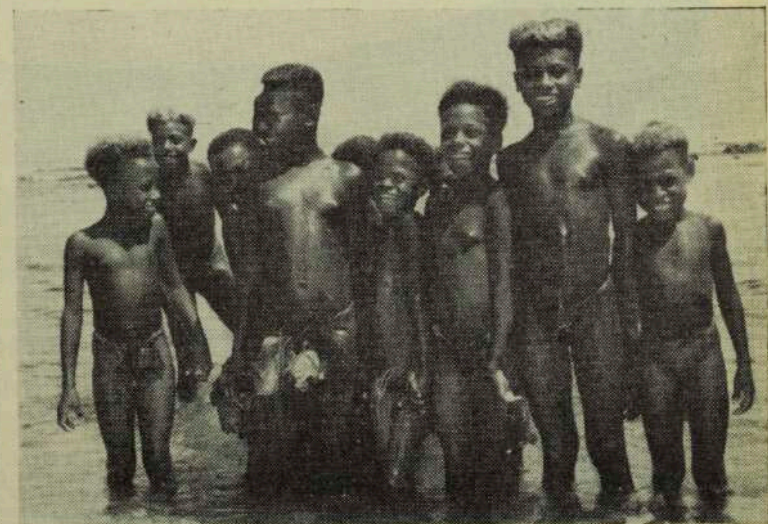
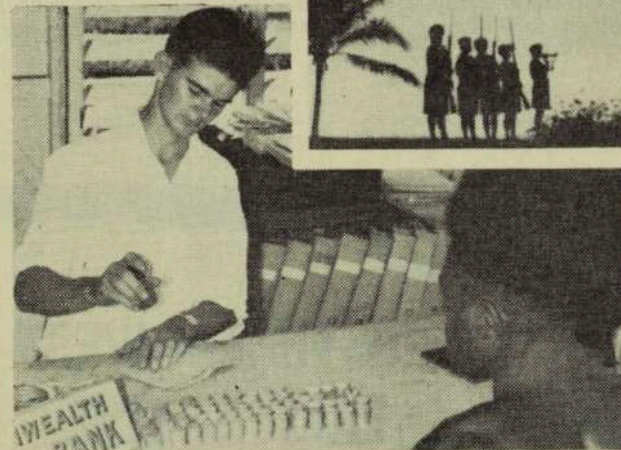
And not far away, schoolteacher Peter Hill gets some answers from his bright class of 75 pupils. Pomio school is a typical Crash Education Programme school, and there is also a mission school at Pomio.

At bottom right a party of Pomio schoolgirls enjoy the midday break by having a swim. "Bikinis" are no problem—they design their own with the aid of a few palm fronds.

MAGAZINE SECTION



Patrol Post



BABY NEEDS THIS HELP

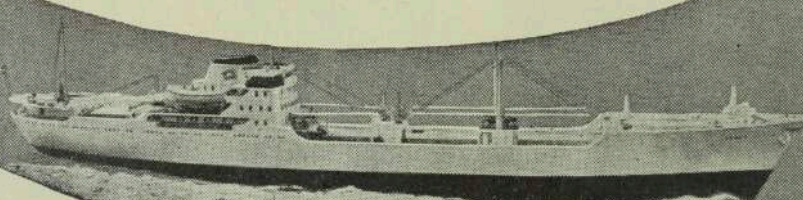
TO KEEP HAPPY & WELL!

Unhappy babies can't tell you what makes them cry with pain and discomfort. Even the most attentive mother sometimes is at a loss to know how to comfort her little one. So frequently it's teething trouble that causes crankiness, feverishness and other distressing symptoms. You can relieve these troublesome upsets by giving your baby Fisher's Teething Powders. Since 1876 mothers all over Australia have found Fisher's Teething Powders the most effective and soothing aid to baby's sore gums, digestive disturbances and intestinal upsets due to teething. The original Formula is further improved in accordance with the latest medical knowledge.

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MAGAZINE SECTION

Twenty years ago this month, the most important news item in PIM was that Australian and New Zealand Ministers were meeting to discuss the formation of a federation of the South Pacific peoples to enable them to co-ordinate their activities in many fields when the war ended.

OTHER items in PIM for January, 1944, were:

Banana and other crops had been destroyed at Atiu, Mitiaro and Mauke in the Cook Islands in a hurricane that struck the Group in mid-December.

Planters who had returned to New Guinea in July, 1943—before the Japanese had been pushed right out of their area—hoped to exceed the peak pre-war output of 1,200 tons of rubber in their first year of production.

Japanese forces on the north-east coast of New Guinea were in a difficult position following the landing of American forces at Saidor, 60 miles south-east of Madang. The landing of the Americans put the Japs between them and Australian forces advancing from the eastward.

An article by Eric Ramsden, well-known writer on Polynesian subjects, recorded the death in Tahiti of Taurua, the one-time mistress of the famous French painter Paul Gauguin. Taurua bore Gauguin two children. One, a girl, died in infancy; the other, a boy, Emile, still lives in Tahiti.

Although trade and industry were still prosperous in Western Samoa, the departure of many American troops had caused quite a slump. PIM's correspondent reported that the curio, basket, mat, hula skirt and bush-gin industries were all suffering, and restaurants—formerly veritable gold mines—were not doing so well, either. "A certain foreign currency," he added, "is no more bundled about in high stacks and—strange to behold—one occasionally meets Samoan maidens without uniformed company."

Among the souvenirs which Australian servicemen were bringing home from New Guinea—

Yesterday

only to have destroyed on arrival—were tiger cubs! The Japanese had apparently introduced the cubs to New Guinea from Malaya.

Since November 15, 1943, no lighting restrictions (black-out or brown-out) had been in force on Viti Levu and Ovalau, Fiji. However, the public had been warned that should an emergency arise, they must be equipped to conform to full black-out conditions immediately.

An announcement that Mr. Jacques Tallec had been appointed Governor of New Caledonia prompted PIM to remark that the Governors of that territory moved in and out of office in an "apparently endless procession". Mr. Tallec was New Caledonia's seventh Governor since mid-1940.

Two Japanese heavy cruisers and a destroyer were damaged and set on fire and 32 enemy planes were destroyed in Allied raids on the Rabaul-Kavieng area early in January, 1944.

After 50 years of trading within the Cook Islands, the firm of W. H. Grove and Sons Ltd. had disposed of its business and property to a new company, United Island Traders. Mr. W. H. Watson was acting temporarily as manager of the new company.

Although Fiji's sugar, copra, banana and pineapple industries had suffered severely under war conditions because of labour shortages, increased costs, shortage of tools and transport difficulties, the staple annual food crops had greatly increased. Fiji's Director of Agriculture, Dr. H. W. Jack, stated this in his annual report for 1942.

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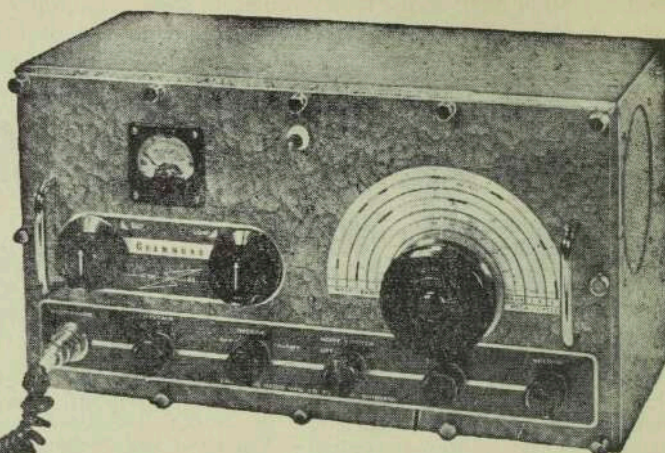
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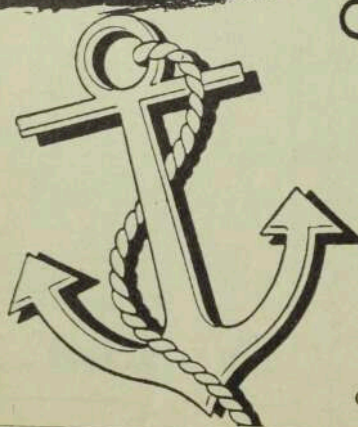
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THE MONTH'S NEW READING

THE FASCINATION FOR SMITHY

Although it is now more than 28 years since Sir Charles Kingsford Smith disappeared into the void on a flight between England and Australia, Australians are still fascinated by him, both as an air pioneer and as a man. The aura of mystery and sadness that surrounded Smithy in his lifetime has continued with the years since 1935.

TWO new books help further the legend, although neither set out to do so. Isabel Carter, in her *Southern Cloud*, tells the story of the loss of the tri-motor Avro-Fokker aircraft, *Southern Cloud*, in March, 1931, on a flight between Sydney and Melbourne.

The aircraft, whose grave in the Australian Alps remained unknown until 1958, was owned by Australian National Airways, a company founded and operated by Smithy and Charles Ulm, and Miss Carter sets

out to show how the *Southern Cloud* disaster led, by a series of inevitable steps, to the deaths years later of both Smithy and Ulm, and how in a sense it made other men.

One of the ANA pilots of those days, and a flying comrade of Smithy's in some of his pioneer flights, was former first war pilot P. G. Taylor, now Sir Gordon Taylor, who has produced another of his autobiographies, *The Sky Beyond*. This is Sir Gordon's fifth book, and as in some of the others Smithy is writ large.

Australian Painters

Australian writer John Hetherington has now done with Australian painters what he did so successfully with Australian writers—given us a potted biography in the one book of the people most worth knowing.

Australian Painters: Forty Profiles, follows his *Forty-Two Faces*, and as with his book of author profiles his latest reports were originally written as a series for the Melbourne Age. Hetherington manages to portray his subjects objectively without passing judgment on their particular brands of art, yet he brings them all to life.

Small black and white samples of each artist's work, together with a pen sketch of each, drawn by artist Louis Kahan, help make the book invaluable. Production of the volume is of the high artistic standard we've come to expect from this Melbourne publishing firm.

(AUSTRALIAN PAINTERS: FORTY PROFILES. F. W. Cheshire. 40/-.)

Greatest Air Mystery

The loss of the *Southern Cloud* was Australia's greatest aviation mystery, for the largest air search ever carried out in Australia failed to find one clue to the aircraft's disappearance. In the days when air transport was new the disappearance of an aircraft large enough to carry eight people was a sensation.

Miss Carter collects every fact of the crash, even to delving into the backgrounds of the passengers, but she goes farther than that, and it is this broad view which gives the book a place in Australia's aviation literature.

There is not an early flyer who does not come into the picture in some way or other as Smithy and Ulm fight to keep ANA in the air in face of the tragic and expensive loss of their glamour aircraft. But ANA went down under the weight and Smithy set out to convince an apathetic Australian Government that airlines could be run if in their first years they had the benefit of a Government subsidy. ANA had none, but it was prosperous until the *Southern Cloud* disaster.

Smithy crossed the Tasman six times and spent £2,000 trying to



Sir Gordon Taylor

organise an airmail service against Government indifference. He knew that his dream of running a New Zealand service, or a service to Singapore to link up with one planned from England, would be impossible without modern fast planes. With Government support Smithy could have had a trans-Tasman service going in 1935 (the route was eventually opened by somebody else in 1940).

Which ever way he turned Smithy made no headway. He was a wonderful bloke whenever he broke a new record, but in between times he was nobody. The contract for a Singapore service, which he desperately needed and which his pilots could have flown on their ear, was given to a small company called Qantas.

Smithy's Death

He attempted another record flight from England, in the *Lady Southern Cross*, in an effort to put himself in a stronger position to talk to governments. He did not want to make the flight; he was ill, his stamina strained to danger point by ten years of worry, exhaustion and long distance flights. And somewhere over the Bay of Bengal Smithy, Tommy Pethybridge and their aircraft disappeared. Smithy was then 38.

In *The Sky Beyond*, Sir Gordon Taylor makes the comment that although it is a popular opinion that Smithy should never have undertaken

MAGAZINE SECTION

that last flight, the circumstances had forced him to it.

"There was no other way for Smithy," writes Sir Gordon. "To have dragged out his life in some physically secure but drab situation would have been death for him anyway. He was completely right in setting out in this flight. It was necessary for the freedom of spirit on which he lived."

The Sky Beyond covers most of the ground already crossed thoroughly by one or other of Sir Gordon's earlier books, and in fact, the words are the same in many cases.

If he had not written those earlier accounts this one would have made a far greater impact, but those who have never read Taylor before will find this handsome volume more interesting than they would have found any of the others.

Sir Gordon Taylor is a planner, a careful pilot not noted for a sense of humour. His careful prose, with, on occasions, its stilted conversations, go to emphasise his outlook.

The only time he allows himself to shine is in his account of his flying with the Royal Flying Corps as a fighter pilot on the Western front in France. This, one suspects, was the real adventure to him; in comparison, his later days were more adult, more serious.

This book brings Sir Gordon's adventures up to his South Pacific crossing between Australia and Chile in 1951, and ends with him planning his flying-boat tours in the Pacific.—SI.

(SOUTHERN CLOUD. Lansdowne Press, 28/6. *THE SKY BEYOND*. Cassell. 37/6.)

100 Years Of The Statesman's Year Book

THE Statesman's Year Book has been one of those indispensable publications for many years now, but we never realised until the 1963 edition turned up just how long it has been around. The 1963 edition is the centenary edition. It's 1,728 pp., plus maps, packed with all the information worth knowing about every country in the world from Aden to Yugoslavia. Fiji, selected at random, is a fair sample of the kind of facts this Year Book deals in. Nearly five pages of small type give an accurate picture of Fiji's history, government, population, religion, education, defence, production, communications and banking. And each section gives a list of reference books for additional information. It's published by Macmillan, at 75/6.

A Peter Pinney With Sand In His Shoes

Peter Pinney, son of a former Administrator of Norfolk Island and a relative of some sort of Sir Hubert Murray of Papua, has spent a good deal of his adulthood leading a lawless, adventurous life.

FOR the last 16 years or thereabouts, he has drifted round the world—usually without money and the appropriate visas in his passport, often at war with authority,

and always in company with people doing things the hard way, the wrong way, the cheap way or the unconventional way.

From time to time, Peter Pinney produces a book about his travels—astonishingly vivid, well-written books which prove the author to be a more sensitive soul than he sometimes likes to make out.

His first book, *Dust on My Shoes*, probably inspired more young Australians to go wandering round the world than any other book by an Australian author.

The latest Pinney opus, *The Lawless and The Lotus*, is a record of the author's wanderings in and around the West Indies, and from there to Tahiti, the New Hebrides, New Caledonia and home to Australia.

As with the earlier Pinney travel books, it is impossible to believe that all the adventures the author ascribes to himself are true. But with the reservation, *The Lawless and The Lotus* can be heartily recommended to anyone in the mood for some non-conformist armchair travelling.

Naturally, the section of the book that appealed most to PIM's reviewer was that dealing with Tahiti, the New Hebrides and New Caledonia.

It was in Tahiti, anyway, that one of the highlights of the book took place—the author got a job as a stand-in for Marlon Brando (who had returned to Los Angeles) in the film *Mutiny on the Bounty*.

Disguised as Brando, and playing the part of Fletcher Christian, Pinney took part in scenes in which three deserters from the *Bounty* were chased in Tahitian war canoes.

The shooting of these scenes was not all plain sailing. Instructions had to be relayed over radios and loudspeakers in English, French and Tahitian; and, at critical moments the Tahitian actors were often found asleep or reading comics, hunting clams or nursing bottles of soft drink.

Occasionally, everyone waited for

Early Notes On Fiji

A hurricane which swept the island of Ovalau, in Fiji, in December, 1883, is now perpetuated in the title of an autobiography by Australian novelist Katharine Susannah Prichard—*Child of the Hurricane*. Miss Prichard has for many years lived in Western Australia, but she was born that night at Levuka, where her father, T. H. Prichard, was the editor of *The Fiji Times*.

Miss Prichard gives the impression in her chapter on her Fijian days, and in a curious appendix headed "Papers on Fijian Affairs by T. H. Prichard", that she could give more information from her father's notes, about those interesting times in Fiji. If so it is a pity that she didn't because there is much other material in her book which is irrelevant and dull, and which could well have been left out in preference for some early Pacific history. Mr. Prichard Snr. arrived in Fiji about 1868.

What she does include in the volume doesn't shed any important light on developments of that time. There is much talk of land tenure, some nasty asides at Sir John Thurston, an unclear and possibly inaccurate reference to the Rev. Shirley Baker and his control in Tonga and some unflattering references to King Cakobau, described by Prichard, as "an old blackguard". But Mr. Prichard sounded an interesting fellow for all that.

(CHILD OF THE HURRICANE. Angus & Robertson. 27/6.)

MAGAZINE SECTION

hours while squalls passed, or for exactly the right lighting, or perhaps for a breeze. Then, with everyone poised for action, the unpredictable would happen.

A fisherman's dory would cut across the background a mile away. A paper cup or a paper tissue might be discovered floating somewhere on the bay. Or when the scene was finally shot to perfection, a Tahitian warrior would be discovered wearing a wristwatch. . . .

With such unpublished problems as these to contend with, plus the much-publicised tantrums of actors, scriptwriters and directors, it is no wonder that the Brando version of the *Mutiny on the Bounty* was one of the most expensive films ever made, necessitating a stay in Tahiti of actors, cameramen, directors, technicians, etc., of nearly a year.

The hailstorm of dollars that the Americans brought with them made many of Tahiti's French and Chinese prosperous, but not the Tahitians. This is a subject on which Pinney has some pertinent things to say.

From Tahiti, Pinney moved on to Vila as a stowaway (so he says in his book) in the Messageries Maritimes liner *Tahitien*.

This could well be, but his description of his adventures in Vila, where he says he left the ship to avoid being caught, does not present a convincing picture of Vila.

But one cannot help admiring his wonderful talent for telling a tale.—L.

(THE LAWLESS AND THE LOTUS. Angus and Robertson. 35/-.)

The Best Of Lower

Sydney humourist Lennie Lower, a much-loved man in his lifetime, died in 1947 on the day that Princess Elizabeth's engagement to Prince Philip was announced. As a result his death notice got pushed into a line or two at the back of the newspapers, but one clairvoyant writer made the observation that Lower would live while Sydney people could still read. And so it has proved in the years since. Now we have Lennie Lower between hard covers, presented by Cyril Pearl and artist WEP, who were old cronies of Lower's. *THE BEST OF LENNIE LOWER* is published by Lansdowne Press at 35/-. It's worth that in laughs.

The "Bounty" — modern version. This is the one used in the film, starring Marlon Brando—and Peter Pinney.



A New Account Of A Famous Pacific Voyage

The story of the mutiny on the *Bounty* has long had a fascination for Commander Geoffrey Rawson, who, well before World War I, began a seafaring life in sail.

ROUND about 1936, Commander Rawson published a book called *Bligh of the Bounty*, and later came Mary Bryant, the story of the convict woman who, with several companions, escaped in an open boat from Sydney and reached Timor, only to be arrested by Captain Edward Edwards of HMS *Pandora* who had been sent out to arrest the *Bounty* mutineers.

Now, Commander Rawson has told the story of the *Pandora's* voyage in a book called *Pandora's Last Voyage*, which incorporates some of the material in his previous two books.

Pandora's Last Voyage is obviously a labour of love, and is a very readable account of one of the most notable and disastrous voyages in Pacific history.

It does what no other work on the subject has yet done—it says a few things in favour of Captain Edwards, who is invariably criticised for inhumanity towards the *Bounty* mutineers he managed to capture, and for his failure to explore the

Pacific more thoroughly while he was looking for them.

However, a glance at Commander Rawson's bibliography shows that he is not aware of any research that has been done on the subject of his book since 1936. As a result, his book is not as valuable as it might be.

Commander Rawson does not know, for example, that an account of the voyage of a schooner, which was built in Tahiti by James Morrison, the *Bounty's* boatswain's mate, and which Captain Edwards confiscated for use as a tender to the *Pandora*, was acquired by Sydney's Mitchell Library a couple of years ago.

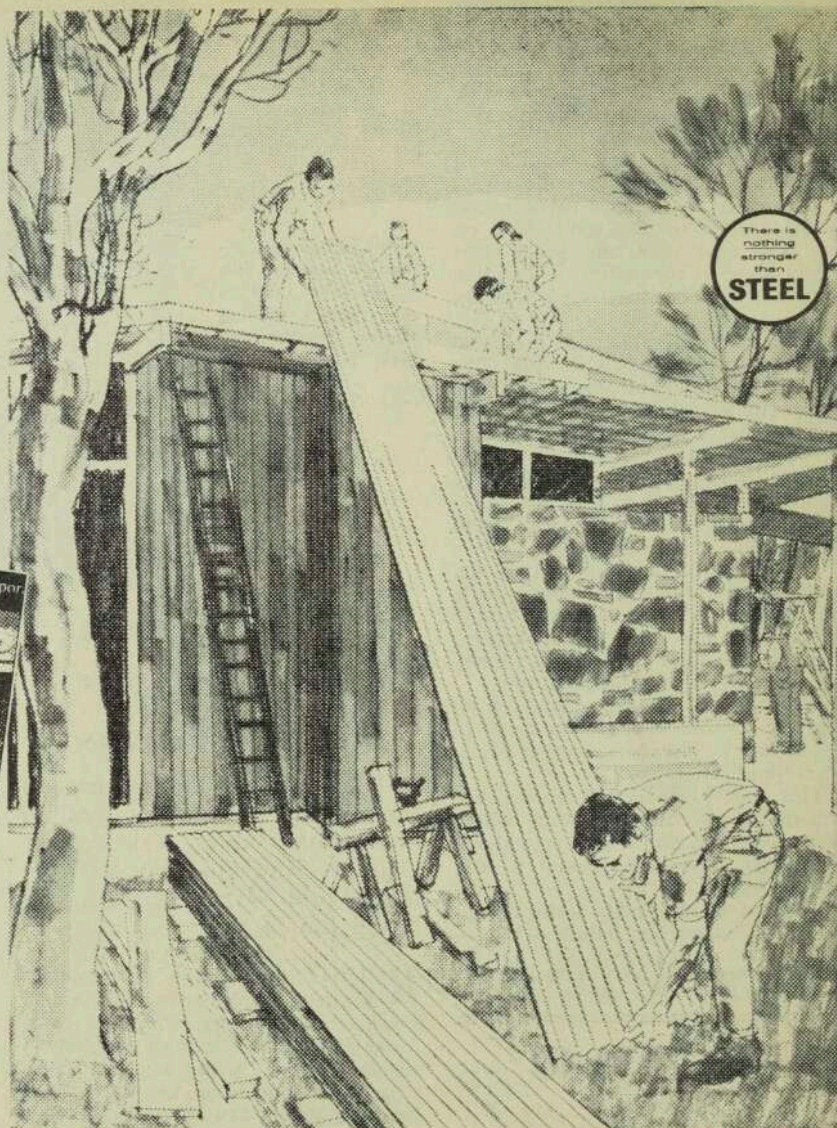
This has been the only first-hand account of the schooner's voyage to come to light—and it filled in many gaps and corrected much of the data that had previously been available on it.

An article on the "lost manuscript" account of the schooner's voyage appeared in *PIM* in August, 1961 (p. 29). Another article, throwing new light on another aspect of the *Pandora's* voyage, which would have been of interest to Commander Rawson, appeared in *PIM* in September, 1962 (p. 77).

This goes to show (a) that anyone contemplating writing a book on the *Pandora* would do well to read *PIM* first, and (b) that such an author should not assume that, because an event happened nearly two centuries ago, no one is likely to find out anything new about it now.—RL.

(PANDORA'S LAST VOYAGE. Longmans. 37/3.)

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The Aborigines From Four Angles

It's getting to the stage in the Australian publishing world where a month is not allowed to go by without a new book about the aborigines. In the pre-Christmas rush of books they appeared in an uninterrupted stream.

WE selected four as a cross section, two of them in a more serious vein designed to prove a point, and two others by professional writers and apparently designed more for the Christmas trade than anything else.

We, *The Aborigines*, by Darwin newspaperman, Douglas Lockwood, is a beautiful production which the publishers obviously hope you will buy for your friends overseas. Lockwood selects dozens of photographs of aborigines, some well-known such as the artist, the late Albert Namatjira, and film star Ngarla Kunoth, and others, such as Sugarbag Jack and Charcoal", selected at random.

