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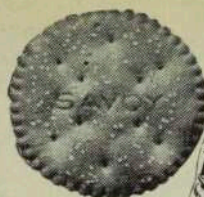
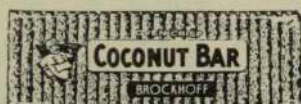
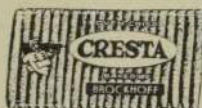
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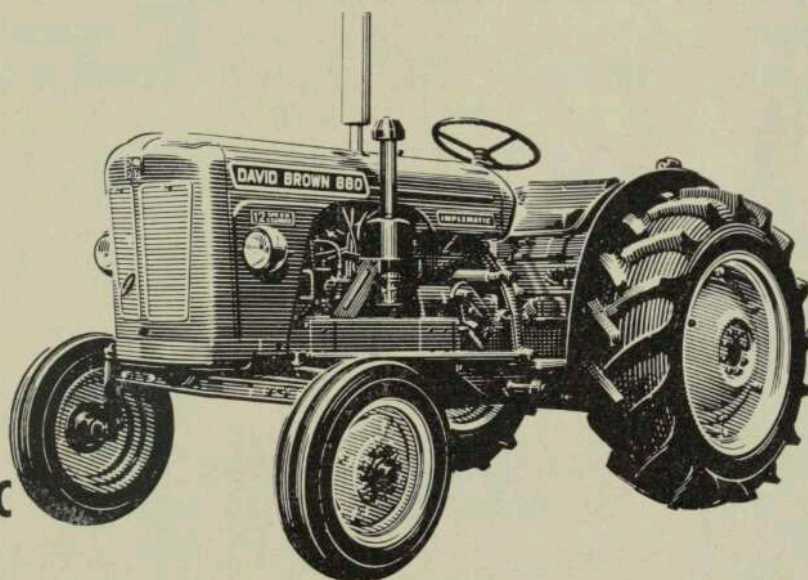
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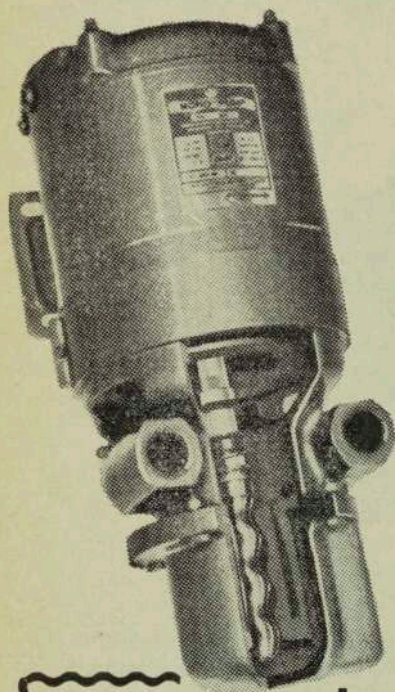
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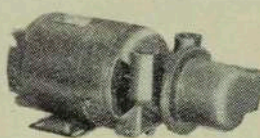
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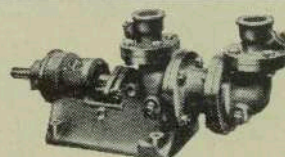


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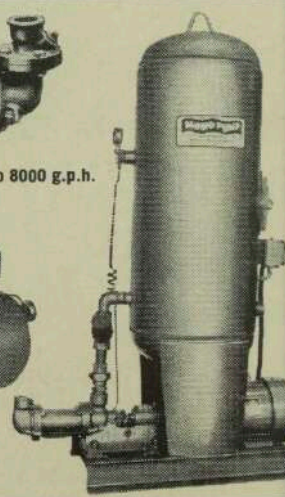
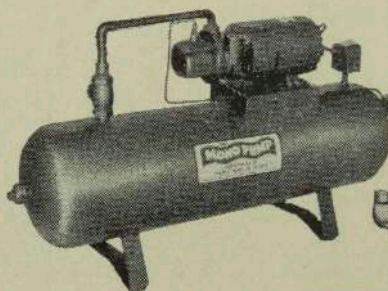
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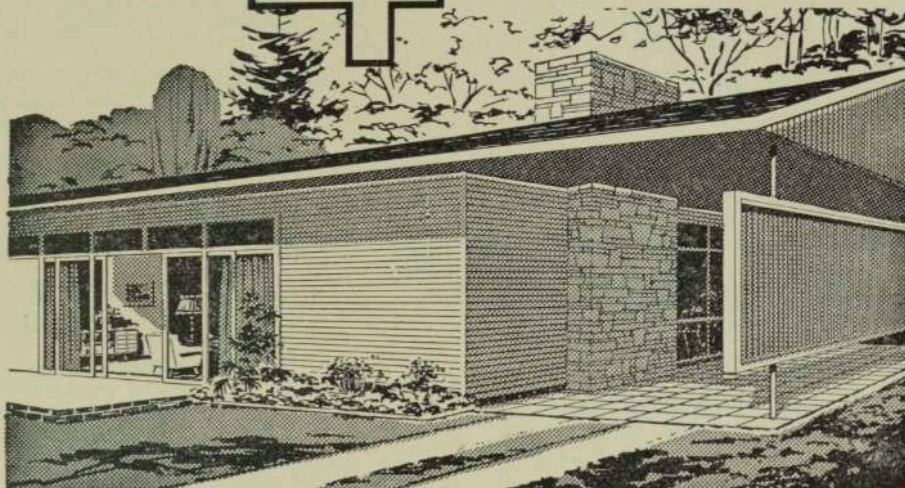
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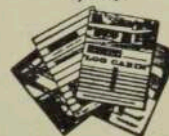
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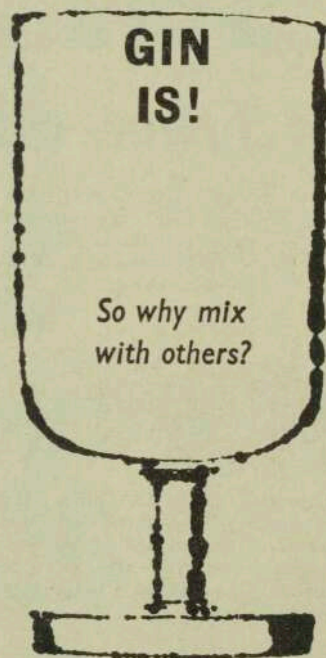
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—Photo: Fred Du