He writes a page or two on each, in a bright and breezy fashion, and in the first person. The words he has them use are obviously not their words but the device is legitimate in Lockwood's hands. Australians who have never been closer to an aboriginal than a Namatjira painting at the art gallery are treated to a painless lesson on aboriginal life and lore.

Ion Idriess doesn't need any introduction; his list of books is almost long enough to require a second page in the flyleaf. In *Our Living Stone Age*, this year's contribution, he lets himself wander over the years, jotting down bits and pieces as his interestancies.

Words pour out of Ion, and even in his explanatory preface he finds himself, typically, having to cut off short (after four pages) "to prevent myself running off into another book".

But it's a good book, as easy to read as any of Ion's, and with plenty of photographs.

Namatjira, Wanderer Between Two Worlds, is by an Adelaide woman, Joyce Batty. It's not a book full of fun, like the others, but it's a factual, workmanlike account of the main points in the life of the artist.

It surveys his rise, his fight to live in two worlds and to get on with his art in peace, and the arguments, artistic and social, which raged round him from time to time. The book would have been more useful

with an index, or even chapter headings.

No Dying Race, by Charles Duguid, is an argument appealing for a fair go for the aborigines.

Every Australian, he says, has the right to expect the satisfaction of his basic human needs—food, shelter, work, and acceptance. But not yet have all these been accorded to the aborigines, and "even at this late date there are many people in Australia who can see nothing good in our aborigines."

Dr. Duguid feels that the Federal Government must be allowed to assume responsibility for aborigines in all States as well as those in the Northern Territory, for their future is a national responsibility.

But he agrees that no amount of legislative progress will compensate for "the saddest obstacle to that happier future—the refusal of a majority of white Australians to recognise the work of the aborigines and to accept them".—SI.

(WE, THE ABORIGINES. Cassell. 50/-. OUR LIVING STONE AGE. Angus and Robertson. 42/-. NAMATJIRA. Hodder and Stoughton. 27/6. NO DYING RACE. Rigby Ltd. 35/-.)

MAGAZINE SECTION

Biography Of Noted Tahiti Couple

Among the athletes who represented French Polynesia at the recent South Pacific Games in Suva was one, J. Salmon, a name with a decidedly non-Gallic and non-Tahitian ring, but one which has been intimately connected with Tahiti for more than 120 years.

THE original bearer of the name in Tahiti was Alexandre Salmon, a London Jew, whose family (they were bankers) fled to England from France during the French Revolution.

Alexandre Salmon was born in 1820, and at the age of 19 or thereabouts he set out from London to seek his fortune. In 1841, after visiting California, Hawaii and Sydney, he turned up in Tahiti, where, within a few months, he married the Tahitian chiefess Ariioehau.

Ariioehau was an intimate friend of Tahiti's Queen Pomare IV, who conferred upon the newly-weds the title of Ariitaimai, meaning "chief from over the sea".

Tahiti at that time had not become a French protectorate, and as the laws of the English Protestant missionaries forbade marriages be-

Kupa's View



MAGAZINE SECTION

tween Tahitians and foreigners, Queen Pomare lifted the ban for three days to enable the marriage to take place.

For the next 24 years, until his death in 1866, Alexandre Salmon played a prominent part in Tahiti's political and commercial affairs.

His wife, who became known as Ariitaimai, was also an important figure.

However, Ariitaimai is mainly remembered these days as the begetter of a celebrated book on Tahiti's history called the *Memoirs of Ariitaimai*.

The book was first published in Paris in 1893 by the American historian Henry Adams, who visited Tahiti in 1891 and took down much of the contents of the book from the lips of Ariitaimai, as interpreted by her daughter Marau Ta'aroa, wife of Pomare V, Tahiti's last king.

No copies of the 1893 edition and only a few copies of the second, revised edition of 1901 are known to exist, but the book has become widely known through a German translation and a facsimile version of the 1901 edition, published in New York in 1947.

A French version of the book is now being prepared by the Societe des Oceanistes in Paris.

Biography

Meanwhile, the Societe des Oceanistes has published a valuable biography (in French) of Ariitaimai and her husband. It was written by the late Ernest Salmon, a grandson of the subjects of the book and a son of Queen Marau. Ernest Salmon, died in France in 1961 after retiring as First President of the Court of Appeal of Reunion.

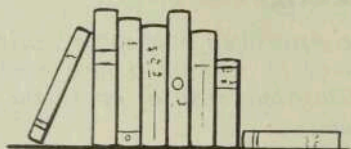
The *Memoirs of Ariitaimai*, the unpublished memoirs of his mother, and other family papers, were among the sources used by the author.

The book has a preface by the Rev. Patrick O'Reilly, who says in it—rightly—that professional historians will regret the absence of notes on the sources of material quoted. Another regrettable feature is that the author says nothing on how the *Memoirs of Ariitaimai* came to be produced and published.

These, however, are minor shortcomings in a book that is a mine of information on two people whose descendants intermarried with such well-known names in the Pacific as Godeffroy, Brander, Darsie, Atwater, Daville and Schlubach—not to mention Pomare.—RL.

(ALEXANDRE SALMON, 1820-1866, ET SA FEMME ARIITAIMAI, 1821-97. Published by the Societe des Oceanistes, Musee de l'Homme, Paris. 30 francs.)

The Latest In Brief



IN MINE OWN HEART is the third book of autobiography by Melbourne writer Alan Marshall, who has already produced *I Can Jump Puddles* and *This Is The Grass*. This one takes him up to the war and includes chapters about his boarding-house keeping, fortune-telling and experiences as a male Dorothy Dix in one of the Australian women's magazines. As always, he is easy to read, full of interest, common sense, compassion and honesty. As always, he comes through as a thoroughly nice bloke. *In Mine Own Heart* is almost a bedside book on the philosophy of living and liking it.

(F. W. Cheshire. 27/6.)

WITH GENTLY SMILING JAWS is a novel of a New Zealand girl's adventures in New York, written, oddly enough by a New Zealand girl, Shirley Maddock, who once worked in New York. It's meant to be light and bright and perhaps a little mad, and it is all those things. But it is also rather pointless. An episode or two about the adventures of a New Zealand girl in New York don't make a novel.

(Collins, Auckland. 22/6.)

WINDOWS OF FAME, designed as a book of tributes to Australian war heroes, is a good idea that doesn't quite come off. The idea is built around the stained-glass windows of the Australian War Memorial at Canberra, the panels of which portray Australian fighting men, and one nurse. Each window illustrates the warrior's personal qualities, such as coolness, audacity, endurance, decision, chivalry, loyalty, resourcefulness. The glass windows are reproduced in colour in this handsome little book, and in the text author Bruce Harding sets out to tell true stories of the two wars which he thinks best illustrate these personal qualities. There is the story of "Simpson" and his donkey, an account of the New Guinea Coastwatchers, the sinking of the Emden, and many more, some well known and others

which will be read for the first time by most people. Unfortunately Mr Harding is not the man to write the text, which is pedestrian. At the hands of a more skilful writer this book could have been a moving tribute.

(Lansdowne Press. 32/6.)

HOPETON HIGH, by Brian James, described as a "novel to be relished by teachers and by everybody who has ever gone to school" is supposed to be a satire on the workings of the Parents' and Citizens' association of the Hopeton High School. It is unsuccessful, either as a satire or as entertainment.

(Angus & Robertson. 21/-.)

SON OF MARS, by Sydney Wright Mungo MacCallum, who is noted particularly for his radio features, is a successful novel of a man who bears a grudge against the world and of the tragedy that surrounds it. The background is Sydney.

(Ure Smith. 25/-.)

DISTURBING ELEMENT, the first instalment of Xavier Herbert's autobiography, might better have been titled "The Rake's Progress". Herbert is nothing if not frank about his youth, during which he seems to have had many kinds of experiences. Sex, one way or another, was one of the problems of his existence.

Whether this kind of thing will continue to the end of his life we won't know unless we do in fact get another instalment, for *Disturbing Element* breaks off when Herbert is hardly out of the callow youth stage. Even up to that period he had a great variety of experiences (non-sexual) which have gone to make this an entertaining book even for those overseas readers who might not know—or even care—that Herbert is the author of the best sellers *Capricornia* and *Soldiers' Women*.

(F. W. Cheshire. 30/-.)

BIG FAT TUESDAY, by Vivian Cunningham. This author is 5 ft 11 in. tall and full of bounce. So are his stories if this collection is any indication. He writes about dogs, parrots, other birds and sometimes people, with humour, occasional pathos, and understanding. Very good.

(F. W. Cheshire. 30/-.)

MAGAZINE SECTION

How To Excel At An Old Sport Of Polynesia

During the past few years in Australia, the United States, Mexico and South Africa, the old Polynesian sport of surfboard riding has grown tremendously in popularity.

IN Sydney, the sport now has so many followers that the Sunday newspapers devote special sections to expositions of it, and one of them recently sponsored a surfboard riding championship with prizes running into thousands of pounds.

The reason for the great upsurge of interest in surfboard riding is mainly technological. Since the late 1940's, the solid and oh-so-heavy planks of wood that used to do duty as surfboards have been replaced by boards made of lightweight foam plastic.

In this new material, boards are made to suit the fancy of every potential surfboard rider—the pointed nose and square tail, pointed tail, spoon nose, spoon tail, pig shape, the parallel rails, double-ended, south bay, thick nose, thin nose, semi-pig, etc., etc.

Needless to say, with boards of so many different designs, a beginner needs an expert to help him choose his board; and, having chosen it, to give him a few clues on how to use it.

Grant Kuhns, a graduate of the University of Southern California, is such an expert. In an easy-to-read book called *On Surfing*, which has plenty of diagrammatic and photographic illustrations, he has set out pretty well everything a would-be surfboard rider should want to know.

There are chapters on the selection of equipment, getting out to the surf, the take-off, the ride, the pull-out, and the various kinds of surf, plus appendices on surfing competitions, and manufacturers and retailers of surfing equipment.

Finally, there is a glossary of surfing terms wherein one may learn, for instance, that a difficult or unpredictable surf condition is "spooky", that a novice surfer is a "kook"; that "soup" means "swash" and that "swash" means "soup".

The only quarrel that we have with the book is that Kuhns approvingly

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ADVENTURES IN PARADISE—Haere Mai, Noqu I Tau, Pee Pee Te Peue, Hala-O-Teine, Whispering Trade Winds, Moe Ile Moesa Ile Po, Vini Vini Vana Vana, etc. VP 72

HAWAII—SANTO & JOHNNY—Hutch Davie Orchestra and Chorus — *Adventures in Paradise, Blue Hawaii, Pineapple Princess, Sea Shells, Aloha Reflections, Hawaiian War Chant, Song Of The Islands, Sweet Leilani, Hawaiian Wedding Songs, etc.* LP 1004

COOK ISLANDS MAGIC—Will Crummer and the Sea Stars — *Karapa Te Uira, Ura Piani, Omai Na To Rima, Te Rere Nei Te Manu E Mama, Arave, Uuna Koe, Tapa Taatai* VP 94

PASSION FLOWER—Pepe and the Rarotongans — *Waiting On The Beach (Pae Taatai), Beautiful Isle of Rarotonga (Raretonga Te Purotu), The Door To My Heart (Te Pa O Taku Ngakau), Two Friends Parted (Kere Kere Rai Au)*, VP 89

RAROTONGA CALLING—Pepe and the Rarotongans — *Tuku Atu Koe Iaku E Ine, Kua Akaruke Au, Kau Inangaro Au La Koe, Akarongo Ake Nei Au, Iaku*, VP 81

POLYNESIE FRANCAISE—Eddie Lund and his Tahitians — *Vahine Arue, Parue Tore Hu'a (Ute), Mai Te Peretau, Tahiti Rag, Eiaha E Tairi Mai, Taire Paurua, etc.* VP 58

WILD WILD TAHITI—The Papeete Players — *Wild, Wild, Tahiti, Island Drums (Tiare Tahiti), You Are My Rose (O Oe Te Roti), Love Calls (Ute, Reo No Tau Here), The Coconut Song (Omote Ete Paru), Maareva Woman (Vahine)*, VP 87

PEEPING AT PAPEETE—Nat Mara and his Tahitians — *Orohena, Poe Tiare, I Vini Vini Vana Vana, Tipi Tipi, Tiare Iti, Morere Iti E, Pana Pana Drums, etc.*, VP 80

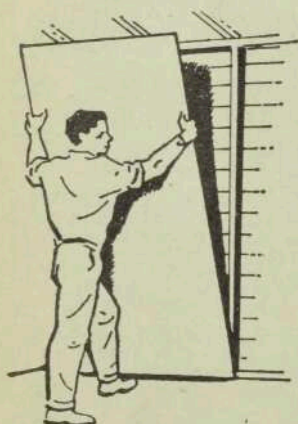
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MAGAZINE SECTION

quotes a writer on Hawaii as stating that "while other (Pacific) islanders may divide honours with Hawaiians for aquatic prowess in other respects, none attained, until recent years, the expertness of the surf sport, which early visitors recognised as a national characteristic of the natives of this (the Hawaiian) group".

This idea that the Hawaiians had a monopoly on surfboard riding is a popular but erroneous one. The fact is that the old-time Tahitians were pretty good surfboard riders, too.

James Morrison, boatswain's mate of Captain Bligh's *Bounty*, wrote a vivid description of how the Tahitians went surfing at Matavai Bay in December, 1788, when the surf was so high that the *Bounty* was nearly driven ashore and wrecked. This is what Morrison (who used capitals and spelt as he pleased) said:

"The part they choose for their Sport is where the Surf breaks with Most Violence. . . . They get peices of Board of any length with which they swim out to the back of the surf, when they Watch the rise of a surf sometimes a mile from the shore, and, laying their Breast on the board, keep themselves poised on the surf so as to come in on top of it with amazing rapidity. . . . At this diversion both sexes are excellent, and some are so expert as to stand on their board till the surf breaks. . . ."

This description makes it clear that the old Tahitians did not have much to learn from the Hawaiians about surfboard riding. But, strangely, the Tahitians of today seem to have abandoned the sport.—RL.

(ON SURFING. Published by Charles E. Tuttle Company, Rutland, Vermont and Tokyo. Our copy from Paul Flesch & Co. Pty. Ltd., Melbourne. 42/9.)

A GUIDE BOOK TO SPAIN

TEN million tourists, according to the latest book by Australian writer Colin Simpson, visit Spain each year. The book is called *Take Me to Spain* (but it also includes chapters on Majorca and Portugal), and it is aimed at the Anglo-Saxon element among Spain's numerous visitors.

The book is intended to be both a travel book (for reading at home) and a guidebook (for taking with you), for it is produced in two editions — large and small — the smaller one being "a traveller's compact edition to tuck in coat pocket

Best Of The Paperbacks

These are the best of the latest release of paperbacks:

Novels:

Two by Howard Spring, *FAME IS THE SPUR* and *ALL THE DAY LONG*. The first is based on the life story of a politician, the second starts in a Cornish vicarage. (Fontana; 8/9 each). A *QUESTION OF SURGERY*, by Michael Fitzwilliam, who is a surgeon when he isn't writing stories like this one, is set in a British hospital. (Four Square; 4/-). *PINK FLANNEL*, by Ruth Park, set in a New Zealand country town of the 1920's. (Pacific; 5/6).

Murder, Thrills

WINDS OF EVIL, by Arthur Upfield, is a Detective-Inspector Napoleon Bonaparte adventure. Two murders and a strangling attempt. One of his best. (Pacific; 5/6.)

THE WATCHMAN, by Davis Grubb. Murder and sex with an American background. (Four Square; 4/-.)

THE FERGUSON AFFAIR, and *THE WYCHERLY WOMAN*, both by Ross MacDonald, who is billed to be the successor to Raymond Chandler. He writes like him, and the thrills are there. (Fontana; 5/6 each.)

A *KIND OF PRISONER*, by John Creasy. Britain's ace thriller writer mixes Department Z and a kidnapping, and the result is palatable. (Four Square; 4/-.)

THE SHADOW, by Sydney journalist Vince Kelly, is a true-life account of Frank Fahy, who worked for years as an undercover police agent and shadower, unknown even

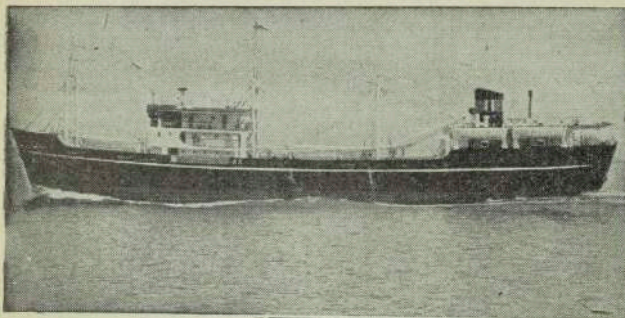
to most of his colleagues. (Pacific; 5/6.)

Something Special

JULIUS CAESAR, in the Signet Classics Shakespeare series, is value for money. Tastefully produced, the edition includes text notes, commentaries by experts and suggested references. (Signet Classics; 5/6). *THE MENTOR BOOK OF MAJOR BRITISH POETS*, edited by Oscar Williams, runs from Blake to Wordsworth to Robert Browning and Dylan Thomas—an anthology of two centuries of poetry by 22 British poets. 576 pp. (Mentor; 12/6). *A SHORT HISTORY OF AUSTRALIA*, by Professor Manning Clark. Excellent, compact production of Professor Clark's invaluable history. Worth owning. (Mentor; 9/9). *HOW TO WRITE, SPEAK AND THINK MORE EFFECTIVELY*, by Dr. Rudolf Flesch. Good practical advice for anybody interested in plain talk and clear thinking. (Signet; 8/6). *COMPANION ENGLISH DICTIONARY*, was first published in England in 1961 as Chamber's School Dictionary. The grey paper is a little hard to read. (Four Square; 5/6). *HOW I LEARNED THE SECRETS OF SELLING*, by Frank Bettger, an American, is not a story of how to sell so much as advice on how to gain self-confidence, in the Dale Carnegie manner. Carnegie influenced the book. (Go, Go, Go Series; 5/6). *HOW TO LIVE WITH A NEUROTIC DOG*, by Stephen Baker, filled with drawings by Eric Gurney, is a genuinely funny book for dog lovers and dog haters alike. The authors have a malicious sense of humour. Leave a copy behind next time you visit a dog-dominated family. (Four Square; 7/-). *LET MY PEOPLE GO* is the autobiography of South African leader and Nobel Peace Prize winner Albert Luthuli. (Fontana; 5/6). *BUDGERIGARS and Other Caged Birds*, by Jack Aistrop, FZS, is a handbook on their care, feeding and housing. Illustrated. (Four Square; 5/6.)

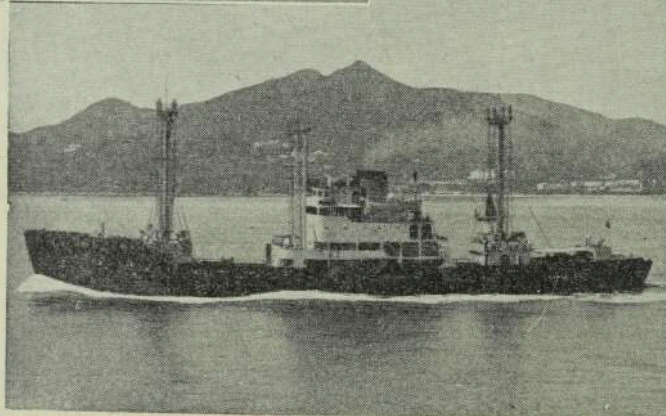
(Signet, Four Square, Mentor and Go, Go, Go books are all distributed by Tudor Distributors Pty. Ltd., Sydney; Pacific by Angus and Robertson Ltd.; Fontana and Pan by William Collins (Overseas) Ltd.)

TAIKOO DOCKYARD HONG KONG



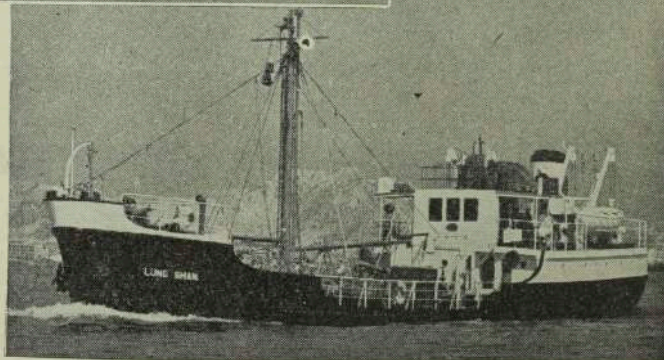
Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.

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Pacific Shipping And Cruising Yachts

Three Skippers "In The Gun" Over Fiji Strandings

Marine courts of inquiry in Fiji had a couple of busy days early in December when they suspended one master's certificate of competency for 12 months, censured another master, and admonished a third.

THEY did this after inquiries into the stranding of the *Tui Levuka* at Nanuku Reef early on August 8, 1962, the *Tui Cakau* on Yadua Reef on December 22, 1962, and the *Tui Valavala* on Mabulica Reef, Gau, on May 12, 1963.

In delivering their findings on the *Tui Valavala* (registered tonnage 25.9) stranding, the court, although admonishing the master, Mesake Kolisava, congratulated him on getting his passengers safely ashore on Gau Island.

In this inquiry the court was critical of the long hours Mesake worked at ports and at sea. It was revealed that just before the stranding, Mesake had only about seven hours sleep in about 70 hours.

He had sailed the *Tui Valavala* through reef-strewn seas in heavy weather on May 9 and he did not get to bed till about midnight on May

10. He had about four hours' sleep before resuming duty on May 11, and another three just before the stranding.

The court was also critical of the owner of the *Tui Valavala*, Abubakar Siddiq, for having failed to attract an adequate crew for the ship. The evidence revealed that Mesake had a crew of five, and that most of them were mere youths with very limited sailing experience.

For example, Mesake, when he went to bed about 11 p.m. on May 11, left instructions that he was to be called at 2 a.m.

Although his order was passed on to the boy who took over the wheel, the boy did not call him because an unreliable alarm clock in the wheelhouse stopped at 1.50 a.m., about an hour before the *Tui Valavala* stranded.

In The News This Month

Adi Keva	Malaita
Adios	Maroro
Age Unlimited	Matua
Altair	Mistress Santa
Aquitaine	Barbara
Awahnee	Niuvakai
Barlovento	Nordkil
Cook	Okeanos
Curlew	Patonga
Degei II	Polurrian
Deutgan	Siga Wale
Ela	Staghound
Europe	Snipe
Extended	Taipan
Adolescence	Tangaroa
Fiesta	Teal
Fjord III	Te Vega
Geneve	Tiare
Gull	Tui Cakau
Hawk	Tui Levuka
Hugh B. Smith	Tui Valavala
Ibis	Ulu Lani
Macdhui	Valais
Makoa	Wanderer
Malabar VIII	

The *Tui Valavala* became a total loss a few days after the stranding.

The court found that Mesake was guilty of a wrongful omission in not ascertaining his position before altering course for Gau, and allowing the ship to go to sea with what he must have known was an incompetent crew. But the serious damage to the *Tui Valavala* was not the direct result of the wrongful omission, it said. A contributing cause was the employment of a deck crew with no knowledge or experience and Mesake had no reliable person he could put in charge while he took necessary periods of rest.

"Tui Levuka" Case

The court in giving its findings about the *Tui Levuka* (registered tonnage 25.97) recommended that the Coasting Ordinance be amended to provide for the production of a crew list as one of the facilities required for the clearance of a ship.

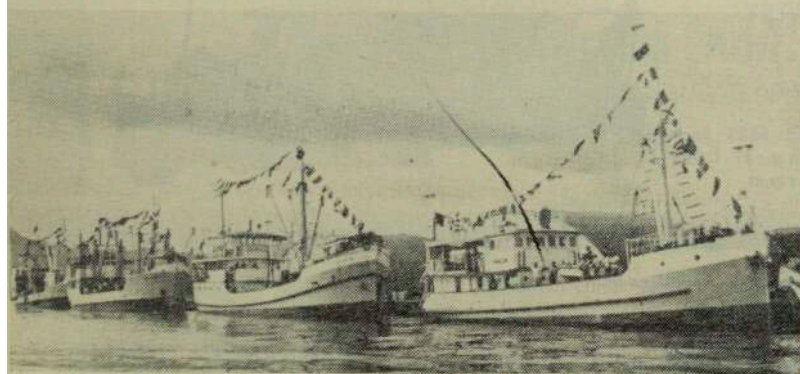
The court found it was probable the *Tui Levuka* stranded because of:

- Poor visibility; a possible set to the west by the tide; bad steering; sailing with the jib only; underestimation of the speed by the master, Taniela Kepa; and insufficient crew.

The court found that Taniela was guilty of two wrongful acts:

- In the poor visibility he should have reversed his course earlier;

(Over)



FOUR OF A KIND: The crew and officers of these four ships of Morris Hedstrom Ltd., Fiji, had a celebration on November 28 when all were in Suva together. To mark the occasion, the ships were decorated with flags. They are (from left) the "Tuvalu", "Altair", "Adi Keva" and "Tui Cakau".—Photo: Stan Whippy.

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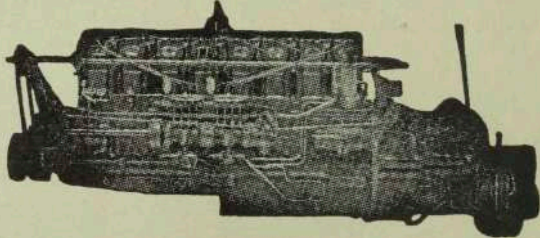
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PACIFIC SHIPPING

● He should not have put to sea with insufficient crew.

A contributing cause was that Taniela apparently had no young trained deckhand to send up as a lookout.

The court did not think Taniela's certificate should be cancelled or suspended, but that he should be censured.

"Tui Cakau" Case

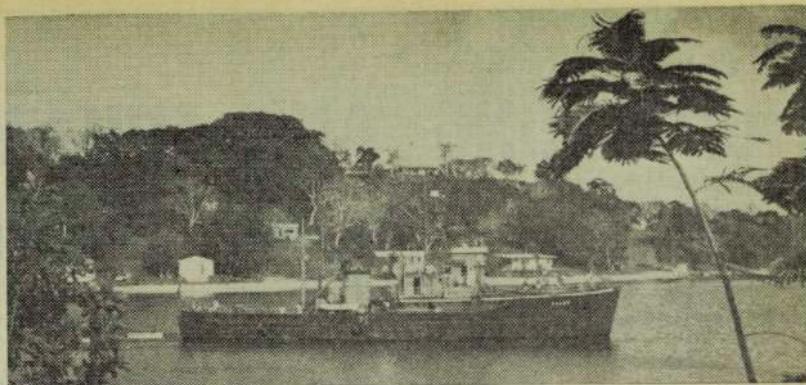
Isikeli Rakuni, who was relieving master of Morris Hedstrom's inter-island trader, *Tui Cakau* (registered tonnage 59.70) lost his certificate for 12 months.

The court found that the *Tui Cakau* had stranded because of an error in navigation and that Isikeli was incompetent generally in his handling of the ship.

Isikeli had failed to mark his position on the chart when he anchored in the afternoon on December 21, he left his anchorage in the dark when he had not ascertained his position, and he had failed correctly to ascertain how much room he had in which to turn.

The total cost of repairs to the *Tui Cakau* was £stg.1,939, which included salvage costs and repairs to the engine and winch. The winch was damaged during the salvage.

● **NEW FACILITIES FOR NORFOLK ISLAND:** Work is expected to begin within six months on the widening and lengthening of the pier at Cascade Bay, Norfolk Island, and



IN NEW ROLE: "Tiare", which was formerly a French naval patrol vessel used in New Caledonian and New Hebrides waters, is now on charter to the big New Hebrides company, CFNH, to carry copra. She is seen here in Vila Harbour.

—Photo: Reece Discombe.

on building a concrete cargo handling area adjacent to the pier. The Minister for Territories, Mr. Paul Hasluck, has approved the spending of £10,500 on this project. The work will be under the control of the Commonwealth Department of Works.

Cascade Bay, on the north-east side of Norfolk Island, is one of only two anchorages at the island at which cargo from ships can be discharged. The other anchorage is Sydney Bay (Kingston) on the island's southern side.

Sydney Bay has several smaller bays within it, one of which, Slaughter Bay, may be developed as a small boats harbour.

About two years ago, the Commonwealth Government allocated

£2,500 for an investigation into the possibility of building a small boats harbour at Norfolk. This investigation was carried out by the hydrographic department of the University of Queensland, which is expected to submit a report to the Government in March.

It is understood that the report will recommend Slaughter Bay as the most suitable spot for a small boats harbour, and that it will outline a £150,000 scheme for building such a harbour. The scheme could only be carried out if the Commonwealth Government provided a grant.

● **NEW CLUB:** The recently established aquatic club of the New Britain Club, Rabaul, became a going concern in November when the club members held their first official

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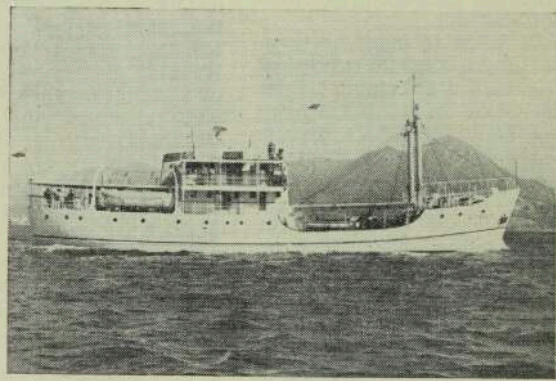
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yacht race. There were five yachts taking part on Simpson Harbour, Rabaul. Rabaul saw yacht racing before the war, but there has been none since the war, although for many years there has been yachting in Port Moresby.

● **CAPTAIN TIPPETT DIES:** The death has occurred in Nukualofa. Captain A. J. Tippet, Tongan harbourmaster from 1918 until 1950. See Deaths, p. 129.

● **LAE EXTENSION:** After much agitation extending back for years, the wharf at Lae, NG, is to be extended to 400 ft. The wharf will also get another three approaches, making five altogether, and thus avoid bottlenecks in cargo handling. The tender for the extensions, worth £190,000, has been let to Delta Constructions, Port Moresby, and date of completion is June, 1965.

● **NEW BOUGAINVILLE VESSEL:** The *Nordkil*, brought from Norway by the Bougainville Company to replace the *Polurrian*, which sank with the loss of many lives last March, began its Bougainville service early December. See picture for further details.

● **NEW BP VESSEL:** The contract was signed in Melbourne in November for Burns Philp's new lands vessel to replace the *Malaita*. She is being built at the NSW State Dockyards, Newcastle, and will be 600 tons and 300 ft long. Contract price is £1,400,000. She is the first BP inter-island vessel to be built in Australia, and her name has not definitely been decided on, although *Malaita* appears to be in top running.

● **RUSSIAN TESTS:** Russia was to hold new rocket tests in the Pacific between December and late January. Tass news agency said the tests could be of "new improved versions of booster rockets for space vehicles." Tass news agency said the tests area was about 500 miles due south of Johnson Island and 800 miles southwest of Honolulu.

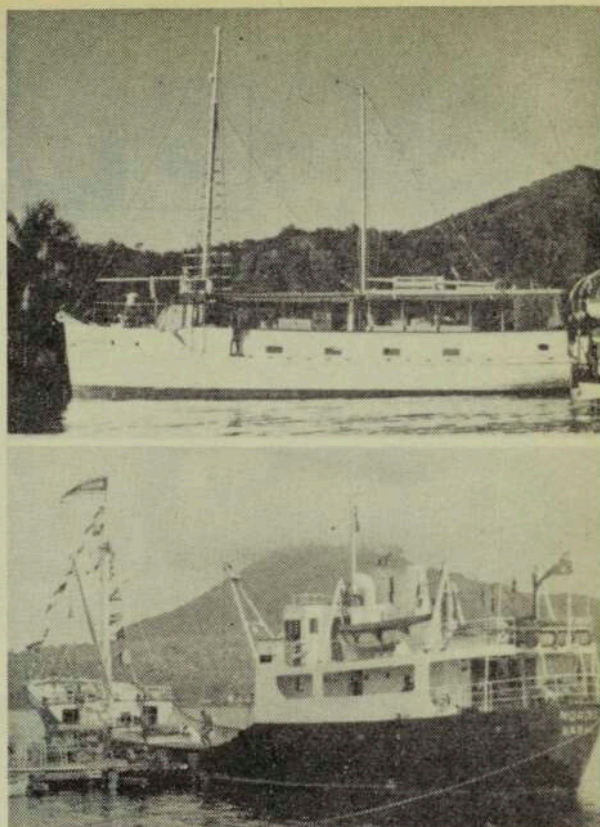
This is in the same general area where Russia previously tested space rockets.

A second test area was listed as about 1,500 miles northwest of the first area and about 2,500 miles due east of Tokyo.

Russia also has previously tested rockets in this area.

Tass did not disclose where the rockets would be fired from.

SEEN IN RABAU: Recently in Rabaul on her annual visit was the "Ozama Twomey" (above), which is owned by the Methodist Foreign Mission. Her headquarters are at Munda, BSIP. Below, also photographed in Rabaul recently, is the 143 ft. vessel "Nordkil", which has been bought by the Bougainville Company to replace the "Polurrian", owned by the same company, which was lost in March, 1963. The "Nordkil" is fitted with radar and does 9 knots. She was put into service two days after arriving in Rabaul. She is under the command of Captain A. Brown.



But in previous tests they were reported to have been fired from central Asia, about 7,000 miles from the target areas.

The Russians held two Pacific test series in 1961. The announcement of the latest series warned ships and aircraft to stay out of the test area between the prescribed dates.

● **MINES CLEARED:** Six Australian minesweepers spent a week clearing mines from Tonolei Harbour, at the southern tip of Bougainville, in late November. The minesweepers are HMAS *Curlew*, HMAS *Ibis*, HMAS *Snipe*, HMAS *Hawk*, HMAS *Teal* and HMAS *Gull*, all of 360 tons.

Tonolei was a wartime Japanese base and the mines, of the magnetic type, were laid by US aircraft in 1943. They dropped 150 mines, triggered to explode after the passage of various numbers of ships. The six minesweepers made nearly 200 runs up and down the channel.

The Minesweeping Squadron also carried out a hydrographic survey of reported shoals in the Solomon Sea, and later called in at Port Moresby, where they were given a warm welcome by local people.

During the Port Moresby stay the

commander of one of the minesweepers, Lt. F. B. J. Hammill, of the *Snipe*, decided to have a close look at the wreck of the old BP vessel, *Macdhui*, which still lies in Port Moresby after being bombed and sunk during the war. She is rusted and in pieces—and not very safe, as Lt. Hammill found when he fell through the funnel and injured himself. He was pulled free by a party from his vessel and admitted to Port Moresby hospital with a deep wound in his thigh. The ship left without him.

● **FAREWELL TO COOK:** Fiji took farewell of the Royal Navy survey ship, HMS *Cook*, on a grey day amid emotional scenes. The *Cook*, badly damaged after hitting a coral head off Ellington a few weeks ago, is as a result, now on her way to Devonport, England, to pay off. Flying a paying off pennant, 187 ft long, she sailed proudly down Suva Harbour escorted by a fleet of motor boats from the Royal Suva Yacht Club and a Sunderland flying-boat from the RNZAF base at Laucala Bay.

A crowd of about 500 stood on the wharf at Suva as the *Cook*, promptly at 4 p.m. on December 7, with the ratings standing to attention on the



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JANUARY, 1964—PACIFIC ISLANDS MONTHLY

PACIFIC SHIPPING

...ck, drew away into the stream, and the Sunderland roaring overhead, dipping its wings in salute.

She gave three blasts on her siren as she pulled away, and these were answered by the Union Steam Ship Co.'s *Matua*, berthed at the other end of the wharf. The *Maroro*, which had arrived back from Levuka a couple of hours earlier with the disabled *Lord III* in tow, flew three flags which read, "Ni Sa Moce" (Good-bye).

Just off the passages the *Cook* passed and waited for the Government ship, *Degei II*, which had the aid of the Fiji Military Forces on board. The band, which had been playing Lomaiviti Province, was to have returned to Suva in time to play the *Cook* away from the wharf, but was held up by bad weather. But the band still made its farewell effort from the *Degei II*.

The commander of the *Cook*, Commander Frank Hunt, exchanged messages with the *Degei II*, and also exchanged messages with the Acting Governor, Mr. P. D. Macdonald.

The *Cook's* last two missions from these waters were not of survey, but of mercy. The day before she sailed she went to the assistance of the *Lord III*, stranded on Nairai Reef.

The *Cook* first came to Fiji waters in 1957, and in the six years she has associated with Fiji she won a firm place in the hearts of the people. Her officers and crew were always willing to take part in the life of Fiji. A recent example was sending some of the crew to help at the South Pacific Games.

Just before she left the Government and the people of Fiji presented to Fijian clubs to the *Cook*. The Fijian clubs, which were part of the collection at the Fiji Museum, over a ceremony at Suva. Ratu George conferred to the esteem in which the *Cook* was held. Commander Hunt,

BUSES FOR EXPORT:

The second of two buses to be exported from Fiji to Tonga is seen here being loaded into the "Matua" in Suva on November 28 for shipment to Nukualofa. The first bus left early in November and was consigned to Mr. Sunia Bloomfield, father of one of the Minerva Reef castaways. Both buses were built by P. A. Lal Bros., of Suva.—Photo: Stan Whippy.



after accepting the clubs, handed to Ratu George, a replica of the *Cook's* crest, "as a symbol of our affection for the way in which you have taken us to your hearts over the past six years". The crest was symbolic of the work of Captain Cook in opening the Pacific to the Western World.

As the *Cook* sailed she left five men on the wharf, but they were not absent without leave. They were part of the "honeymoon crew" of 15 who, in 12 months, had married.

Seven of them had married Fijian-born girls, while eight had New Zealand brides. The married men left on the wharf flew home to England with their wives.

● FOR INTER-ISLAND

SERVICE: A new ship for inter-island operations in American Samoa was due to leave San Diego, California, on December 10. The ship is the *Hugh B. Smith*. Ten American Samoans flew from Pago Pago to San Diego in November and

December to sail the ship home under Captain George R. Jacobs.

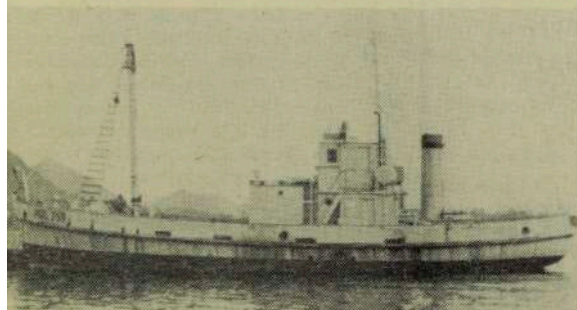
● SYDNEY FERRY IN NEW

ROLE: The ex-Sydney ferry *Patonga*, which has been bought by two New Caledonian businessmen, has arrived in Noumea for use on a service between Noumea and the island of Nouville. This is a Government-subsidised service, and the only communication between Noumea and Nouville, which was formerly the notorious penal settlement, Ile Nou.

The population of Nouville has been steadily increasing in recent years due to the opening of various educational projects, including boat-building classes sponsored by the South Pacific Commission.

The *Patonga* will go into service in New Caledonia under the same name. Besides operating between Noumea and Nouville, she will service tourist ships which have to anchor in the harbour roadstead.

The *Patonga* cost the two businessmen the princely sum of 1½ million



For New Britain Service

This ship, which will join Rabaul's fleet of small ships after a refit, is a former Navy motor stores lighter, purchased from Lorengau by the Bismarck Shipping Co., and as yet unnamed. She is about 80 ft. long. Her refit will consist of hull examination, conversion to cargo carrying and the construction of new superstructure aft to house officers and bridge. The ship is expected to be in service about April next year.

francs (£7,500) landed at Noumea. Her purchase would seem to have put an end to the idea of building a causeway between Noumea and Nouville. For some years this idea has been discussed among local political parties at election times.

● **FOR FRENCH RESIDENCY:** The Messageries Maritimes cargo vessel *Valais* recently delivered a 62 ft touring vessel to the New Hebrides, for the French Residency

at Vila. The new ship, the *Aquitaine*, was built near Bordeaux. She is a twin-screw vessel with a cruising speed of 10½ knots, a range of 700 miles, accommodation for six passengers, and a crew of six.

● **GROUNDING IN HURRICANE:** The 100-ton steel trading vessel *Deutgan*, owned by Mr. Marcel Marinacce, of Santo, New Hebrides, struck a reef in the Maskelyne Islands, off the south-east

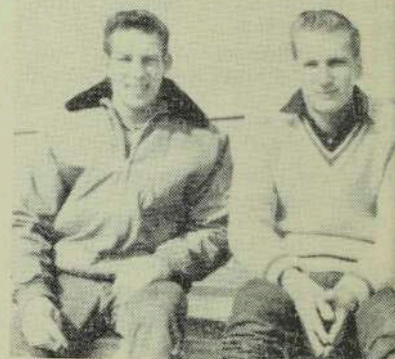
PACIFIC SHIPPING

coast of Malekula, in a hurricane on November 15. No one was hurt and all merchandise on board was expected to be saved, but the ship was so badly holed that she was expected to be a total write-off.

● **AGE UNLIMITED,** William Willis' metal raft in which he travelled from Peru to Apia, arriving in November, is something of a point of interest for tourists in Samoa. Willis himself has flown home to the US for some medical attention for injuries he received during the 7,450 mile journey (on a roundabout route). At the moment he plans to return to Samoa at the end of the hurricane season and complete his voyage to Australia.

During his voyage Willis made

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HAS ANYONE SEEN THESE YACHTSMEN?

These two yachtsmen, Paul Cronan (left) and Richard Sedgeman, left Sydney in the 35 ft. fibre glass trimaran *Taipan* on June 28 and have not been heard from since.

The trimaran, which was fitted with a small outboard motor, is believed to have been heading for the Kermadec Islands and then Samoa.

Cronan, a 20-year-old driver, of 85 Wynstan Parade, Abbotsford, Sydney, had had no previous blue-water sailing experience, but had sailed on yachts in Sydney Harbour. He is a strong swimmer.

Sedgeman, 26, a boiler maker, of Five Dock, Sydney, built the trimaran in his back yard. Its floats were filled with a material which was supposed to make it unsinkable.

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opious notes for a new book he is planning, to follow *Seven Little Sisters*.

To illustrate the book he has plenty of photographs of himself on the high seas, taken with the aid of a self-timer on his camera. He also took a lot of 16 mm movie film.

His films and cameras were stored in airtight bags in the shelter on deck. Willis and his two cats preferred to sleep on deck, although because of the long periods of bad weather during his 130 day drift life wasn't so comfortable there. Part of his daily routine was to drink a third of a cup of seawater.

● **MIGRANTS FOR BSIP:** The first commercial voyage of the Tonga Proprietary Board's new ship *Niuvakai* was to pick up about 450 Ellice Islanders in the Phoenix Group for resettlement at Wagina Island in the British Solomon Islands. The *Niuvakai* arrived at Suva on November 16 on her way to the Phoenix Group, and reached Wagina in December.

● **FISH GALORE:** More than 10,000 salada fish, in two shoals of about equal numbers, were stranded at Nukulaelae in the Gilbert and Ellice Group in November.

Cruising Yachts

● **MISTRESS SANTA BARBARA**, yacht, arrived in Aitutaki, Cook Islands, from Tahiti on November 24.

● **OKEANOS**, 39 ft. staysail schooner, with Joe Pachernegg and his wife (formerly New Guinea nurse Benita Burge), is leaving the Pacific—temporarily, at least—after cruising some 20,000 miles in the past 18 months.

After a wet and rough trip from the Galapagos and Cocos Islands, *Okeanos* reached Balboa in mid-November, her last Pacific port before going on to Miami, Florida.

The cruise of the *Okeanos* began in March, 1962, when she sailed from Wewak to Japan. From Japan, with different crews, the *Okeanos* went on to California, the Marquesas, Tahiti, Rapa, Juan Fernandez and Valparaiso, where Joe and Benita were married on board. (*PIM*, July, 1963, p. 112.) She then sailed up the coast of Chile and Peru, out to the Gala-

pagos and Cocos Islands, and on to Balboa.

In a cheery note to *PIM* from Balboa, Joe said: "Now we intend to sail to Florida and the Bahamas, mainly to fill up our coffers with gold for further travels, by doing, we hope, some charter work."

"We expected to do it the easy way by finding a tiny part of that buried pirate gold on Cocos Island. But, no. To find anything there—if there is anything to be found at all—needs more devotion to hard work than only the wish to stumble over it on the beaches.

"After spending a season in the Bahamas, it might very well be that Benny and I will come sailing back to Australia again."

Joe also gave news of several yachts that he and Benita had encountered either in the Galapagos or the Canal Zone.

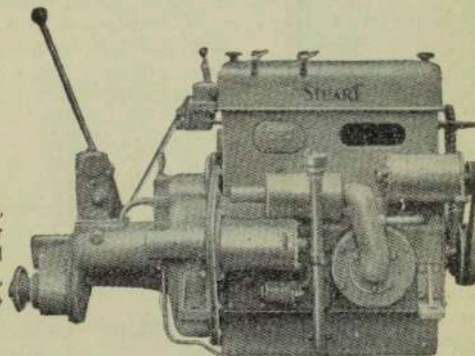
"At Academy Bay, in the Galapagos," Joe said, "we met the 28 ft. Swedish ketch *Lunkentuss*, with Gunnar Dahlgren and Dag Ekholm, bound for Tahiti and round the world.

"Then there was the French schooner *Europe* (about 70 ft. long), which was making a movie about the activities of the UNESCO station in

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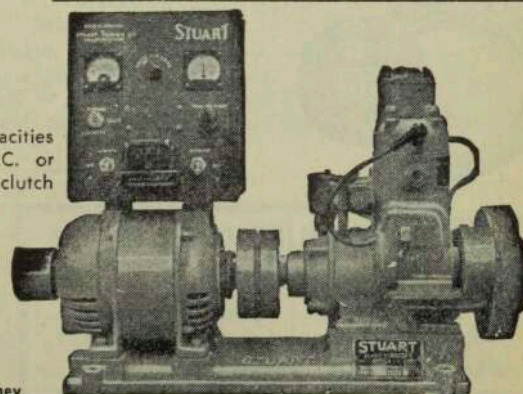
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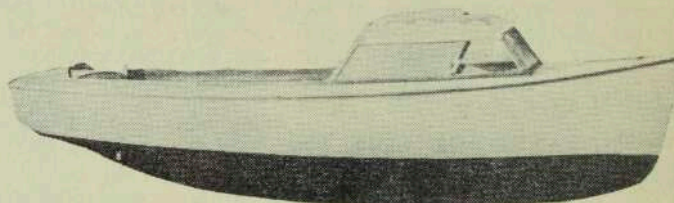
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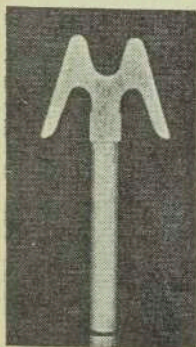
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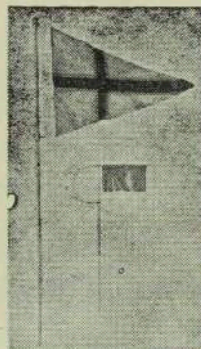
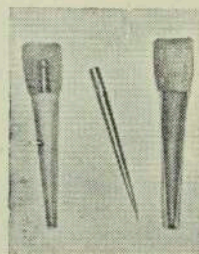


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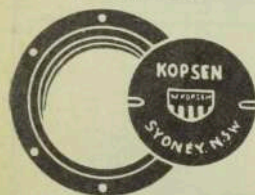
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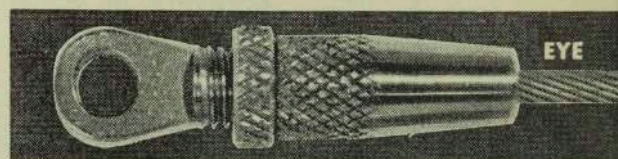


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the Galapagos, and is probably now on her way to Tahiti.

"Another 70-footer came and left a few days later for Easter Island, Rapa and Tahiti. She was the American staysail schooner *Barlovento*, of St. Thomas, with a charter party on the way to the South Pacific and probably around the world.

"Here in Balboa, we met two old acquaintances of *PIM*, Tom and Janet Steele of the Tahiti ketch *Adios*. Tom, just a few days ago, got the Blue Water Medal of the Cruising Club of America." [*PIM*'s last news of the Steeles was from Diego Garcia, an outlier of Mauritius, about two years ago when they called there en route to Aden after cruising the Pacific in 1960.]

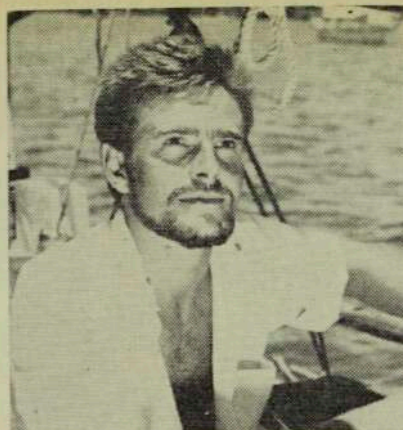
● **DWYN WEN**, 106 ft. American schooner, which has been cruising the Pacific shooting an adventure film in colour, was tied up in Papeete at the end of November. The schooner was due back in Hawaii early in the New Year.

● **GENEVE**, Michel Mermod's 25 ft. Marconi rigged sloop, arrived in Vila from Noumea on November 15, flying the Swiss flag. Mermod, a 27-year-old Swiss sociologist who first saw the sea when he was 18, has single-handed *Geneve* from Callao, Peru, via the Galapagos, Marquesas, Tuamotus, Tahiti, Society and Cook Islands, Tonga, Fiji and New Caledonia. After several weeks in Vila, Mermod planned to move on to the Solomons, New Guinea and the Philippines.

● **MALABAR VIII**, 55 ft. American schooner, was still in the South Pacific in late November—being tied up at Papeete's yacht haven with half a dozen other yachts. *Malabar VIII* arrived in Tahiti on August 24 from Hawaii after calling at Palmyra Island to drop an oceanographic research party, and also at Fanning Island. At Fanning Island, *Malabar VIII* encountered another American yacht of more or less the same size—Marty Vitousek's *Fiesta*, which was here for 2½ months exploring the lagoon and ocean reefs.

● **TANGAROA**, 36 ft. yacht with Ole and Ann Hanson and their teenage son and daughter, was due to head for the South Pacific from Los Angeles in December.

● **WANDERER**, 96 ft. topsail schooner, whose port of registry is San Francisco, was among the yachts in Papeete's yacht haven in late November. *Wanderer*, originally named *Gracie S*, was built as a San



Swiss yachtsman Michel Mermod of "Geneve".

Francisco pilot boat. Recently she has been under the command of Captain Omer Darr, a former owner of *Te Vega*, and has been operating as a luxury cruiser.

● **EXTENDED ADOLESCENCE**, 32 ft. ketch-rigged trimaran skippered by Jim Thomson, was causing some amusement in Papeete in late November on account of her unusual name. The trimaran left Hawaii for Tahiti, New Zealand and Australia in September.

● **AWAHNEE**, 52 ft. American cutter, which completed a trip round the world in July when she reached Honolulu as an entrant in the trans-Pacific yacht race from Los Angeles, is off on another South Seas adventure. On October 24, she left Honolulu with owner Dr. R. L. Griffith and his sailing family—wife Nancy and son Reid—and five crew members for the Tuamotus, Tahiti and Pitcairn Island.

Then, if the Trades allow, plans are to go to Easter Island and the west coast of Chile. After cruising the Patagonian channels, *Awahnee* will either go through the Straits of Magellan or return to the Pacific and cruise the Galapagos Islands. Dr. Griffith has installed a new Japanese "Yanmar" diesel engine for the trip.

The five crew members, all Americans, are: Sharron Antich, Bill Nordhoff (nephew of author Charles Nordhoff), Norman Zalkind, David Lamb and Mike Risdon. They expect to be away from home for about two years, and to be in Tokyo for the 1964 Olympic Games.

● **STAGHOUND**, Paul Hurst's 40 ft. ketch, which spent quite a while in New Guinea waters some time back, has recently been enjoying the hospitality of Indonesia. Writing to

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—ask for

Haig

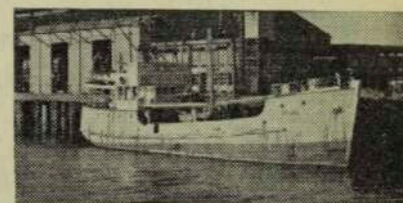


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PACIFIC SHIPPING

s from Bangkok on November 15. Paul said: "Not since Kar Kar Island and Rabaul have we found the cordiality we experienced during two months in Bali and at the Soerabaya Yacht Club. Both friends and officials there spent days taking us sightseeing, entertaining us and provisioning us. Only in Tahiti, New Caledonia and Papua-New Guinea have we postponed our departure as often as we did in Indonesia.

"Before coming to Bangkok, we had six weeks in Singapore and week-ends at Jahore, Kota Bharu and the Beach of Passionate Love in northern Malaysia. By the time we got there, it was All Passion Spent.

"Harry Fink who joined *Staghound* at Port Moresby left us after six months to attend to his business in Sydney."

● **MAKOA**, Don Gillam's 32 ft. Marconi-rigged cutter, arrived in Honolulu's Ala Wai Harbour about the middle of October from somewhere south. (PIM's correspondent could not give any other details.)

● **FJORD III**, 49 ft. cutter, which was on a world cruise, was stranded in Nairai Reef, in the Lomaiviti group of Fiji, about 11 p.m. on December 5.

On board were the owner and master, Dr. George Lapin, of Long Beach, California; Leo Gilson, an engineer, of Pittsfield, Massachusetts; Winfred Schneider, a German student, studying at Washington; and Mistrel Cumberledge, an Englishman, who is director of a Nevada ski school.

The four men were rescued by the Royal Navy survey ship, *HMS Cook*, which left next day to return to England.

The *Cook* left a six-ton launch, with a rescue team of seven men, with the *Fjord III*. The team was instructed to refloat the cutter and tow her to Levuka.

VISITOR TO TONGA:
Tied up in Nukualofa in mid-November was the yacht "Auau Kai", of Los Angeles, which is on a cruise in the South Pacific.

Photo: G. J. Clear.



At first glance the order appeared almost impossible as the *Fjord III* was three times heavier and well up on the reef.

But the launch did the job and towed her, leaking badly, to Levuka. Captain Stan Brown's *Maroro* then took over the tow and brought her to Suva.

The *Fjord III* kept the Royal Navy men busy baling. The engine-room was under water and the engine was out of commission.

Fjord III, valued at \$50,000, left Los Angeles early in July, and called at Hawaii, Tahiti, Rarotonga and American Samoa before heading for Fiji.

Dr. Lapin, a dentist, picked up Schneider as a crew member at Pago Pago and Gilson at Tahiti.

This is how Gilson told the story of *Fjord III's* stranding to a PIM representative:

"It was after 11 and I was up forward keeping a look-out. The moon hadn't risen and visibility was poor. Suddenly I saw waves breaking on the reef, about 60 yards away.

"I yelled to the others and dropped the mainsail, but it was too late. We were doing about four knots at the time.

"The yacht was battered by heavy seas and defied attempts by the four

of us to refloat her. She was firmly wedged, and racing the engine astern did not work. For a long time we were afraid the waves might break her up. But when the tide went out we were left high and dry."

The *Fjord III* sent out a May Day distress signal, which was picked up at Suva, and passed on to the Harbour Master (Captain E. L. James).

HMS Cook left Suva at 1 a.m. while an RNZAF Sunderland flying boat, captained by Flight-Lieutenant P. J. McKay, flew across and pinpointed her position, homing the *Cook* to the reef.

On reaching the stranded vessel at 7 a.m., the *Cook* sent across small boats (one of which overturned and threw the ratings into the sea) to pick up the cutter's crew and take them back to Suva.

In Suva, Dr. Lapin said he would wait for a report of a survey of the damage to the yacht, but that he intended to resume his journey.

Fjord III was built in Argentina. She won the Bermuda yacht race in 1954.

● **LUNKENTUSS**, 28 ft. Swedish ketch, with Gunnar Dahlgren, 31, and Dag Ekholm, 25, arrived in Tahiti early in December from the Galapagos Islands.

Lunkentuss left Sundsvall, Sweden, in September, 1962, and visited Denmark, Holland, Belgium, France, Spain and Portugal before heading for the Canary Islands and Panama. She is on a voyage round the world.

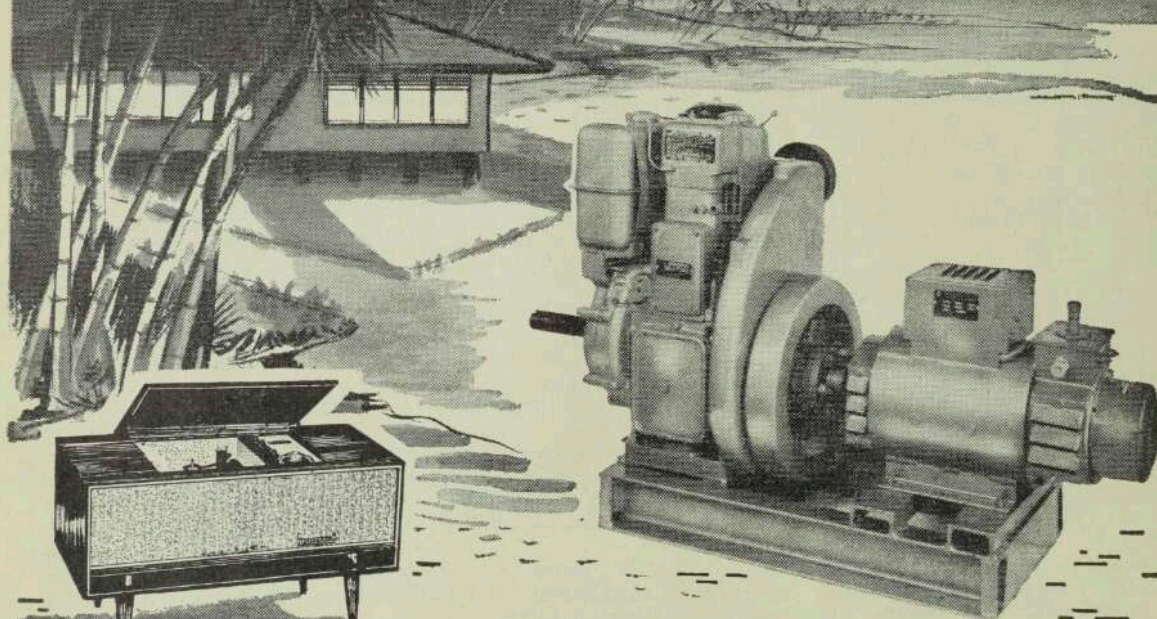
● **SIGA WALE**, the 30 ft. yacht which left Suva for Auckland on November 5 against the advice of the Fiji Harbourmaster, Captain E. L. James, had not arrived in NZ by the second week in December, and



The crew of the "Fjord III" (from left) George Lapin, owner-skipper, Leo Gilson, Mistrel Cumberledge and Winfred Schneider.—Photo: Stan Whippy.

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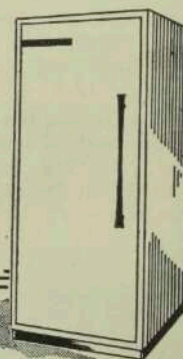
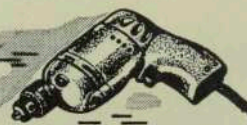
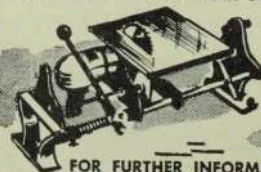


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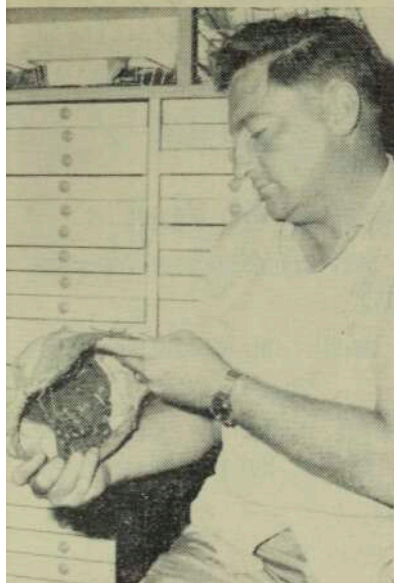
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PACIFIC SHIPPING



PRESENT FROM RAFTMAN: William Willis, 40-year-old raft voyager, wore this canvas cap, which he made himself, during his 450 mile journey to Western Samoa. In Apia he presented the cap, suitably inscribed and autographed, to Mr. Eric Smith, who is seen holding it. Mr. Smith is a Sydney oyster farmer who has been working for some time in Western Samoa. The two men became firm friends, and Willis plans to stay with Smith in Sydney and when he continues with the final leg of his raft voyage.

A description of the yacht was being issued to NZ shipping. The *Siga Wale* has no radio and none of the three men on board has had any experience of navigation. The three are the owner, Mr. Pat Ewins, 61, his son, Robert, 22, and a nephew, John Daine, 16.

Mr. Ewins allowed himself 30 days to reach Auckland, which would have meant December 3, but it later transpired that he had stopped off at Kadavu for eight days. Thus keeping to the 30-day sailing schedule would mean that he did not expect to reach his destination until December 11.

An American yacht, the *Ulu Lani*, which left Suva seven days after the *Siga Wale*, reported on arrival at Russell it had seen no sign of the yacht.

The RNZAF was prepared to make a search if necessary and RNZAF aircraft travelling between New Zealand and Fiji were asked to watch for the *Siga Wale*.

From the Islands Press

IN the last year or two Rotumans have become moderately vocal in matters affecting Rotuma as part of the Crown Colony of Fiji.

Letters published in *The Fiji Times* underline the fact that a quiet, rational, and constructive upsurge of feeling has been going on.

It is no relation to fanatical nationalism of the kind that has created tragic development in Africa and elsewhere, and the indications are that Rotumans, like most Fijians, disdain the shoddy devices of rabble-rousing demagogues of any race.

But this does not alter the fact that thoughtful Rotumans have, with justification, reached the conclusion that peaceful little Rotuma has been taken for granted for too long.

Geography has ensured a big measure of isolation for the beautiful island, but isolation is not the same thing as a sense of neglect, and it is a sense of neglect that has built up a belief that something will have to be worked out to give the Rotuman people a voice in matters which concern them.—*Editorial in "The Fiji Times"*.

LIGHTS smashed with stones, attempts to enter Papuan girls' quarters, drunkenness, brawling, attacks on police, cafe owners employing extra staff to cope with objectionable patrons—is this the new emerging civilisation of Papua-New Guinea?

No, we believe, it is not. This is merely the urban loutishness and hooliganism that has existed for years . . . Liquor has certainly inflamed the situation, but not all the flood of recriminations by temperance organisations can wash this problem clean.

These louts must be taught with a firm hand to accept the responsibilities as well as the privileges of the society in which they share. Prohibition at this stage would not be the answer. That could turn the flame into an inferno.—*Editorial in the "South Pacific Post", Port Moresby*.

IF the people of a free country are not encouraged to take an interest in national affairs, the Government should at least maintain a steady flow of information for that section of the public which likes to keep itself abreast of all developments of national importance.

Nowhere more than in Western Samoa in this stage of its development, is such a policy more necessary.

At this time, important legislation is being enacted, and the public are not informed of the proposed laws until they are discussed in the Assembly.—*Editorial in "Samoa Bulletin", Apia*.

NOW and again a few voices in the wilderness, including that of *The Fiji Times*, are raised against the habit of regarding the United Kingdom's Colonial Development and Welfare Fund as a financial milch cow which can be counted on to provide sustenance indefinitely.

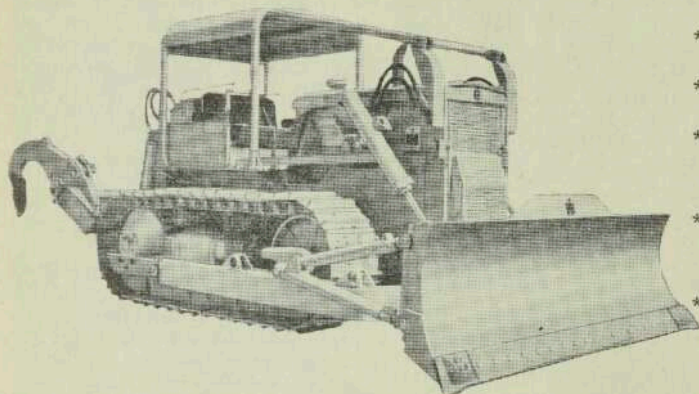
Since a statement appeared indicating that hopes of a Suva Point airport are receding into the realm of the apparently unattainable, a number of people have been blithely asking why the C. D. and W. fund cannot foot the bill again.

The obvious reply is: Why in the name of sense should the heavily-taxed British man-in-the-street be asked to pay for a Suva Point airport?—*Editorial in "The Fiji Times", Suva*.

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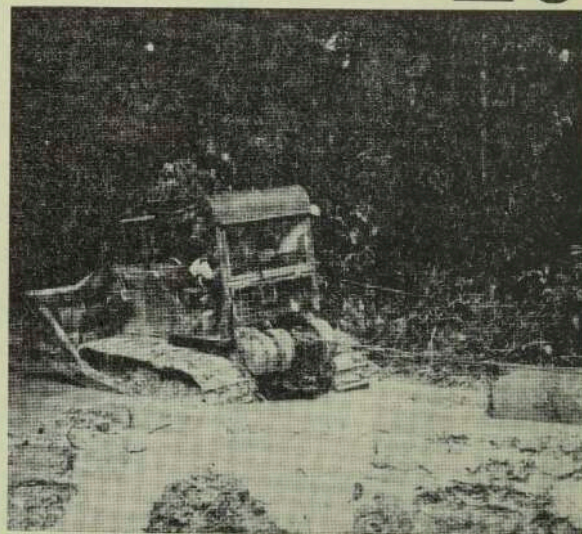
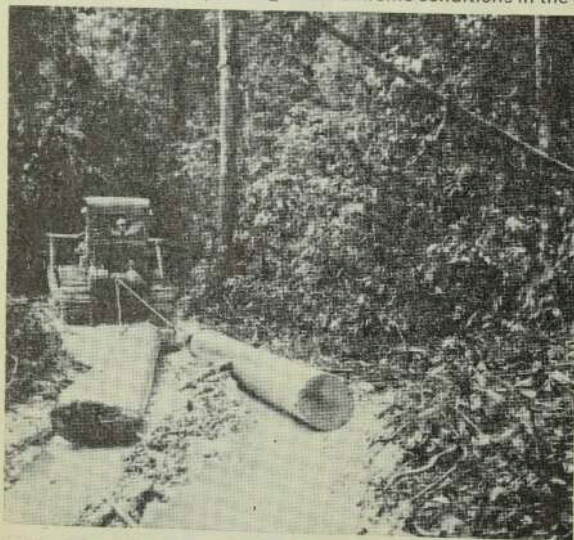
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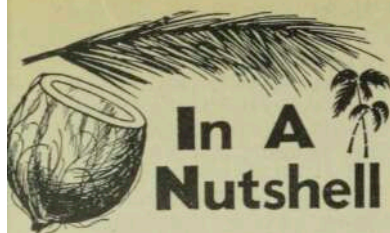
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• Radio Wewak, in the NG Sepik District, will transmit a special message of greeting to short-wave radio listeners in Nelson, New Zealand, in February. The manager of Radio Wewak, Mr. R. Wilson, said that reports indicated that the station had been received in many parts of New Zealand, Japan, Germany and Denmark.

• Exploration Services, a Port Moresby company, is using teak from the Territory teak plantation at Brown River as the piles for 12 low-cost houses it is building near the Laloki River for native employees. The teak was planted seven years ago by the P-NG Forestry Department.

• A census taken in the Gilbert and Ellice Islands Colony in 1963 showed the population had increased to 50,000, compared with 36,000 in 1946. The colony consists of 37 atolls and islands spread over two million square miles of ocean.

• In the last three years on Bougainville, NG, P-NG health officers have achieved what is believed to be a world record for malaria reduction on a comparatively big land mass. In that period they have reduced the incidence of malaria from as high as 60 people a hundred down to three or four people a hundred. The reductions are the result of the general eradication campaign now being carried out in Papua-New Guinea.

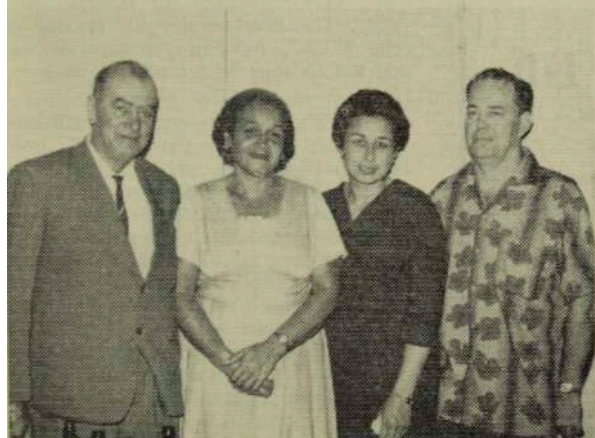
• The first South Pacific Commission course to be held in the Cook Islands—a training course with the theme of "Incentive for Economic Development"—will be held on Rarotonga in April. American Samoa, French Polynesia, Fiji, Tonga, Western Samoa, Niue and the Cook Islands are being invited to send delegates.

• An independent survey of the welfare of Cook, Niue and Tokelau Islanders living in New Zealand is being arranged by the Department of Island Territories. It is hoped that the School of Social Science of Victoria University, Wellington, will be able to begin the survey in the Auckland city area next May.

A committee headed by Mr. J. M. McEwen, Secretary for Island Territories, has been set up to plan the survey. Other members are Dr. J. H. Robb and Mr. John McCreary, of the School of Social Science, Rev. R. L. Challis, who acts as Probation Officer on behalf of the Department of Island Territories, and Mr. S. D. Wilson, of the Department.

• The University of Hawaii Library has completed its first field-filming operation in the Pacific Islands and the first project of its kind in Samoa. With a portable microfilm camera the University Library's filming technician spent two weeks in Pago Pago, American Samoa, and two weeks in Apia, Western Samoa, microfilming Government documents, court records, land titles, newspaper files, and certain church records concerning the history of the islands.

• The new Administration hospital at Lae, NG, which is expected to be officially opened in February, will be called the ANGAU Memorial hospital. The Administrator, Sir Donald



SYDNEY VISITORS: Seen here at the Polynesian Association, Sydney, on the night of their arrival from Fiji recently are (left) Mr. and Mrs. Charles Eyre, of Ba, Fiji, with their daughter Mrs. Mona Little, and her husband, Mr. George Little, hon. secretary of the Polynesian Association. — Telephotos.

Rid Kidneys of Poisons & Acids

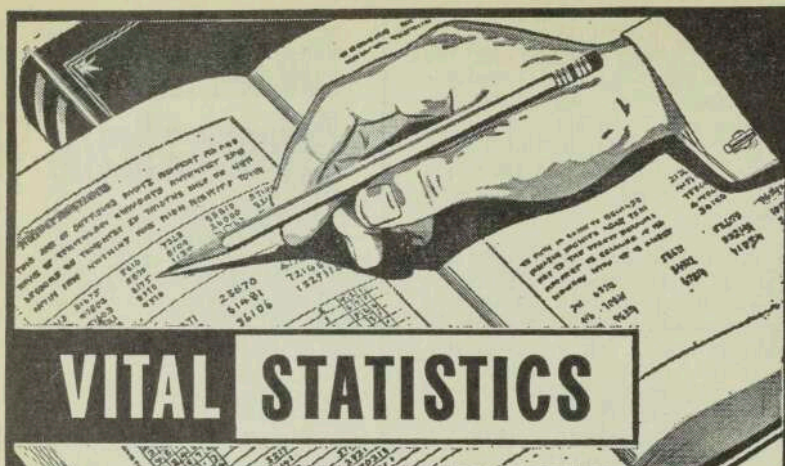
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Cleland, said the name had been chosen because much of ANGAU's initial activity was organised from the Lae region, under Major H. L. R. Niall, when the Japanese were being pushed back, although ANGAU was Port Moresby based.

● The New Caledonian Education Department is distributing in all schools an illustrated leaflet on six dangerous cone shellfish found in New Caledonian waters. The leaflet was produced free by a local printer.

● Investigating a possible route for ultra-high frequency radio links for Territory internal telephone traffic, P-NG Department of Posts and Telegraphs officers recently used a helicopter to land on the peaks of Mt. Albert Edward, Mt. Scratchley and Mt. Strong to inspect them as repeater radio sites. The mountain sites might also be used to link Territory telephone traffic with the SEACOM cable that would be landed at Madang. SEACOM is part of a link connecting Europe, Asia, the Pacific and America.

● Twenty-nine New Hebridean men and six women, the first students to graduate as teachers from Karwenu College, just outside Vila, received their certificates from Dr. Richard Seddon, of the South Pacific Commission, at a ceremony at the college on December 2. Karwenu College, which was mainly built with British Colonial Development and Welfare funds, was opened in March, 1962. New Hebrideans are trained there for two years as teachers.

● At Tarawa Atoll, in the Gilbert and Ellice Islands Colony, on November 15, the Resident Commissioner, Mr. V. J. Andersen, formally opened a mile-long causeway linking Naanikai and Teoraereke Islets, thus completing unbroken high-way communication to Bonriki Airport. The first regular air service to the GEIC, by Fiji Airways, is expected to start in a month or two.

● The Popondetta Agricultural Training Institute, the first of three similar institutes in Papua-New Guinea to begin teaching, was officially opened on December 3. Others will be opened in the Central District and Western Highlands District.

The Popondetta Institute, which offers a sub-diploma course of two years to those who have first-year secondary school qualifications, can accommodate 60 students—30 in each year of the course. The emphasis of

he course will be on practical agriculture, and successful students will get a Certificate of Agriculture.

A higher (full diploma) course, lasting three years, will be available in 1965 to students with Intermediate or Junior Certificates at the Vudal Agricultural College now being built in New Britain.

● A tender to build a £97,000 power station at Keravat, about 25 miles from Rabaul, has been let to the Australian firm of Alfred, Nashall, Anton Pty. Ltd.

● The BSIP Civil Servants' Association has asked the Chief Secretary to approve a change in the hours of work for civil servants, to allow for an official working week of five days (excluding Saturday), and a maximum of 35 hours work a week for all sections of the British Solomon Islands Civil Service.

● Captain Lionel Thrift, manager for TAA in Papua-New Guinea, will transfer his office from Port Moresby to Lae early in the New Year. Mr. Arthur Krieg, who represented TAA in P-NG during the takeover from Qantas several years ago, will be posted from Sydney to become TAA's Port Moresby manager.

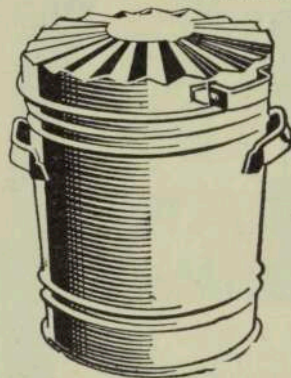
● Two new Norfolk Island postage stamps, the first of a new series, will go on sale on February 24. Their denominations will be 5d and 8d.

● To combat the danger of surprise cyclones, the New Caledonian Weather Bureau is installing three automatic weather stations on outlying islands. One, on Ouvéa, the northernmost of the Loyalty Group, has been operating for some months. A second has just been installed at Belep, an archipelago north-west of the main New Caledonian land mass. A third will be built at isolated Surprise Island in the far north-west of the Group. The three stations will broadcast weather information every three hours.

● The Polynesian Airlines DC3's service between Western Samoa and the Cook Islands, started earlier last year, has proved so popular that on November 29 the company increased the frequency from a fortnightly to a weekly one. The service leaves Apia every Friday for Aitutaki and Rarotonga, returning on the same route on Saturday. The aircraft also now has a hostess. The PAL service is the first to link the Cook Islands with outside services since TEAL closed down its flying boat services to the Cooks several years ago. PAL is owned in Western Samoa.

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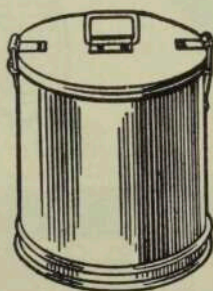


● 3 gal. capacity bucket finished in vitreous porcelain enamel, in white, pink or blue. Matching lids available. ● 2½-gal. capacity heavy gauge galvanised bucket.



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ENGINEERED FOR SAFE SANITATION

- Locks securely with airtight seal to keep in odours, keep out pests.
- Lid has solid clamps to lock on brass lugs of pan.
- Durable heavy-gauge galvanised steel.
- Strengthened base.

Model A

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in all working conditions. One
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of kerosene gives twelve
hours of brilliant,
unfailing, light.
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use, and in emergencies,
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AUSTRALIA and NEW GUINEA: T. H. Bentley Pty. Ltd.,
1092 Mt. Alexander Road, Essendon, W.5, Australia.

● A young native girl died on Tanga Island, off the east coast of New Ireland, after she was stung by a cone shell in November. The girl was the second person on Tanga to be stung by a cone shell in recent months. The first, a seven-year-old boy, recovered. The type of cone shell which stung the girl was not identified.

● A £175,000 project has started to make the 45-mile road between Port Moresby and Kwikila an all-weather highway. The new road will cost about £92,000 and an additional £83,000 will be spent on erecting 19 bridges between Port Moresby and the Kemp Welch River.

● With the installation in November of a new transmitter at Kingston, the Norfolk Island Administration's broadcast station VL2NI received an increase in power from 2 watts to 10 watts.

VL2NI is on the air every morning, Monday to Friday, for about 45 minutes to rebroadcast the news from Radio Australia, followed by local news. Short broadcasts on air services and shipping are made at week-ends. Some transmissions now feature a request session.

● If all children of school age in New Guinea were to be educated, some 20,000 teachers would be needed, P-NG's Director of Education, Mr. L. Johnson, said in Port Moresby on November 19 at the third annual graduation ceremony of the Port Moresby Teachers' College.

He said there were now 4,000 certificated teachers in Administration and mission schools, of whom 2,800 were natives and 1,200 were Europeans. An additional 2,500 people had permits to teach.

● A mysterious disease has been affecting bananas in parts of south-east Viti Levu, Fiji's largest island. It is hoped that its cause and treatment will be discovered by an expert on banana diseases, Dr. R. Leach, of England, who will be in Fiji in January.

● "Papua and New Guinea Polyvalent", a new anti-venene specially developed for use in the Territory by the Commonwealth Serum Laboratories, Melbourne, is hoped to be successful against the bites of all venomous snakes in the Territory. Dr. R. F. R. Scragg, P-NG Director of Helath, said in December the anti-venene, a mixture of the venom of the Papuan black, taipan, death adder and tiger snakes, was successfully used on a Tupeseleia man bitten by an unidentified snake.



FIVE OF A KIND: These charming young ladies, photographed at a gathering of the Polynesian Association in Sydney recently, are all from the same small island, Rotuma. In front (from left) are Miss B. Gibson, Mrs. J. Johnson, formerly Foster, and Mrs. E. Benz, formerly Gibson. Behind are Mrs. W. Thom formerly Olson (left) and Miss N. Gibson. — Telephotos.

ADMINISTRATOR of Norfolk Island, Major-General R. H. Wordsworth, will retire in August, soon after he reaches the age of 70. Major-General Wordsworth took up his post on Norfolk Island in 1962. He was previously a member of the Australian Senate. Much of his earlier career was spent in the Indian Army.

* * *

One hundred and fifty white plastic buckets were due to arrive in Honiara in December for the people of Bellona Island. They are gifts from S. Dyrup and Company, of Denmark, and two Danish scientists, Mr. Torben Monberg, and Mr. Samuel Elbert, who spent several months on Bellona Island last year studying the people's language and customs.

Bellona is a Polynesian "outpost" among the generally Melanesian lands of the Solomons.

The Bellona people have no canoes for water-carrying, and they have to carry fresh water from communal tanks which are some distance from their houses.

Mr. Monberg and Dr. Elbert attended the buckets as a practical way of thanking the people for helping them during their research.

* * *

The Housing Adviser to Britain's Department of Technical Co-operation is to visit Fiji early in February. He is Mr. W. M. Woodhouse, who will discuss standards of design, materials and layout for housing for low income group workers.

* * *

The Principal of the Port Moresby Teachers' College, Mr. F. Johnson, is to spend 12 months at Columbia University, New York, studying the teaching of English as a foreign

People

language. Mr. Johnson will go to the US with his wife. Mrs. Johnson is the daughter of the Morobe District Commissioner, Mr. H. Niall, and Mrs. Niall.

* * *

A 22-year-old American girl, working for 12 months as a Welfare Officer with P-N-G's Department of Native Affairs, has been posted to the Gulf District of Papua. She is Miss Barbara Belton, of Oregon, whose father was Deputy Chief of Mission, at the American Embassy, Canberra, for three years.

Miss Belton visited Australia last January to see her parents and decided to learn about Papua and New Guinea by working in the Territory. So she applied to the Administration for a position. She is a Bachelor of Arts of Columbia University.

* * *

Mr. Pierre Messmer, the French Minister of the Armed Forces, will visit the atomic testing centre in French Polynesia in January.

* * *

Mr. and Mrs. Don Over, co-producers of the Puka Puka otea dance, which has been playing to record-breaking crowds at the Queen's Surf Gardens at Honolulu's Waikiki Beach, are to produce a major Polynesian show for the New York World's Fair.

Mrs. Over was formerly Elaine Frisbie, sister of Polynesian author and dancer Johnny Frisbie, and a daughter of the late American writer Robert Dean Frisbie.

Mr. and Mrs. Over will visit Tahiti,



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.



It leaves the hair silkily soft, yet more manageable—more youthful, cleaner and radiant and your hair gleams with rich glowing highlights and deep down natural beauty. It imparts a rich lustre that lives deeply down in the waves, to reveal the beauty of the hair and style in their fullest glory.



Discovered by Delph of London the "Peek-in" Glow shampoo clears the hair of lacquer and shellac in just one shampoo. Available from chemists and cosmetic counters, there is "Clear" suitable for all types of hair, "Creamed" for excessively dry or soft hair and "Medicated", rich in natural oil to eliminate dandruff and promote sound scalp health.

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Moorea, Bora Bora, Samoa, New Caledonia and New Zealand in search of talent for their New York show early this year. They will see Johnny in New Zealand.

* * *

Papua-New Guinea's Chief Electoral Officer, Mr. R. R. Bryant, spent four days in Canberra during the recent Federal election gathering ideas for this year's large-scale election in the Territory. Mr. Bryant said on his return to Port Moresby that the Territory's main tally room would adopt similar systems to those used in the main tally room in Canberra.

* * *

Mr. C. H. Cheng has been elected chairman of the Honiara Chamber of Commerce. Other office-bearers are: Mr. J. Close, vice-chairman; Messrs. A. J. Blum, T. Chan, A. Bernhardt, Graham Morgan, George Yee Fai and W. Quan, committee members.

* * *

The idea of "getting away from it all" on a small island such as Norfolk apparently has its appeal to quite a few people in Australia. Anyway, several dozen people applied for the job of Official Secretary to the Norfolk Administration when the job was advertised two or three months ago.

The successful applicant was Mr. William Lloyd Mortlock, 41, who is expected on Norfolk on January 10. He is married with three children and was previously with the Australian Postmaster-General's Department.

Mr. Mortlock will take over from Mr. Jim Donovan, who, after two years, will return to Australia with his wife and young twins, to join the Finance and Economics Division of the Department of Territories in Canberra.

* * *

Mr. Ray Goriss and his wife and family have left Port Moresby and will live permanently in Queensland. Mr. Goriss has been a Port Moresby resident since the war and a well-known sportsman in the Territory.

* * *

Pastor L. H. Barnard, who supervises 80 Seventh-day Adventist native missionary teachers on the fringe of uncontrolled territory in the New Guinea highlands, will start doing his rounds by plane when the Church takes delivery of a Cessna 180 aircraft early this year. The plane is the first introduced to New Guinea by the Seventh-day Adventists, although most other missions operate them.

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KR373

Pacific Commerce and Produce

Solomons Timber Development Has 'Exciting Prospects'

The British Solomon Islands Protectorate is sharing in the growing South Pacific timber boom. From this year timber will become a major industry there and the Government expects a capital investment of £1 million to be achieved soon.

EVEN at its present modest level, the BSIP Financial Secretary, Mr. L. M. Davies, expects the timber industry to yield a direct revenue of 0,000 in 1964.

"We can expect this yield to be quadrupled as full production is achieved," he told the Budget session of the BSIP Legislative Council in December. "In addition, there will be sizeable effects on the pool of labour, imports, the yield from income tax and other duties. There is immense potential here which we are about to see mobilised."

Mr. Davies described the increased interest in timber as "the most important thing which has happened to the Solomons since coconuts were first planted here".

He said he did not want to over-emphasise the importance of the industry, but it couldn't be under-emphasised, either.

One Japanese and one British company were already operating and he hoped that in 1964 two further companies would begin on a large scale.

He said timber operations were complicated and expensive, requiring great skill, but the companies would

introduce training schemes, thus setting a pattern of development which was "exciting".

Log exports would be the most important aspect to begin with, but saw-milling and timber processing industries would follow.

Mr. Davies said the Solomons was fortunate to achieve this development at so little cost to itself.

The news about timber got top billing in Mr. Davies' economic report to the council, replacing copra for the first time. But the copra picture was good.

The 1963 production should be a record, probably achieving the target of 25,000 tons. Solomon Islanders continue to produce more than half, with Levers producing 23 per cent. of the total.

Mr. Davies said greater efficiency on existing plantations would mean greater exports.

"At a guess", the Solomons could probably export another 3,000 to 4,000 tons if all the nuts which fell to the ground were harvested.

Over-crowded palms had to be thinned out and new areas had to be planted.

Mr. Davies said annual increase in

Too Much On Food Imports

The BSIP last year imported nearly 400 tons of meat (three-quarters of it in tins), 170 tons of fish (nearly all of it in tins) and 2,400 tons of rice. Total value was £400,000.

"All this we could produce locally," said the BSIP Financial Secretary, Mr. L. M. Davies, in December. "It is money we can ill-afford to pay to producers overseas so that we can feed ourselves here with goods which we could produce ourselves. The production of biscuits and eggs locally shows what can be done. We hope others will follow this example."

copra production in the last four years was about 4 per cent, but the target for 1964 would be 26,250 tons, or an increase of 5 per cent.

Mr. Davies added that cocoa was coping with the sort of anti-climax which sometimes followed a breath-taking start. The 1963 production would be about 40 tons from five licensed processing units, but in 1964 there needed to be a five-fold increase to some 200 tons.

First Fiji Wool Export For Twenty Years

EARLY in December a Fiji farmer shipped a 254 lb bale of wool, grown at Navunivesi, Bua, Vanua Levu, to London. The farmer is Mr. A. Edwards and the wool the first exported from the Colony for more than 20 years.

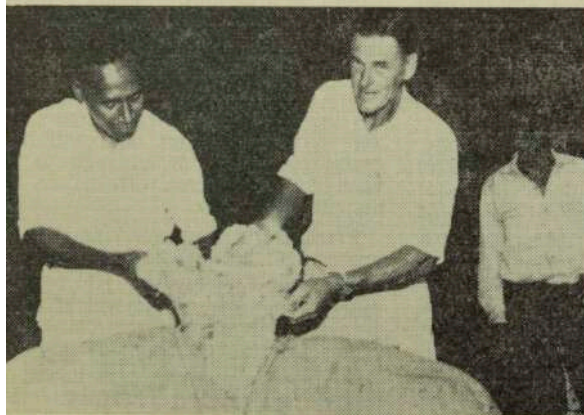
That is not surprising for there has never been any concentration on sheep farming in the Colony, possibly because of the climate, or because all the best land is required for sugar or copra.

Mr. Edwards sheared 52 of his flock of 89 sheep at the end of October to get his bale of wool, which he expects to realise £60 to £70.

He runs 81 sheep bred in New Zealand and eight bred in Fiji. The New Zealand sheep came into the Colony last May. They are doing surprisingly well, although five of them died soon after arrival.

Mr. Edwards plans to shear the sheep again next May.

Mr. Edwards' father also owned sheep and shipped wool overseas soon after the end of World War I.



Fiji woolgrower Mr. A. Edwards (right) examines some of the wool which was exported to London from his farm in December. Mr. Edwards' sheep-farming venture is an encouraging experiment, but until there is a first generation of Fiji-born sheep, it will be impossible to say whether sheep-farming in Fiji is economical. — Photo: Stan Whippy.

Dividend For P-NG

Copra Growers

CHAIRMAN of the Papua and New Guinea Copra Marketing Board, Mr. I. McDonald, announced early in December that there would probably be a final price distribution of about £10 a ton to copra growers at the end of 1963.

This would apply to all copra delivered to the board's depots throughout the Territory from January 1, 1963.

Mr. McDonald said that, on the basis of copra shipped each month, the average London price for the year was about £66 sterling a ton.

This would probably give a final Territory price of about £68/15/- a ton, Australian currency, for hot-air, and £67/10/- for FMS copra.

Mr. McDonald said that copra shipment prices had risen from £66 sterling a ton in January, 1963, to £71/7/6 in December. This was about £10 higher than shipment prices from January to December last year.

The prices to be paid for copra delivered to the Board in December would be the same as those paid in November. These, per ton, were: Hot-air, £59, FMS £57/10/- and smoke, £56/10/-.

New Ireland Adds Rubber To Its Crops

WITH plantation interests and village farmers making a start on the planting of rubber in New Ireland, there is an excellent prospect of rubber becoming another important export crop in that district, according to the Administrator of Papua-New Guinea, Sir Donald Cleland.

Speaking at the opening of the New Ireland District Show at Kavieng on November 25, Sir Donald said that the P-NG Department of Agriculture had fostered the introduction of rubber growing in New Ireland.

A total of 250 acres were being planted at Libba, and there were experimental plots in other areas.

Referring to copra, Sir Donald said that with an output of 25,760 tons a year on the latest available figures, New Ireland was the most important copra-producing area in the Territory.

New Ireland's position as a copra exporter reflected great credit on producers because the district was one of the most heavily war-damaged areas in P-NG.

"Copra production in New Ireland has increased by 76 per cent. since 1951-52," Sir Donald went on, "and



A native axeman demonstrates his skill at the New Ireland Show at Kavieng on November 25.—P-NG Official Photo.

the steadily rising production by village farmers has brought their copra output to about one-third of the district's total exports.

"Plantation coconut acreage has risen from 52,726 to 59,700 acres over the past 10 years, but the actual rate of planting is considerably higher because of the progressive replanting of senile palms.

"Village coconut groves now total 28,600 acres, making a total for the district of 88,300 acres. This figure includes around 1½ million immature palms, which ensures continued increased production."

Sir Donald said cocoa output in New Ireland last year was 330 tons, and was expected to be between 500 and 600 for the current year. Output in 1951-52 was only three tons.

Village farmers continued to show considerable interest in cocoa planting, and were now producing around 70 tons.

Cocoa plantings at the end of June, 1962, were 10,214 acres, compared with only 438 in June, 1952.

Fiji's Biggest Tourist Project Yet

FUJI RESORTS LTD., formed in November with a nominal capital of £100,000, has leased half of Yanuca Island, off the southern coast of the mainland island of Viti Levu, with the intention of developing it into the largest tourist project so far undertaken in Fiji.

Plans call for a first-class hotel, with a nine-hole golf course, tennis, bowls, a fresh water swimming pool

and facilities for fishing, skin-diving, water ski-ing and sailing.

Yanuca Island is about 40 miles from Nadi Airport and is separated from the mainland by a narrow strip of water over which it is intended to build a bridge.

Two of the directors of Fiji Resorts Ltd., Mr. P. Slimmer and P. Doyle, already have hotel interests in Fiji.

Better Late Than Never

FUJI'S Development Commissioner Mr. W. B. Rogers, is an optimist but he is also a realist. Speaking in the Legislative Council during the debate on the 1964 budget, he referred to the 1964-68 development plan (in which he will have a big role), and said there would be failure in the scheme.

Then, his optimistic nature asserting itself, he said: "But it is up to us to ensure that the successes handily outnumber the failures."

He said it had been suggested that Fiji was too late in starting a programme of land development, and he agreed. But it was not fatally late and there was a need to press on with the various schemes with all possible speed.

In two or three years the Colony should start to feel the benefits of schemes now being launched, he said, and he hoped that in 10 years there would be a substantial improvement in the Colony's economic affairs.

Modern Shopping Block For Tonga

A TWO-STOREY block of shops and offices, now being built in the main street of Nukualofa, is expected to be completed in February.

The block is owned by the Tonga Copra Board, and is being built by its subsidiary, the Tonga Construction Company.

The building is 181 ft x 76 ft which gives a ground floor area of 13,700 sq. ft. The ground floor will consist of shops, and will have two arcades leading through to the back. The offices will be on the first floor.

Five of the shops and two of the offices will be used by the Tonga Construction Company. The remaining 14 shops and offices will be available for letting.

The block will be the best shopping block in Tonga, and it is hoped that it will set the pattern for sub-

quent buildings in Nukualofa's main street.

The building was designed by Messrs. Derrick and Derrick, of Fiji. Except for the building supervisor, everyone working on the building is locally-trained Tongan.

Donolei Timber Rights

MR. W. SUTTIE, the Director of Forests in Papua-New Guinea, who recently returned to P-NG from a conference of Australian foresters in Hobart, said that Australian and other overseas timber enterprises are keenly interested in the Tonolei timber area at the southern end of Bougainville Island. There are an estimated 500 million super feet of timber in the 110,000 acre area. Orders to cut and remove it will come in January.

Low N.Z. Prices For Bananas At Samoan Growers

THE low selling price of Samoan bananas in New Zealand had forced depressed living standards on Samoan planters, Western Samoa's Minister of Finance, Mr. G. F. D. Betham, said when presenting his 1964 Budget statement to Parliament in November.

"It is doubtful if the average New Zealand consumer, who enjoys a high standard of living, is aware of the depressed living conditions so enforced upon the village planter—already without most of the amenities and facilities of more advanced societies—when his share of the export trade in the face of rising costs of production in recent years remains static at just under 2d lb for his bananas," the Minister said.

In 1963, in an effort to find new markets, trial shipments of bananas were sent to Japan and Canada, but costs for containers and transport had been too high to lead to large-scale exports, Mr. Betham added.

NZ Interest in P-NG

MR. H. B. BOWER, a New Zealand businessman, is very impressed by the rattan cane potential of Papua New Guinea. He made a brief survey of the cane recently on behalf of business interests in New Zealand and other countries. Mr. Bower said New Zealand agricultural exporters were also showing increased interest in the Territory as a market for their meat and other frozen food products.

ISLANDS TRADING NOTES

NEW GUINEA GOLDFIELDS PROFIT
GHER: New Guinea Goldfields Ltd. made a nett profit of £97,868 for the year 1962-63, compared with £84,922 of the previous year and £60,607 for 1960-61, and the company's directors recommended the payment of a dividend of 4d a stock unit.

In his address to stockholders at the annual general meeting in November, the chairman, Mr. J. Kruttschnitt, said increasing profits were due to the cumulative improvement in the company's diversified activities.

Ore production in 1962-63 was 73,202 tons, obtained exclusively from open-cut operations. The ore was milled for a recovery of 9,670 oz fine gold and 8,826 silver.

Total sawn timber produced by the company amounted to 2,087,366 super ft—mainly Hoop and Klinki pine.

Production of coffee beans at 55,448 lb is more than double that for the preceding year, but was 10,000 lb less than the estimated output because of a drought in the Wau area in the second half of the year. The output for 1963-64 would probably be less than that of 1962-63. However, the chairman said: "Our coffee venture has turned the corner by yielding a small profit for the year."

OIL SEARCH LTD. plans to continue systematic exploration for oil in Papua, but because of the great cost and difficulties of exploration, it would like a partner to share in its activities, according to the annual report of its directors for the year to June 30, 1963. "The

broad terms for participation by a partner have been framed and discussions have already taken place with other companies, but so far without any conclusive result", the directors say. They add: "Current assets £1,877,459 represent funds and resources available to meet the cost of the programme of exploration in Papua".

NEW GENERAL MANAGER: Mr. C. W. Cayzer, general manager of the Associated Gold-Mining Companies at Vatukoula in Fiji, will leave the Colony in January to become technical director of the Emperor and Loloma mining companies. His replacement at Vatukoula will be Mr. A. Watson, the present assistant general manager. Mr. Cayzer served for two terms as a member of the Fiji Executive Council and was a Nominated Member of the Legislative Council for one term.

PEANUTS FROM MAUKE: The second shipment of peanuts from Mauke, the easternmost island in the Cook Islands, was made to New Zealand in November. It weighed about six tons. The first shipment was made about a year ago and weighed one ton.

Peanut-growing was started at Mauke about two years ago under the direction of the Resident Agent, Mr. A. M. Hall, who is a qualified agricultural scientist. The nuts now being grown, the Virginia Bunch variety, are up to world class, according to a spokesman for a New Zealand company which has tested them for use in peanut butter and cooking oil, and for eating.

The Stock Market

SYDNEY SALES PRICES

	Nov. 25	Dec. 19
Bali Plantations . . .	6/6	5/9
Burns Philp . . .	84/-	86/3
Burns Philp (SS) . . .	54/6	56/-
Choiseul Plntn. . .	90/-	92/-
C.S.R. Co. . . .	77/3	75/3
Dylup Plantations . . .	7/9	7/6
Fiji Industries . . .	14/-	14/6
Hackshall's . . .	16/9	18/9
Kerema Rubber . . .	3/3	2/11
Koitaki Rubber . . .	15/6	15/7
Lolorua Rubber . . .	9/-	8/6
Makurapau Plntn. . .	5/-	4/9
Maribol Rubber . . .	6/3	5/6
Pacific Is. Timbers . .	2/-	2/3
Palgrave . . .	2/9	2/9
Plantation Holdings . .	4/-	3/5
Queensland Insurance	125/-	118/-
Rubberlands . . .	4/6	5/-
Sandy Creek . . .	6d	6d
Sangara . . .	9d	10d
Sogerl Rubber . . .	7/3	7/3
Sthn. Pac. Insurance	31/-	32/6
Steamships Trading . .	12/10	14/-
W. R. Carpenter . . .	38/5	32/6
Watkins Consolidated	3/3	3/3

OIL AND MINING SHARES

	Dec. 4, 1958	Nov. 25, 1963	Dec. 19, 1963
Emperor . . .	b9/-	s7/-	s7/6
Loloma . . .	b30/-	s58/-	s20/6
Bulolo G.D. . .	b32/-	s62/-	s51/-
N.G.G. Ltd. . .	b2/3	b2/6	s2/10
Oil Search . . .	b9/9	b1/11	s2/-
Ent. of N.G. . .	s11d	b1d	s3d
Pac. I. Mines . . .	—	b6/-	b5/5
Ditto Opt. . .	—	b3/11	s3/5
Papuan Apin. . .	b4/6	b6/3	s6/2
Placer Dev. . .	b91/-	b225/-	s230/-
Timor Oil . . .	n.q.	b9d	s10d

Sydney Stock Exchange share price index for "Ordinaries" on Dec. 19 was 357.92, on November 19, it was 344.93.

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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-N-G 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. Dec. 16 prices were: HAD £F56/17/6, FM £F54/7/6.

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 December 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:—On November 22 the copra price was approximately £41/-/- (8,200 Pac. francs). French price on Dec. 4 was 955 francs per metric ton, c.i.f., Marseilles.

COOK IS.:—Copra goes to Abels, Ltd., of Auckland, who operate the only NZ copra crushing mill. Price paid is average London price for previous three months, less handling charges. Price for third quarter, Oct.-Dec., 1963, is £NZ57/13/6 1st grade, £NZ56/8/6 standard grade—both f.o.b., Rarotonga.

OTHER PRODUCE

COCOA:—Islands prices are usually based on the rates for Ghana cocoa which on Dec. 13 was £Stg.206/6/- per ton, c.i.f., Sydney.

P-N.G.: Sydney buyers on Dec. 13 reported: Quote No. 1: In store, Rabaul, export quality £210 per ton, or on wharf Sydney, according to quality: £220-£230; quote No. 2: Best quality, on wharf Syd., £235-£240, in store, N.G. ports, £220 (for UK, Continent and USA shipments).

W. SAMOA:—Nominal prices quoted in

Sydney, Dec. 16, were: Grade 1, £Stg.215 grade 2, £Stg.205, f.o.b., Apia.

COFFEE:—P-N.G.: December 16, 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 December 3 as Kenya A £Stg.354-£Stg.461, A £Stg.335-£Stg.438, B £Stg.308/10/0-£Stg.395, C £Stg.304-£Stg.333/10/0; Bugisu AA £Stg.315, A £Stg.305, B £Stg.300; Tanganyika AA £Stg.325, A £Stg.315, B £Stg.310; Uganda Robusta (standard) £Stg.312/10/0.

PEANUTS.—P-N.G.: Sydney agents reported Dec. 13—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 Dec. 13 was No. 1. RSS, Spot, 66½ Straits cents per lb (23.06d Aust.).

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, reported Dec. 16: White and yellow label processed, standard pack 30/- green label 29/-, c.i.f., Sydney.

RICE (Aust.): Prices until May 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/- (an quantity), f.o.w., Sydney or Melbourne.

PEARL SHELL.—Quotations for Australian M.O.P. Shell on December 16: Sydney independent shell agents were: Sound £750, D £500, E £300, E £190 (in store Sydney). Cook Islands: Penrhyn £NZ425 (approx.), f.o.b., Rarotonga.

TROCHUS.—Sydney buyers on Dec. 1 indicated the following quotations for Islands producers: No. 1.—Papua—nominally £90-£95 per ton, f.o.b., Papua ports; N.G.—£90, c.i.f., Sydney; B.S.I.—£90-£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 Dec. 16: No. 1: £325 per ton, f.o.b., Islands port. No. 2: £30 (best quality), on wharf, Sydney; or £30 f.o.b., Islands port.

CROCODILE SKINS.—On December 1 Sydney buyers quoted for 12 in. and over first grade quality as follows: P-N.G.—24/6 per in., f.o.b. P-N.G. 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. Island port, £95 del. Sydney or Melbourne.

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, Dec. 13, Philippines, in bulk, \$193.75 US (equal to £Stg.69/5/5) per long ton, c.i.f., UK/Nth. European ports. Malayan, 1% oil, £Stg.102/10/- c.i.f. UK/Nth. European ports. NEW YORK: Dec. 13, Philippines, \$177.50 US per short ton, c.i.f., Pacific Coast ports. CEYLON: 930 Rupees per ton, c.i.f.

Coconut Oil: LONDON, Dec. 13, Ceylon 1% in bulk £Stg.102/-/- per ton, c.i.f., UK/Nth. European ports. Straits, 3½% N.Q., c.i.f.

Rubber: LONDON, Dec. 13, c.i.f., RSS No. 1 Spot, 19-15/16d Stg. lb, March Shipment 20-3/16d Stg. lb, Dec. c.i.f., 19-13/16d Stg. lb.

(£1 Australian is equal to about 2½ US Dollars or 10½ Rupees.)

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PACIFIC ISLANDS MONTHLY — JANUARY, 1964

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DEATHS OF ISLANDS PEOPLE

Mr. H. Leonard Murray

Mr. H. Leonard Murray, Administrator of Papua from 1940 until civil administration was suspended in February, 1942, with the military occupation of Papua, died at his home in Sydney on December 10, aged 76. Mr. Murray was the nephew of Sir Hubert Murray, Lieutenant-Governor of Papua from 1908 until his death in February, 1940.

Mr. Murray had arrived in Papua in 1909 as assistant private secretary to his uncle, who was then Judge Murray. In 1913, he became Judge Murray's private secretary, and in 1916 he was made official secretary. He was appointed a member of the Legislative and Executive Councils in 1925, and he was made a CBE in 1936 in recognition of his services.

In 1940, he was made Resident Magistrate. In all that period he was a man of great ability, who served a very hard apprenticeship of steady unremitting work as the right hand of Papua's greatest administrator.

He was popular with everyone, even those who felt, on Sir Hubert's death, that Papua needed as a replacement a man imbued with the ideals of commercial development as well as with native affairs, for stress on native affairs distinguished Sir Hubert's administration.

The Government was apparently oppressed with this view and there was a long delay before Mr. Murray's appointment was announced by the Government the following December.

In the meantime it was decided to change the title from Lieutenant-Governor to that of Administrator. Thus Leonard Murray was Papua's first and only Administrator, for following the war there was an administrative union with New Guinea.

There was great satisfaction within the Territory at his appointment, and one of the first to congratulate him was the then Government Secretary, Mr. H. W. Champion, who had been Acting Administrator and who many people thought might have got the post.

Mr. Murray married Pauline, the daughter of Judge Herbert, of Papua. He died in 1958. They had one son. Leonard Murray was a first-class navigator and for many years he acted as master and navigator of the administration's several vessels, often negotiating dangerous waters. He was the author of *Sailing Directions for Papua*. In his youth he was a fine swimmer and missed representing Australia at the 1912 Olympics

narrowly, when his rival at the Olympic trials at Manly beat him by a foot or two. He was also a champion rower.

He is survived by a sister in Melbourne.

Among the small group of old friends and colleagues from New Guinea at the funeral were Mrs. E. V. Bignold, Mr. H. W. Champion, Mr. Claude Champion, Mr. John Ahearn, Mr. and Mrs. Ben Butcher, Mr. R. F. Bunting, Mr. Lewis Lett, Mr. Les Hilder, Mr. Mac Rich, Mr. A. N. Minogue, Mr. Tom Lowney and Mr. E. N. Bastard.

Mr. A. C. Rowland

Mr. Alfred Cooper Rowland, one of Tahiti's oldest residents and a correspondent for the *Pacific Islands Monthly* for many years, died in Tahiti in November at the age of 91. Mr. Rowland, an American, was an erudite man, with a keen interest in the history of French Polynesia.

A native of New Jersey and a Columbia University graduate, he arrived in Tahiti in 1906 when he was 34. He married a young woman of the Leeward Islands, and became known both as Tauraatua and "Mon-sieur Rolline".

Mr. Rowland was a man of great charity. Before World War I, he made himself responsible for the care of Tahiti's lepers, giving them medicines and even preparing their food. He provided the money to build the first house for lepers at Orofara, the site of Tahiti's present leprosarium.

In the influenza epidemic that ravaged Tahiti at the end of World War I, he helped to save many lives, when, with a few other volunteers, he set up a first aid post to dispense advice, medicine, food and bedding to the sick and their relatives.

Capt. A. J. Tippet

The death has occurred in Nukualofa, Tonga, of Captain A. J. Tippet, at the age of 76. Captain Tippet joined the Tonga Government as Harbour Master in 1918, and served continuously in this post until 1950. He was in addition the master of the Tonga Government vessel *Hifofua*, in charge of wharf building, and a permanent member of the Board of Survey.

On his retirement in 1950 Captain Tippet chose to live in Nukualofa and it was there he spent the remaining years of his life. For a short period after his retirement he was with the Tonga Copra Board and was



Mr. H. Leonard Murray, as he was when Administrator of Papua.

the first captain of the original *Aoniua*, which he sailed from Fiji to Tonga early in 1950.

He made a great many friends throughout the Islands and on the visiting ships which he so ably piloted into the ports of Nukualofa and Vavau.

Mr. Lionel Haynes

The death occurred in Sydney on November 6 of Mr. Lionel Haynes, a resident of Fiji and New Guinea for many years, and a long-time committee member of the Pacific Islands Society.

Mr. Haynes, who was 75, was a geologist with oil companies in New Guinea between 1922 and 1953. He worked in Fiji during and after World War I.

Mr. Haynes, who lived at 2 Reed Street, Cremorne, is survived by his widow, a son and a daughter.

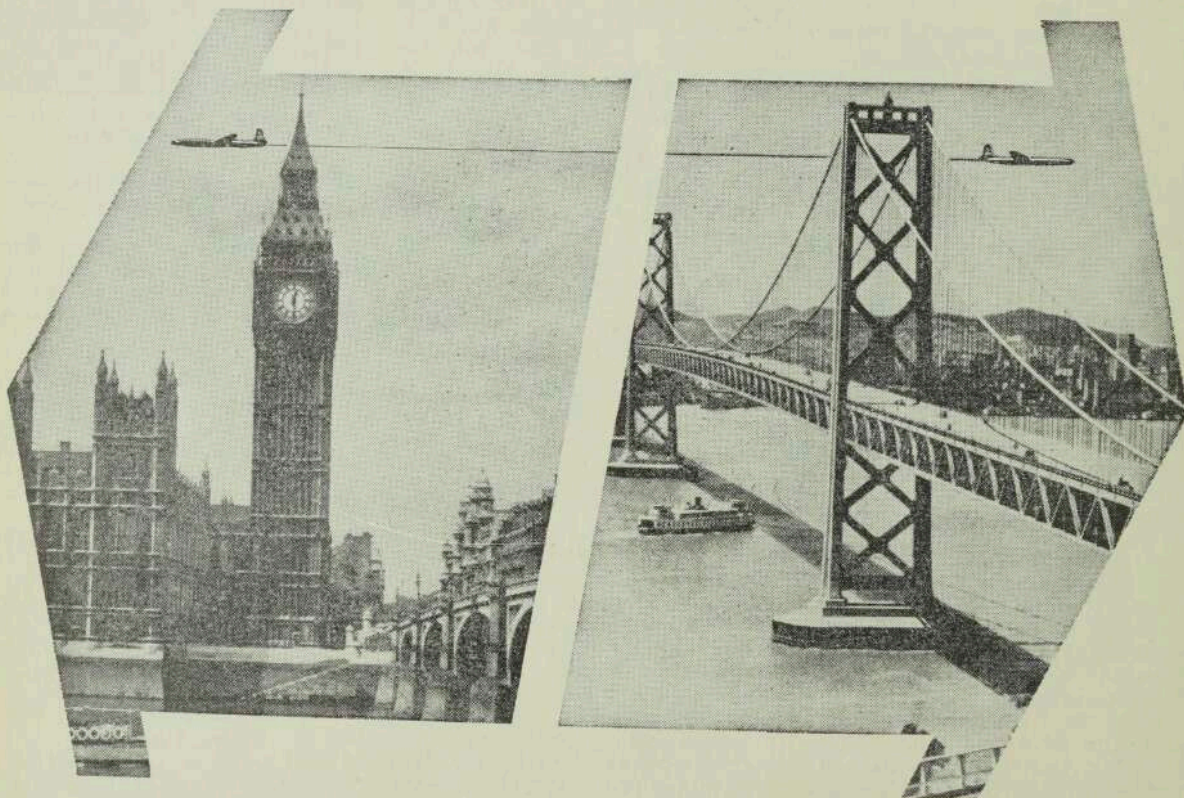
Mrs. Lydia Seal

The death occurred in NZ on December 18 of Mrs. Lydia Seal, 92. Mrs. Seal was born on Vanua Levu, Fiji, the third daughter of Mr. Sam Whippy. She married twice, first Mr. Peter Simpson and later Mr. E. Seal, and there were two children from each of the marriages. Mrs. Seal and her husband left Fiji in 1924 for NZ, where Mr. Seal died in 1956.

Mr. Peter Meredith

Mr. Peter Meredith, a member of one of the oldest families in Western Samoa, died in Apia in December, aged 70. Early in his career he was a merchant seaman, but he left the sea to open a bakery business in Samoa, and soon built a reputation as a most respected businessman. Flags flew at half mast in Apia the day of his funeral. He left a widow, five sons and two daughters.

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JANUARY, 1964 — PACIFIC ISLANDS MONTHLY

Honolulu — Tourist Fantasia In A Class Apart

By Judy Tudor

Honolulu has what is probably the best climate in the Pacific but there all resemblance to any other Oceanic resort ends. It is a tourist fantasia in a class by itself.

It has become the fashion amongst Pacific purists to scoff at Honolulu, mostly for the way it has turned its Polynesian background to gimmickry. But in the tourist realms it merits a high order of the straight-at-fabulous and should be seen at least once, on this account alone.

It is, moreover, a place where visitors can have a lot of fun—from very sophisticated pastime to the simple business of lying about on a beach.

The chief exports of the Hawaiian Islands are still given as sugar and pineapples but the 50th State's real boom is coming from tourists—few of whom ever go beyond the island of Oahu and most of whom crowd into the restricted Waikiki area of Honolulu.

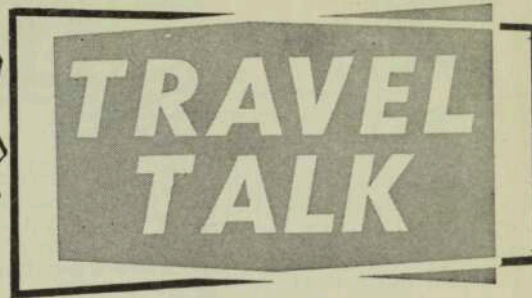
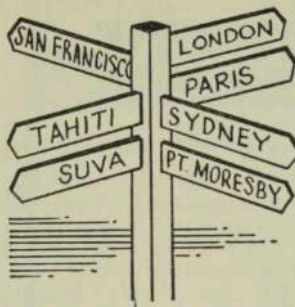
As a result, real estate in Honolulu amongst the highest priced in the world, and apartment buildings, hotels, shops and eating places, in very unorthodox shape and size, jostle for elbow room and for views along the mile or two of the world's most famous beach.

Since the jet age, special air excursion fares and special inducements have been given to Americans to visit Honolulu. It has become, in the last year or so, the favourite place for that most beloved of all American institutions—the convention.

Tourists in Hawaii, then, are overwhelmingly American—and overwhelmingly Americans having a ball. But Honolulu is also, currently, preparing for a Japanese invasion and several new hotels are being built with Japanese capital, with the express purpose of catering for Japanese visitors.

This is the result of the unfreezing of Japanese overseas funds for travel during 1963. For the Japanese Honolulu

The "Pacific Islands Monthly" is a member of the Australian National Travel Association (ANTA) and the Pacific Area Travel Association (PATA), which are pledged to promote tourist travel in their areas.



is reasonably accessible and it is also the place where most Japanese want to go when they travel abroad.

CLIMATE: There is very little seasonal variation, the temperature being around an average 75 deg. on the coast, day and night, winter and summer, but tempered by cool trade winds. (Latitude of Honolulu 21 deg. 19 min. N.). Annual rainfall in Honolulu and Waikiki is only 30 inches but it increases steeply in the mountain areas back from the coastal fringe.

CLOTHING: Honolulu invented the muu-muu and the colourful printed cotton shirt and all local fashions are variations of this theme. In the dress sense it is probably the most informal place in the world and even its formal attire is something peculiar to itself. Visitors of more than a day or so should take a minimum wardrobe with them and then play the rest of it by ear, leaving leeway in the holiday budget for the necessary expenditure on some local clothes.

WHERE TO STAY: The Hawaii Visitors' Bureau, 2051 Kalakaua Avenue, is the best place to seek information on this point. The main hotels in Waikiki include the Royal Hawaiian, Halekulani, Waikiki Biltmore, Princess Kaiulani, The Breakers, The Moana, The Edgewater-Reef and The Hawaiian Village. These range from the expensive-luxurious (like the Royal Hawaiian) through the moderate (like the Reef), which is moderate only on American standards.

But there are, as well as these, much more modest establishments, including apartments and rooms, in the streets that run back from the beach, priced to suit more modest pockets.

Although some of the hotels have

slices of the beach within their own preserve, Waikiki's main beach is accessible to all. Entrance to it is between the Royal Hawaiian and Moana Hotels and surfboards may be hired and instruction arranged from the Outrigger Canoe Club which is situated at this point.

DINING OUT: Like every other American town Honolulu abounds in eating places from the lowliest to the plushiest. You name the kind of food you like—American, Japanese, French, Chinese or otherwise—and Honolulu has got it. Apart from the restaurants in the big hotels, those that are considered best in Waikiki



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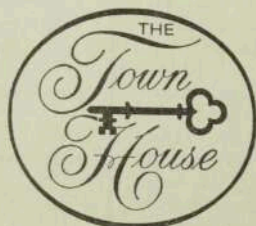
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are Duke Kahanamoku's in the International Market Place (the Honolulu version of the arcade, opposite the Royal Hawaiian Hotel; the Tropics, in Kona St., Ala Moana; Lau Yee Chai's, at Kalakaua and Kuhio Aves.; and Queen's Surf at 2709 Kalakaua Ave. (up toward Diamond Head).

But all visitors should, at least once, visit La Ronde, a glass, revolving, flying-saucer of a place perched 25 stories up on a skyscraper at the rear of the Ala Moana shopping centre.

NIGHT CLUBS: Many of the big hotel restaurants and most of the others mentioned have floor shows at night—the first performance usually beginning about 9 o'clock. Of particular interest to South Pacific residents at present is the show at Queen's Surf where Elaine Frisbie, second daughter of American novelist, the late Robert Dean Frisbie, has a troupe of the most eye-catching girls that ever came out of the Pacific.

WHAT TO SEE: *The Bishop Museum*, in Kalihi St., is about two miles from downtown Honolulu and houses some of the finest Hawaiian exhibits of ancient art and culture. The *Academy of Arts*, in Beretania St., specialises in Oriental and Hawaiian arts; and the *Queen Emma Museum*, in Nuuanu Ave., is interesting as this old white mansion was once the summer palace of both Kamehameha IV and of Queen Emma and it has been preserved in its original state.

The *Capitol or Iolani Palace* in King St., was once the Royal Palace of King Kalakaua but is now the seat of the State Government although the Throne Room is maintained as it was in the days of royalty and is open to the public. The Governor has his office in the building.

Punchbowl, an extinct volcano 500 feet high, behind the downtown area, now transformed into the US National Memorial Cemetery for the Pacific War Dead is well worth a visit. So is *Nuuanu Pali*, which is one of the most visited beauty spots. It is six miles from the down-town area and consists of a 1,200 ft cliff from which spectacular views can be obtained of the windward side of the island of Oahu.

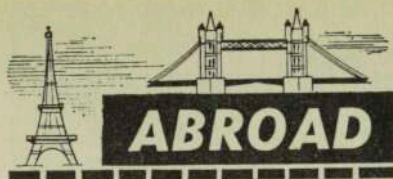
TOURS AND TRANSPORT: Honolulu has a good system of buses and an abundant supply of taxis which, on Australasian standards, are fairly expensive.

There are numerous tourist agencies which run bus and car tours of Honolulu and Waikiki and also

are extensive tours around the island. Tourists who visit Honolulu ship usually can arrange tours through the purser's office. A typical island-the-island tour of about seven days duration costs the equivalent £A2/5/- by bus or £4/9/6 by car. (Lunch extra.) Half day tours of Honolulu and environs average about £1/15/- by bus or £A3/5/- by car. Drive-yourself cars and jeeps are plentiful supply.

SHOPPING AND THE COST OF ALL: The Ala Moana Shopping Centre that covers about 40 acres—either take a few—between downtown Honolulu and Waikiki, is reputed to be the largest in the world. Certainly there are few others with varied, modern, beautiful or sophisticated shops. No woman—and few men—could fail to be drawn towards like a magnet.

Unfortunately for Australasian pockets, the prices here, as in the rest of the United States, are dear. According to the rate of exchange, a dollar is worth about 8/9 Australian; in purchasing power that 8/9 is worth only about 4/—in other words, it costs a Britisher, at his rate of exchange, just twice as much to be in the USA as it does an American.



Duty Free and Otherwise

ALTHOUGH Shannon, in Ireland, was the first—or one of the first—with a duty-free shop at its airport, few countries in the world have now failed to fall into line with this tourist gimmick. All of them sell the same lines—whisky, French perfume, watches, transistor radios, tape recorders and cameras—but not all at the same prices.

New Zealand has three duty-free shops—at Christchurch, Wellington and Auckland international airports. Prices are about the same as at Sydney's Kingsford-Smith airport—but Fiji, which has removed all duties from all the above lines, in or out of duty-free, airport shops, has a very considerable edge on both.

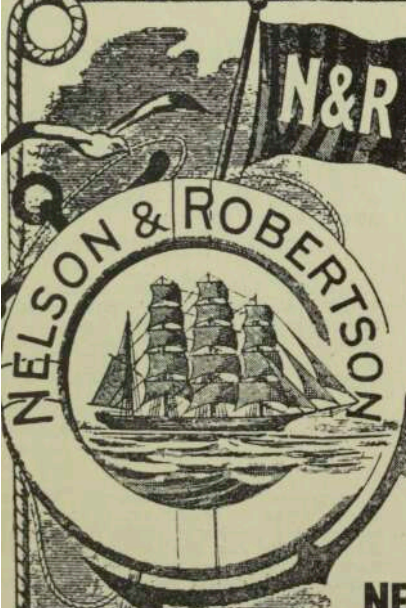
New York's Idlewild airport also has duty-free shops where goods are sold less local purchase tax and less duty. By and large the range of goods is not nearly as extensive as in other countries—probably

because the United States is still young at the game of tourist wooing.

Outside of duty-free shops, US purchase taxes are a trap for unwary visitors. Although most countries have now cottoned on to this means of raising revenue, with most the tax is decently buried in the purchase price. In the US it is added on to the price tag by the shop assistant at the time of purchase so that the final price never turns out to be what it seemed in the first place.

One of the biggest anomalies in this department happens in the State of Hawaii. Apart from the manufacture of wooden platters and bowls from imported raintree wood, and the manufacture of muu-muus and shirts from imported cotton material, Hawaii has only one distinctly Polynesian manufacture—plaited-ware handbags. These are the smartest things of their kind to come out of the whole Pacific but prices begin at around \$8, plus State and Federal purchase tax which adds something like \$2 on top of that.

Why a home industry of this kind should be penalised is one of the mysteries but until Hawaii does something about it, the plaited ware turned out in American Samoa still gives the best value on the quality-price basis.



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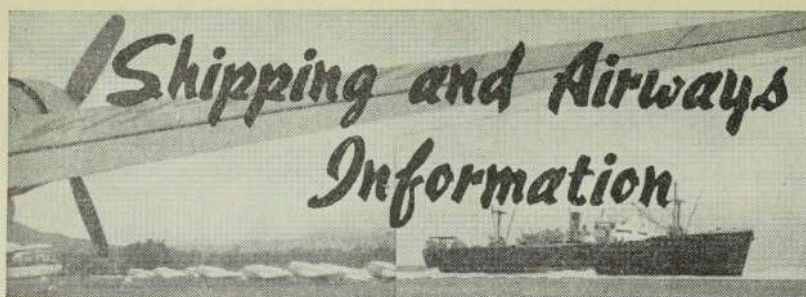
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SHIPPING TIME-TABLES

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: Jan. 15 (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 transshipments for Vavau and Niue), Apia and Nukualofa.

Next sailing: Waiana Jan. 28 (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:
Tahiti: Papeete Jan. 18-21, Vila Jan. 28-29, Noumea Jan. 30-Feb. 2, arr. Sydney Feb. 5.

Oceanien: Papeete Apr. 15-18, Vila Apr. 25-26, Noumea Apr. 27-30, arr. Sydney May 3.

Next outwards voyages, ex-Sydney:

Tahiti: Dep. Sydney Feb. 2, Noumea Feb. 10-13, New Hebrides Feb. 14-20, Noumea Feb. 21, Papeete Feb. 27-Mar. 2, Taiohae Mar. 5.

Oceanien: Dep. Sydney May 5, Noumea May 8-11, New Hebrides May 12-18, Noumea May 19, Papeete May 25-29, Taiohae June 1-6.

Polynesie maintains monthly passenger sailings between Sydney, Noumea, Vila, Pt. Sandwich (occasionally), and Santo. Next Sydney sailings: Jan. 17, Feb. 7, 28.

Details from Messageries Maritimes, 36 Grosvenor St., Sydney (BU 2654).

Sydney-NZ-Fiji-Tahiti Panama-UK

Southern Cross and Northern Star each make four round-the-world voyages per year, two west-bound, then two east-bound, calling at Fiji and Tahiti every trip.

Northern Star: From Southampton (UK), via South Africa at Sydney Mar. 4-6, Wellington Mar. 9-11, Suva Mar. 15, Papeete Mar. 19-20, thence via Panama to Southampton, arr. Apr. 13.

Southern Cross: From Southampton (UK), via Panama, Tahiti Mar. 27-28, Fiji Apr. 2, Wellington Apr. 6-8, arr. Sydney Apr. 11, thence via South Africa to Southampton, arr. May 18.

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: Milos del Mar from Sydney Jan. 17 (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: Jan. 29 (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: Feb. 25 (approx.).

Malaita sails from Sydney for Brisbane, Pt. Moresby, Rabaul, Lombrum, Lorengau, Madang, Lae, Samarai, Brisbane, Sydney. Next Sydney sailing: Feb. 22 (approx.).

Bulolo sails about every six weeks: Sydney, Brisbane, Pt. Moresby, Samarai, Lae, Madang, Rabaul, Samarai, Pt. Moresby, Brisbane, Sydney. Next Sydney sailing: Mar. 3 (approx.).

● 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.

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 sailings: Burnside Jan. 22; Braeside Feb. 19.

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: Jan. 29, Feb. 29 (approx.).

Shansi: Leaves Sydney every four weeks for Brisbane, Pt. Moresby, Samarai, Lae, Madang, Rabaul, Sydney. Next Sydney sailings: Jan. 15, Feb. 15.

Details from New Guinea Australia Line (Swire and Yuill Pty., Ltd., agents), 8 Spring Street, Sydney (BU 4701).

Slitan: Leaves Sydney approximately every five weeks for Brisbane, Pt. Moresby, Lae, Madang, Wewak, Sydney. Next Sydney sailing: Jan. 24 (approx.).

Sletta: Leaves Sydney approximately every five weeks for Brisbane, Rabaul, Wewak, Madang, Lae, Sydney. Next Sydney sailing: Feb. 14 (approx.).

Details from Karlander NG Line (F. H. Stephens Pty., Ltd., agents), 13 Bridge Street, Sydney (BU 8311).

Austasia Line's vessel Matupi runs between Australian ports (turn round at Adelaide) and Papua-New Guinea.

Matupi: Dep. Melbourne Feb. 14, Sydney Feb. 21, Brisbane Feb. 24, Pt. Moresby Feb. 29, Lae Mar. 5, Madang Mar. 7, Rabaul Mar. 10.

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 Motor-vessels maintain services between Australia and Hong Kong via Islands ports.

Southbound vessels call at: NG, BSI (quarterly), New Hebrides (irregularly), and Australian ports. Northbound vessels from Sydney call regularly at NZ ports.

Milos: From Hong Kong and Manila.
e Rabaul Feb. 3-4, Madang Feb. 5-6,
e Feb. 7-8, thence Brisbane Feb. 12,
dney, Adelaide, Melbourne.
Delos: From Adelaide and Melbourne.
p. Sydney Jan. 31 for Brisbane Feb.
3, Rabaul Feb. 7-8, Lae Feb. 9-10,
adang Feb. 11-12, thence to Hong Kong.
p. Hong Kong Feb. 21 for Manila,
baul, Madang, Lae, thence Brisbane,
r. Mar. 19, Sydney, Adelaide, Melbourne.
Details from Wilh. Wilhelmsen Agency,
Bridge St., Sydney (BU 6301).

China Navigation Co. Ltd. vessels
aking and Anshun call at Pt. Moresby,
ppua, on their way north from Sydney
Hong Kong. Next vessels:
Anshun: Dep. Sydney Jan. 22 for
isbane Jan. 24-25, Pt. Moresby Jan.
-30, thence Manila and Hong Kong.
Anking: Dep. Sydney Feb. 22 for Bris-
ne Feb. 24-25, Pt. Moresby Feb. 29-30,
ence Manila and Hong Kong.
Details from Swire and Yull Pty. Ltd.,
ents, 8 Spring St., Sydney (BU 4701).

Dominion Navigation Co. Ltd. (UK)
ssels maintain monthly service between
dney and Japan (via Manila, Hong
ong and Keelung), return via Guam
id Rabaul.
Francis Drake: Dep. Sydney Feb. 5,
r. Brisbane Feb. 7, Manila Feb. 19,
ong Kong Feb. 22, Japan Mar. 2, Guam
ar. 13, Rabaul Mar. 18, Sydney Mar. 25.
George Anson: Dep. Sydney Mar. 7,
r. Brisbane Mar. 9, Manila Mar. 21,
ong Kong Mar. 24, Japan Apr. 2, Guam
pr. 13, Rabaul Apr. 18, Sydney Apr. 25.
Details from H. C. Sleigh Ltd., 115
ork Street, Sydney. Tel. (2-0253).

Sydney-Tahiti-Europe

Nederland Line Royal Dutch Mail's
ranje sails irregularly from Sydney for
urope, via NZ, Papeete and Panama
anal; occasionally calls are made also
; Suva.

Next northbound Tahiti call: From
ydney, at Papeete June 13-14.

Next southbound Tahiti call: September
5-26.

Details from Royal InterOcean Lines, 261
George St., Sydney (2-0573).

Sydney-(or NZ)-North America

Cargo vessels operated by the Union
team Ship Co., maintain two-monthly
ervice across the Pacific, from Mel-
bourne and Sydney to Vancouver and USA
orts. Occasionally calls are made at
anning Island.

Waihem: Dep. Sydney early Feb.
approx.) for Fiji (opt.) and Vancouver.

Details from Union Steam Ship Co. of
Z Ltd., 247 George Street, Sydney
B 0528; or other branches and agents.

Europe-Tahiti-New Caledonia BSI-P-NG-West NG

A regular service from the Continent
nd UK, via Panama, to Tahiti, New
aledonia, BSI, P-NG and West NG is
perated jointly by Nederland Line Royal
utch Mail and Royal Rotterdam Lloyd.
Scheld Lloyd (NL): From Continent
nd London, dep. Rotterdam Jan. 29, for
apeete, Pt. Moresby, Rabaul, Lae,
adang and Kota Baru.

Details from Royal InterOcean Lines,
61 George St., Sydney (2-0573).

DAIWA LINE



DIRECT SERVICE

JAPAN / SOUTH PACIFIC

M.V. "DAISEI MARU", Voy. No. 14

JAPAN December 24

GUAM December 31

APIA January 23-24

PAGO PAGO January 25

* NUKUALOFA January 28

LEVUKA January 31

SUVA February 1

LAUTOKA February 2-3

NOUMEA February 7

VILA February 10

SANTO February 11

HONIARA February 15

JAPAN February 26

* Subject to inducement.

SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE.

NEXT SAILING

M.V. "DAIEI"

The Daiwa Navigation Co., Ltd.

OSAKA: "DAILINE"

TOKYO: "FUNEDAILINE"

AGENTS:

GUAM: Atkins and Kroll (Guam) Ltd.

APIA: Burns Philp (South Sea) Company, Ltd.

PAGO PAGO: B. F. Kneubuhl.

NUKUALOFA: Tonga Shipping Agency.

SUVA: Banno Oceania Ltd.

LAUTOKA: Banno Oceania Ltd.

NOUMEA: Agence Maritime Pentecost.

SANTO: South Pacific Fishing Co. (N.H.) Pty. Ltd.

VILA: Burns Philp (New Hebrides) Ltd.

HONIARA: British Solomons Trading Corp.

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: Vivarais Jan. 13 (Noumea Jan. 22); Vanoise Feb. 10 (Noumea Feb. 19).

Other MM vessels run between France and Sydney, via Panama Canal and Pacific ports.

Next vessel: Iraqwaddy (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 Cloon calls at Lautoka Mar. 1, Suva Mar. 2; Van Noort calls at Lautoka Mar. 27, Suva Mar. 28.

Details from Royal InterOcean Lines, 261 George St., Sydney (2-0573).

- PIM's shipping and airways timetables are correct to time of publication.

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.

Chengtu: From Japan and Hong Kong, due Rabaul Jan. 17, Madang Jan. 21, Lae Jan. 24, Samarai Jan. 28, Pt. Moresby Feb. 3, Suva/Lautoka Feb. 8, Noumea Feb. 14, thence to Japan, arr. Mar. 3.

Herbjorn: From Japan and Hong Kong, due Wewak Feb. 6, Madang Feb. 10, Lae Feb. 14, Rabaul Feb. 18, Pt. Moresby Feb. 25, Suva/Lautoka Mar. 1, Noumea Mar. 9, thence to Japan, arr. Apr. 4.

Details from China Navigation Co., Ltd. (Swire and Yuill Pty., Ltd., agents), 8 Spring St., Sydney (BU 4701).

Japan-Samoa-Tonga-Fiji- N. Cal.-N. Heb.-BSI

The Daiwa Navigation Co. Ltd. runs a regular service from Japan, calling at Guam, Apia, Pago Pago, Nukualofa (opt.), Levuka, Suva, Lautoka, Noumea, Vila, Santo, Honiara, thence returning to Japan.

Current voyage: Daisei Maru, dep. Japan Dec. 24, returning Feb. 26.

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 warrant.

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: Feb. 11, Mar. 10.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. Next Auckland sailings: Jan. 30, Feb. 25.

Details from Union Steam Ship Co. of NZ, Quay and Commerce Sts., Auckland. (Tel.: 49-430).

NZ-New Caledonia - P-NG- Far East

Crusader Shipping Co.'s cargo vessels running between NZ and the Far East call at New Caledonia and Papua, and, in some instances, Guam. Next voyages:

Port Adelaide: Dep. Auckland Feb. 11 for Noumea Feb. 18, Pt. Moresby Feb. 22, thence Singapore, Pt. Swettenham, Manila, Hong Kong and Shanghai (if inducement).

Port Montreal: Dep. Auckland Mar. 10 for Guam (arr. Mar. 19) and thence on to Japan.

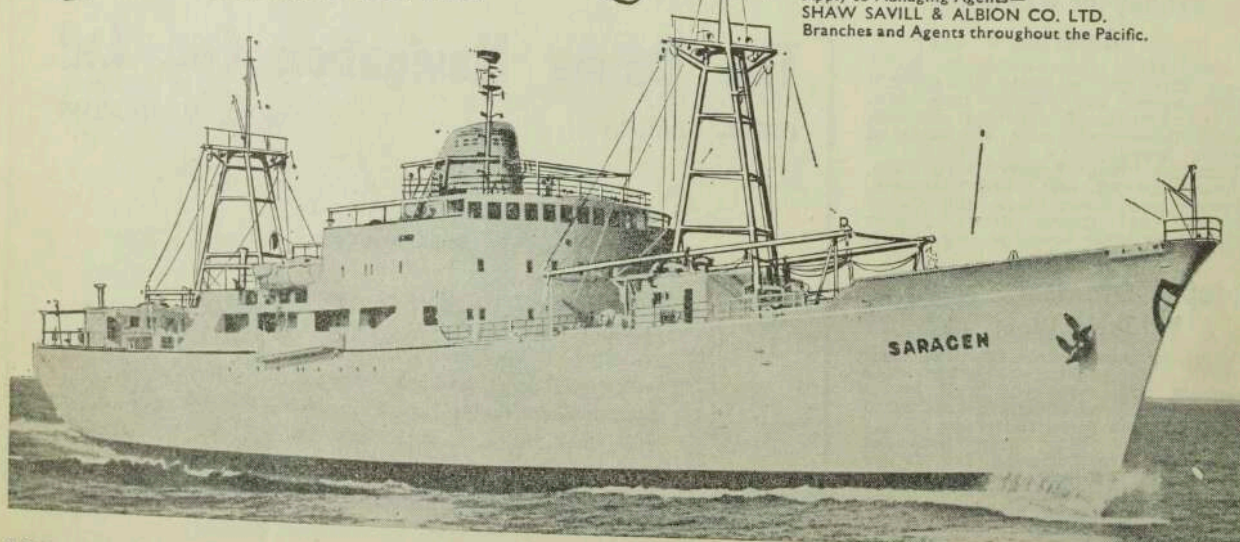
Details from Shaw, Savill Line, agents 101 Queen St., Auckland. (Tel.: 30-310)

The Pacific's Most Modern Cargo Fleet ...

2.3

CRUSADER

SHIPPING CO. LTD.



Consign refrigerated and general cargo by Crusader, for fast, efficient delivery to leading Pacific Ports.

Regular services connect
NEW ZEALAND, PACIFIC ISLANDS, NEW GUINEA,
JAPAN, SINGAPORE, MALAYA, INDONESIA,
HONG KONG, MANILA.

Apply to Managing Agents—
SHAW SAVILL & ALBION CO. LTD.
Branches and Agents throughout the Pacific.

Australia-NZ-Fiji-Canada-USA

		ORONSAY	ORCADES	ORIANA	CANBERRA
DNEY	depart	Jan. 23	Feb. 19	Mar. 6	May 3
CKLAND	arr/dep	Jan. 26	Feb. 22	Mar. 9	May 6
VA	arr/dep	Jan. 29	Feb. 25	Mar. 12	
ONOLULU	arr/dep	Feb. 3	Mar. 1	Mar. 16	May 12
NCOUVER	arr/dep	Feb. 8-9	Mar. 6-7	Mar. 20-21	May 16-17
N FRANCISCO	arr/dep	Feb. 11-12	Mar. 9-10	Mar. 23-24	May 19-21
S ANGELES	arr/dep	Feb. 13	Mar. 11	Mar. 25	May 22
ONOLULU	arr/dep	Feb. 18	Mar. 16	Mar. 29	thence via
VA	arr/dep	Feb. 25	Mar. 23	thence	West Indies
CKLAND	arr/dep	Feb. 28	Mar. 26	to UK*	to UK
DNEY	arrive	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., 55 Hunter St., Sydney (2-0317)

USA-Eastern Pacific-NZ-Sydney-Central Pacific-Hawaii

		MARIPOSA	MONTEREY	MARIPOSA	MONTEREY
N FRANCISCO	depart	Jan. 12	Feb. 2	Feb. 27	Mar. 18
S ANGELES	arr/dep	Jan. 13	Feb. 3	Feb. 28	Mar. 19
RA BORA	arr/dep	Jan. 21	Feb. 11	Mar. 7	Mar. 27
PEETE	arr/dep	Jan. 22-24	Feb. 12-14	Mar. 8-10	Mar. 28-31
ROTONGA	arr/dep	Jan. 25	Feb. 15	Mar. 11	Apr. 1
CKLAND	arr/dep	Jan. 30-31	Feb. 20-21	Mar. 16-17	Apr. 6-7
DNEY	arr/dep	Feb. 3-6	Feb. 24-27	Mar. 20-23	Apr. 10-13
UMEA	arr/dep	Feb. 9	Mar. 1	Mar. 26	Apr. 16
VA	arr/dep	Feb. 11	Mar. 3	Mar. 28	Apr. 18
IAFOOU	arr/dep	Feb. 12	Mar. 4	Mar. 29	Apr. 19
GO PAGO	arr/dep	Feb. 12	Mar. 4	Mar. 29	Apr. 19
NOLULU	arr/dep	Feb. 17-18	Mar. 9-10	Apr. 3-4	Apr. 24-25
FRANCISCO	arrive	Feb. 23	Mar. 15	Apr. 9	Apr. 30

Details from Matson Lines, 50 Young St., Sydney. (BU 4272)

New Zealand-Tahiti

New Zealand Shipping Co. Ltd. vessels, sailing between NZ and UK, via Papeete, make a call every two months Tahiti, northbound and southbound. Next northbound voyage: Rangitane, Wellington Jan. 25, due Papeete Feb. 31. Next southbound voyage: Rangitoto, London, due Papeete Feb. 26. Details from NZ Shipping Co. Ltd., Tomhouse Quay, Wellington, NZ.

Crusader Shipping Co. Ltd., Wellington, makes a call every two months (approx.) at Papeete on north-bound voyages of its West Coast Nth. American line. Next voyage: Crusader dep. Kland 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, Nukunono, Rotuma) with MV Aoni. Calls also made as required at Apia (W. Samoa) and Pago Pago (Am. Samoa). Round in Suva is usually two days, the Agents there are W. R. Carpenter & Co. Ltd.

UK-Panama-Samoa-Fiji

The Fiji Direct Service is maintained by Conference vessels, sailing at regular intervals out of London, via Papeete, for Apia, Suva and Lautoka, Nukunono, Gwyn and Co., Ltd., act as Loaders in London. Next sailings, ex-London: Jan. 30, Feb.

UK-Papua-NG-BSI

Bank Line operates a direct service from London to P-NG and BSI, vessels going

on to Australia for cargo-loading and returning to UK via Suez. Next vessels:

Westbank: From Continent and London, arr. Pt. Moresby Jan. 19, Samarai Jan. 22, Lae Jan. 23, Madang Jan. 25, Wewak Jan. 27, Kavieng Jan. 30, Rabaul Jan. 31, Honiara Feb. 3.

Forresbank: From Continent and London, arr. Pt. Moresby Feb. 27, Samarai Feb. 29, Lae Mar. 2, Madang Mar. 4, Wewak Mar. 5, Rabaul Mar. 8, Honiara Mar. 12.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (BU 2041).

USA-Tahiti-Am. Samoa-Fiji-Australia

Matson-Oceanic Line operates a five-weeks passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Terminal ports, in Australia, vary with cargoes offering. Vessels call at Papeete, Pago Pago, Suva, Sydney, Brisbane, etc.

Next trans-Pacific sailings: From Brisbane, Sonoma Feb. 1 (approx.); Sierra Mar. 5 (approx.); Ventura Mar. 30 (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 south-bound voyage. Next Papeete calls: Pioneer Glen Mar. 3; Pioneer Surf Apr. 4.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

USA-Tahiti-Samoa-Fiji-New Caledonia

Pacific Islands Transport Line's vessels Thorsisle and Thor I maintain approximately six weeks service from West Coast Nth. American ports to Pacific Islands.

Thorsisle: Dep. San Francisco Feb. 17, Los Angeles Feb. 20, arr. Papeete Mar. 2, Pago Pago Mar. 8, Apia (open) Mar. 10, Suva Mar. 14, Noumea Mar. 17, dep. Pago Pago Mar. 24 for Los Angeles, arr. Apr. 6, San Francisco Apr. 9.

Thor I: Dep. San Francisco Mar. 27, Los Angeles Apr. 1, arr. Papeete Apr. 11, Pago Pago Apr. 17, Apia (open) Apr. 21, Suva Apr. 25, Noumea Apr. 28, dep. Pago Pago May 5 for Los Angeles, arr. May 18, San Francisco May 21.

Details from General Steamship Corporation Ltd., 1 Bush St., San Francisco, USA and Islands Agents.

UNION STEAM SHIP CO. OF N.Z. LIMITED

Serving the Pacific since 1875.

Regular Sailings by Modern Vessels

From Melbourne and Sydney (periodically Adelaide) to Lautoka, Suva (including transshipments for Vavau and Niue), Apia and Nukualofa.

Also from Auckland to Lautoka, Suva, Nukualofa, Vavau, Niue, Pago Pago and Apia.

Ship your cargo by a Union Company Vessel.

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

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, Jan. 17, 31, Feb. 14, 28, Mar. 13, 27, 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: Jan. 18, Feb. 1, 15, 29, Mar. 14, 28, 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. (Jan. 25, Feb. 8, 22, Mar. 7, 21, 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. (Jan. 21, Feb. 4, 18, Mar. 3, 17, 31, 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, Papeete (arr. Tues. 11.55 p.m., 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 January. Contact your local Qantas-TEAL 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.
Thurs., Sat.: Dep. Melbourne 12.30 p.m., arr. Auckland 7 p.m.

NOTE: Additional services will be operated on all sectors during January. Contact your local Qantas-TEAL office or travel agent for full details.

Christchurch-Melbourne

QANTAS-TEAL, with Electra Mk. II's

Thurs., Sun.: Dep. Christchurch 9 a.m., arr. Melbourne 11.40 a.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 January. Contact your local Qantas-TEAL 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.
Wed., Thurs., Fri., Sun.: Dep. Auckland 1.30 p.m., arr. Sydney 3.35 p.m. Dep. Sydney 4.30 p.m., arr. Auckland 10.15 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, Internal Territory Services and Internal Services.

NOTE: Additional services will be operated on all sectors during January. Contact your local Qantas-TEAL 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

Mon., Tues., Wed., Thurs., Fri., Sat. Dep. Sydney 12.15 p.m., arr. Christchurch 6 p.m.
Daily: Dep. Christchurch 7.30 p.m., arr. Sydney 9.35 p.m.

NOTE: Additional services will be operated on all sectors during January. Contact your local Qantas-TEAL 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.
Tues., 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 January. Contact your local Qantas-TEAL 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 7 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 7.15 a.m. Sat.

SOUTHBOUND

Weekly from Honolulu, dep. 2.30 p.m. every Sat., arr. Brisbane 7.30 p.m. Sun., dep. Brisbane 8.15 p.m., arr. Sydney 9.35 p.m.

Sydney-Lord Howe Is.

lines of N.S.W. (Sandringham Flying-boats).

urn 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.

NTAS, with Skymaster DC4 Aircraft
: Dep. Sydney 8 a.m., arr. NI 2.45 p.m. Flight extends NI-Auckland-NI. (See "Inter-Territory Services").
: Dep. NI 2.15 p.m., Sydney arr. 6.15 p.m.

Sydney-New Caledonia

QANTAS, with Boeing 707 Jet
rs.: Dep. Sydney 11.15 a.m., arr. Noumea 2.45 p.m.
rs.: Dep. Noumea 4 p.m., arr. Sydney 5.50 p.m.

Sydney-Papua-New Guinea

rans Australia Airlines and Ansett-ANA rate from Sydney to Lae and return a DC6B's. TAA runs the service days, Wednesdays, Fridays and days; Ansett-ANA Sundays, Tuesdays, Thursdays and Fridays.

NORTHBOUND

: Mon., Wed., Sat. dep. Sydney 9.45 a.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.

ett-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

ett-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.

: 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.

Qld.-Papua-New Guinea

A. with Fokker Friendship Prop-Jet
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. (Jan. 27, Feb. 10, 24, Mar. 9, 23, etc.).

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. (Jan. 22, Feb. 5, 19, Mar. 4, 18, etc.).

CAIRNS-PT. MORESBY-CAIRNS

ett, with Fokker Friendship Prop-Jet
Sat.: Dep. Cairns 3.35 p.m., arr. Pt. Moresby 5.55 p.m. (Jan. 25, Feb. 8, 22, Mar. 7, 21, etc.).

Sun.: Dep. Pt. Moresby 9.05 a.m., arr. Cairns 11.25 a.m. (Jan. 26, Feb. 9, 23, Mar. 8, 22, 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. (Jan. 23, Feb. 6, 20, 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. (Jan. 25, Feb. 8, 22, 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. (Jan. 16, 30, Feb. 13, 27): Dep. Suva 7 a.m., arr. Nukualofa 11.15 a.m.

Alt. Sat. (Jan. 25, Feb. 8, 22): Dep. Nukualofa 9.30 a.m., arr. Suva 11.45 a.m.

Alt. Sat. (Jan. 18, Feb. 1, 15, 29): 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. (Jan. 16, 30, Feb. 13, 27, Mar. 12, 26, etc.): Dep. Suva 7.45 a.m., cross International Dateline, arr. Apia 1.25 p.m., Wed. (Jan. 15, 29, Feb. 12, 26, Mar. 11, 25, etc.).

Alt. Thurs. (Jan. 16, 30, Feb. 13, 27, Mar. 12, 26, etc.): Dep. Apia 10 a.m., cross International Dateline, arr. Suva 1.40 p.m., Fri. (Jan. 17, 31, Feb. 14, 28, Mar. 13, 27, 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.).

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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.

New Caledonia-Wallis Island

UTA, with DC4 Aircraft

Monthly service (second Saturday)
Sat. (Feb. 8, Mar. 14, etc.): Dep. Noumea 11 p.m. for Wallis Is. (arr. Sun. 6.30 a.m.).
Tues. (Feb. 11, Mar. 10, 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.
Sun. and alt. Sat. (Jan. 25, Feb. 1, 22, etc.): Dep. Auckland 10 a.m., arr. NI 1 p.m.

P-NG-Solomons

TAA, with Fokker Prop-Jet and DC3.

Alt. Mon.: Dep. Lae (DC3) 6 a.m. for Rabaul, Buka, Munda, Yandina, Honiara, arr. 4.20 p.m. (Jan. 27, Feb. 10, 24, Mar. 9, 23, etc.).
Alt. Wed.: Dep. Honiara (DC3) 7.30 a.m. for Yandina, Munda, Buka, Rabaul, Lae, arr. 3.45 p.m. (Jan. 15, 29, Feb. 12, 26, Mar. 11, 25, etc.).
Alt. Tues.: Dep. Lae (Fokker) 9 a.m. for Rabaul, Buka, Munda, Honiara, arr. 4.20 p.m. (Jan. 21, Feb. 4, 18, Mar. 3, 17, 31, etc.).
Alt. Wed.: Dep. Honiara (Fokker) 6.45

a.m. for Munda, Buka, Rabaul, Lae arr. 12 noon (Jan. 22, Feb. 5, 19, Mar. 4, 18, etc.).

P-NG - West NG

TAA, with DC3 Aircraft

Alt. Tues. (Jan. 21, Feb. 4, 18, Mar. 3, 17, 31, etc.): Dep. Lae 9 a.m. for Madang, Wewak, Kota Baru, arr. 1.35 p.m.
Alt. Wed. (Jan. 22, Feb. 5, 19, Mar. 4, 18, etc.): Dep. Kota Baru 11.35 a.m. for Wewak, Madang, Lae, arr. 5.05 p.m.

BIAK (WEST NG)-LAKE

Garuda Indonesian Airways (DC3).

Alt. Tues. (Jan. 28, Feb. 11, 25, Mar. 10, 24, 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. (Jan. 15, 29, Feb. 12, 26, Mar. 11, 25, 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. (Jan. 22, Feb. 5, 19, Mar. 4, 18, etc.): Dep. Papeete 4 p.m. for Honolulu, arr. 9.35 p.m.
Alt. Thurs. (Jan. 23, Feb. 6, 20, Mar. 5, 19, etc.): Dep. Honolulu 11.55 p.m. for Papeete, arr. alt. Fri. 5.20 a.m.

Tahiti-USA

UTA, with DC8 Jet Aircraft

Fri. and alt. Wed. (Jan. 15, 29, Feb. 12, 26, Mar. 11, 25, etc.): Dep. Papeete 8.15 a.m. for Los Angeles, arr. 6.10 p.m.

Sat. and alt. Thurs. (Jan. 16, 30, Feb. 13, 27, Mar. 12, 26, etc.): Dep. Angeles 1 a.m. for Papeete, arr. 7 a.m.

Pan American Airways, with International Jet Clippers

Alt. Sat. (Jan. 11, 25, etc.): Dep. Angeles 9 a.m., dep. Honolulu 1 p.m., arr. Papeete 7.10 p.m.
Alt. Sun. (Jan. 12, 26, etc.): Dep. Papeete 9 a.m., dep. Honolulu 3.45 p.m., arr. Los Angeles 8.45 p.m.

W. Samoa-Am. Samoa

Polynesian Airlines Ltd., with DC3 Aircraft

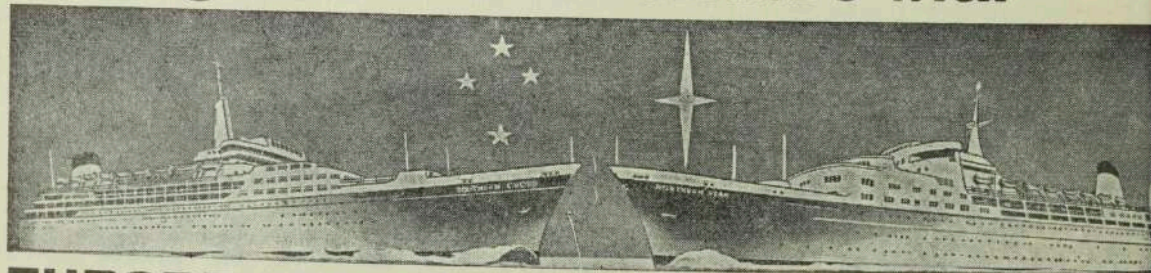
Between Western Samoa and American Samoa—flight time: 45 minutes.
Dep. Faleolo (W. Samoa): Sun. 7 a.m., Mon. 9.15 a.m., 2 p.m.; Wed. 8 a.m.; Thurs. 3 p.m.; Sat. 3 p.m.
Dep. Pago Pago (American Samoa): Sun. 8.15 a.m., 4.30 p.m.; Mon. 10.30 a.m., 3.15 p.m.; Wed. 9.15 a.m.; Thurs. 4.30 p.m.; Sat. 4.30 p.m.

W. Samoa-Cook Islands

Polynesian Airlines Ltd., with DC3

Between Western Samoa and Cook Islands (Aitutaki and Rarotonga).
Dep. Faleolo 8 a.m. each Friday, Aitutaki 2 p.m., dep. 2.30 p.m., Rarotonga 3.35 p.m.
Dep. Rarotonga 7 a.m. every Sat., Aitutaki 8.05 a.m., dep. Aitutaki 8 a.m., arr. Faleolo 1.20 p.m.
Alt. Wed. (Jan. 22, Feb. 5, 19, etc.) Dep. Faleolo 11 a.m., arr. Nausori (Suva) next day 2.10 p.m. Dep. Nausori alt. Fri. (Jan. 24, Feb. 7, etc.) 8 a.m., arr. Faleolo alt. Thurs. (Jan. 23, Feb. 6, 20, etc.) 1.10 p.m.
Agents: Gold Star Transport Co. Ltd. Apia; R. E. Pritchard, Pago Pago.

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INTERNAL SERVICES

Fiji

Fiji Airways, Ltd., with Heron and Drover Aircraft

La-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.

La-Nadi: Dep. (Drover) Suva alt. Wed. 3.05 p.m., arr. Nadi 3.55 p.m. (Jan. 15, 29, Feb. 12, 26, Mar. 11, 25, etc.).

Li-Suva: Dep. (Drover) Nadi alt. Thurs. 6.15 a.m., arr. Suva 7.05 p.m. (Jan. 16, 30, Feb. 13, 27, Mar. 12, 26, etc.).

La-Labasa-Suva: Dep. 11 a.m. Wed., Thurs., Fri. and Sat.

La-Labasa-Savusavu-Labasa-Suva: Dep. 11 a.m. Tues.

La-Savusavu-Matei-Suva: Dep. 11 a.m. Mon.

La-Ura-Savusavu-Suva: Dep. 7.20 a.m., Wed.

La - Savusavu - Labasa - Savusavu - Suva: Dep. 11 a.m. Thurs., Sat., Sun.

La-Ura-Suva: Dep. 7.20 a.m., Sun.

La-Labasa-Matei-Labasa-Suva: Dep. 11 a.m. Mon.

La-Matei-Labasa-Matei-Suva: Dep. 11 a.m. Fri.

La-Savusavu-Suva: Dep. 11 a.m., Wed.

Details from Fiji Airways, Ltd., Victoria Road, Suva.

French Polynesia

RAI, with DC4 Aircraft

Services to the Leeward Group (Isles du Vent), Society Islands.

La., Sat.: Dep. Papeete 8 a.m., Raiatea, arr. 8.55 a.m., dep. 9.20 a.m., Bora Bora, arr. 9.40 a.m.

La.: Dep. Papeete 7 a.m., Raiatea, arr. 8 a.m., dep. 8.20 a.m., Bora Bora, arr. 8.40 a.m.

La.: 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.

La.: Dep. Papeete 8 a.m., Bora Bora, arr. 9.10 a.m.

La.: Dep. Papeete 8.45 a.m., Raiatea, arr. 9.40 a.m., dep. 10.50 a.m., Bora Bora, arr. 10.25 a.m.

La., 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.

La.: Dep. Bora Bora 9 a.m., Rangiroa, arr. 11 a.m., dep. 3.15 p.m., Papeete, arr. 4.45 p.m.

La.: 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.

La.: 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

ANSPAC, with Herons and/or Dragons

La-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.

La-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 Aniwa, Futuna, Aniwa or Erromanga before the scheduled departure for Vila).

Tues.: Dep. Vila 8.30 a.m. for Tonga, 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. (Jan. 21, Feb. 4, 18, Mar. 3, 17, 31, etc.).

LAE-RABAU-LAE (Fokker Prop-Jet)

Alt. Tues. Dep. Lae 9 a.m., Rabaul arr. 10.55 a.m. (Jan. 21, Feb. 4, 18, Mar. 3, 17, 31, etc.).

Alt. Wed.: Dep. Rabaul 10.10 a.m., Lae arr. 12 noon (Jan. 22, Feb. 5, 19, Mar. 4, 18, etc.).

PORT MORESBY-DARU (DC3)

Alt. Fri.: Dep. Pt. Moresby 8.45 a.m. for Daru, returning same day via Balimo, arr. 2.25 p.m. (Jan. 17, 31, Feb. 14, 28, Mar. 13, 27, etc.).

PT. MORESBY-WEST. PAPUA (Catalina)

Wed.: Dep. Pt. Moresby 8 a.m. for Kerema, Baimuru, Kikori, Palbuna, 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. (Jan. 16, 30, Feb. 13, 27, Mar. 12, 26, etc.).

Alt. Fri.: Dep. Lake Murray 7 a.m. for Daru, Pt. Moresby, arr. 11.40 a.m. (Jan. 17, 31, Feb. 14, 28, Mar. 13, 27, 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. (Jan. 27, Feb. 10, 24, Mar. 9, 23, etc.).

Fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Deboyne, Samarai, Pt. Moresby, arr. 4.30 p.m. (Feb. 3, Mar. 2, etc.).

Fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Pt. Moresby, arr. 4.30 p.m. (Jan. 20, Feb. 17, etc.).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAU 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-RABAU-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-FINSCHHAFFEN-LAE (Cessna)

Thurs.: Dep. Lae 7.30 a.m. for Finschhafen, Lae, arr. 8.45 a.m.

RABAU-BUIN-RABAU (DC3)

Fri. and alt. Wed. (Jan. 15, 29, Feb. 12, 26, Mar. 11, 25, etc.): Dep. Rabaul 8 a.m. for Buika, Wakunai, Aropa, Buin, Kieta, Wakunai, Buika, Rabaul, arr. 3.20 p.m.

Alt. Wed. (Jan. 15, 29, Feb. 12, 26, Mar. 11, 25, etc.): Dep. Rabaul 9.30 a.m. for Buika, Wakunai, Kieta, Buin, Wakunai, Buika, 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 Alitape, Sissano, Vanimo, Dagua, Wewak, arr. 12.15 p.m.
 Dep. (Cessna or Piaggio) Wewak 3 p.m. for Angoram, Wewak, arr. 4 p.m.
 Fri.: Dep. Lae 8.55 a.m. for Goroka, Madang, arr. 10.35 a.m.
 Dep. (Piaggio) Lae 9.05 a.m. for Kainantu, Goroka, Minj, Banz, Mt. Hagen, Wabag, Mt. Hagen, arr. 1.10 p.m.
 Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.
 Dep. Wewak 6.15 a.m. for Madang, Lae, arr. 8.50 a.m.

Dep. (Piaggio) Goroka 7.30 a.m. for Lae, arr. 8.25 a.m.
 Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.
 Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul, arr. 4 p.m.
 Dep. Goroka 7.45 a.m. for Wau, Pt. Moresby, Wau, Lae, Goroka, arr. 2.40 p.m.
 Dep. Madang 8 a.m. for Mt. Hagen, Banz, Minj, Goroka, Minj, Banz, Mt. Hagen, Madang, arr. 3.30 p.m.
 Dep. (Piaggio) Mt. Hagen 9.30 a.m. for Mendi, Kagua, Erave, Ialibu, Mt. Hagen, arr. 12 noon.
 Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang, arr. 10.35 a.m.
 Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.
 Dep. Madang 7 a.m. for Goroka, Lae, arr. 8.45 a.m.
 Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.
 Dep. Rabaul 6.30 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae, arr. 4.40 p.m.
 Dep. (Piaggio) Wewak 8.30 a.m. for Ambunti, Burui, Wewak, arr. 10.05 a.m.

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Mon.: Dep. (DC3) Pt. Moresby 7.30 a.m. for Popondetta, Kokoda, Pt. Moresby, arr. 10.10 a.m.
 Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Rorona, Aroa, Kairuku, Bereina, Tapini, Woi tape, Tapini, Bereina, Kairuku, Aroa (opt.), Rorona (opt.), Pt. Moresby, arr. 1.30 p.m.
 Dep. (Piaggio) Pt. Moresby 6.30 a.m. for Tapini, Woi tape (opt.), Pt. Moresby, arr. 8 a.m. (20 min. later if call made at Woi tape).
 Tues.: Dep. (DC3) Pt. Moresby 8.30 a.m. for Kokoda, Popondetta, Pt. Moresby, arr. 11 a.m.
 Dep. (DC3) Pt. Moresby 7.30 a.m. for Daru, Balimo, Daru, Pt. Moresby, arr. 1.50 p.m.
 Dep. (Piaggio) Pt. Moresby 11 a.m. for Cape Rodney, Paili (opt.), Pt. Moresby, arr. 12.50 p.m. (20 min. later if call made at Paili).
 Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Woi tape, Tapini, Pt. Moresby, arr. 10.30 a.m.

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Papeete	181 5 0	344 8

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Norfolk Is.	20 15 0	39 9
Papeete	114 10 0	217 11
Noumea	45 10 0	86 19

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Apia	25 0 0	47 10
Honiara	67 10 0	128 5
Vila	30 13 0	58 5
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FROM NADI (Fiji currency) TO—

	Single	Return
	£ s. d.	£ s. d.
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Noumea	35 11 0	67 11
Papeete	87 5 0	165 16

Dep. (Piaggio) Pt. Moresby 1.45 p.m. for Rorona (opt.), Aroa (opt), Kairuku, Bereina, Pt. Moresby, a 3.35 p.m. (35 min. later if call made at Rorona and Aroa).

Wed.: Dep. (DC3) Pt. Moresby 7.30 a.m. for Popondetta, Kokoda, Pt. Moresby, arr. 10.10 a.m.

Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Tapini, Woi tape, Pt. Moresby, a 10.30 a.m.

Dep. (Piaggio) Pt. Moresby 1.45 p.m. for Rorona, Aroa, Kairuku, Pt. Moresby, arr. 3.35 p.m.

Dep. (DC3) Pt. Moresby 11.15 a.m. for Bereina, Pt. Moresby, arr. 2 p.m.

Thurs.: (Piaggio) Dep. Pt. Moresby 8 a.m. for Woi tape, Tapini, Pt. Moresby, arr. 10.30 a.m.

Dep. (Piaggio) Pt. Moresby 1.45 p.m. for Rorona (opt.), Aroa (opt), Kairuku, Bereina, Pt. Moresby, a 3.35 p.m. (35 min. later if call made at Rorona and Aroa).

Alt. Thurs. (Jan. 16, 30, Feb. 13, 27, etc) Dep. (DC3) Pt. Moresby 7 a.m. for Popondetta, Embl, Wanigela, Vivigala, Losuia, Popondetta, Pt. Moresby, a 1.45 p.m.

(Jan. 23, Feb. 6, 20, etc.): Dep. (DC3) Pt. Moresby 7 a.m. for Popondetta, Pt. Moresby, arr. 9 a.m.

Fri.: Dep. (DC3) Pt. Moresby 7.30 a.m. for Popondetta, Pt. Moresby, arr. 9 a.m.

Dep. (DC3) Pt. Moresby 10.30 a.m. for Gurney, Pt. Moresby, arr. 2 p.m.

Dep. (Piaggio) Pt. Moresby 11 a.m. for Cape Rodney, Paili, Pt. Moresby, arr. 1.10 p.m.

Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Tapini, Woi tape, Pt. Moresby, a 10.30 a.m.

Dep. (Piaggio) Pt. Moresby 1.45 p.m. for Rorona, Aroa, Kairuku, Pt. Moresby, arr. 3.35 p.m.

Dep. (DC3) Pt. Moresby 2.30 p.m. for Bereina, Pt. Moresby, arr. 4.35 p.m.

Sat.: Dep. (DC3) Pt. Moresby 7.30 a.m. for Popondetta, Kokoda, Pt. Moresby, arr. 10.10 a.m.

Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Woi tape, Tapini, Pt. Moresby, a 10.30 a.m.

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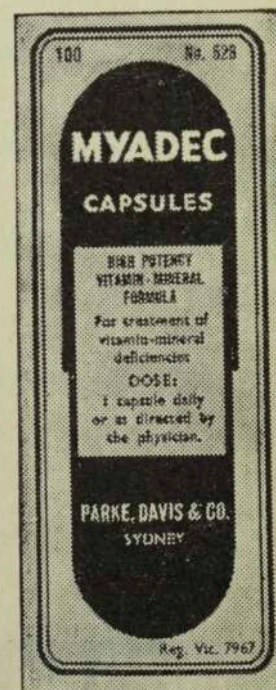
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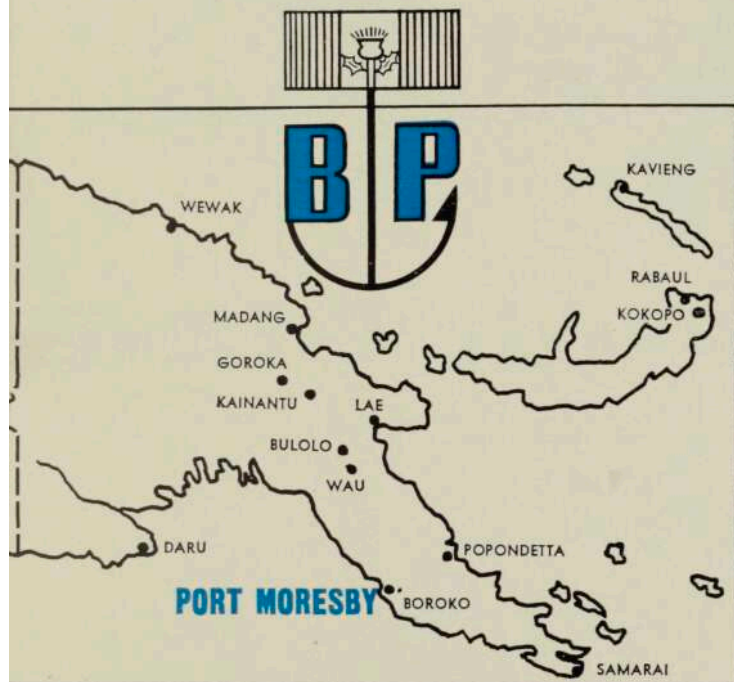
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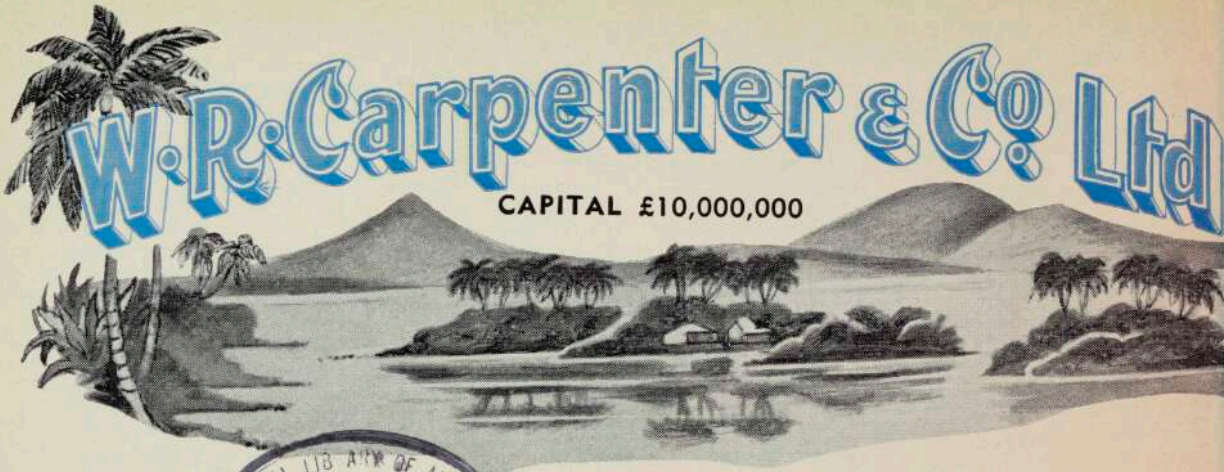
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