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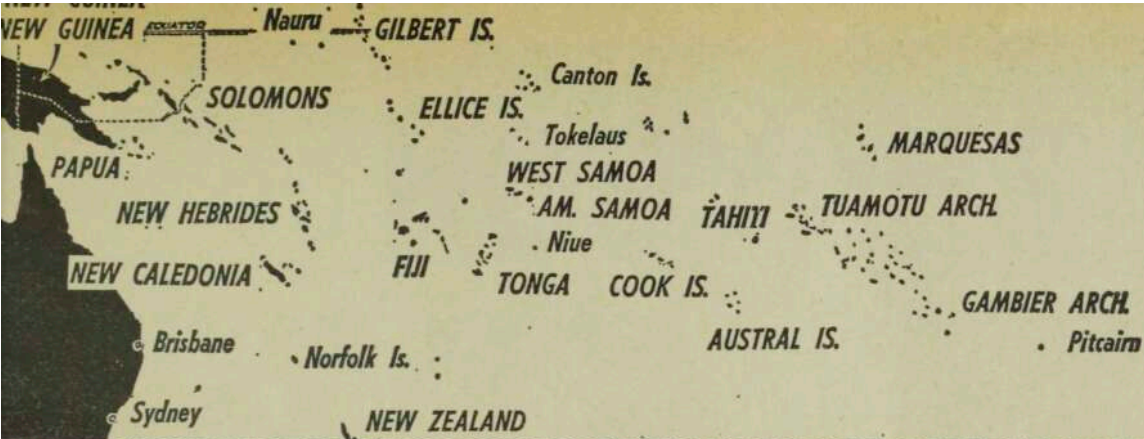
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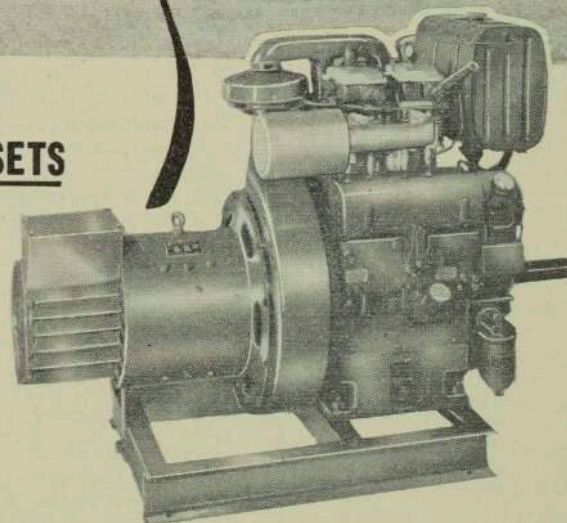
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UN Committee To Discuss New Guinea Soon

The Trusteeship Territory of New Guinea is to come up for discussion soon by the United Nations Committee of 24 (committee on colonialism). The committee raised the ire of Fijians last year when it called for independence for that British Colony and generally showed real ignorance about conditions in Fiji.

TWO members of the committee were among a UN party which visited New Guinea in August to gather facts for the debate on the Trusteeship Territory. They were Dr. Mohied-din Nabavi, of Iran, and Mr. J. Natwar Singh, of India.

At Nadi, Fiji, en route to New Guinea, Dr. Nabavi said the committee knew it could not apply one solution to all territories and colonies, and it was a fact that some committee members did not have a grasp of realities.

The committee believed that the UK had done much to prepare Fiji for independence but it thought, too, that it was not moving as fast as it should.

Turning Point

Dr. Nabavi, on arrival in Port Moresby, said Papua-New Guinea was now regarded as one of the most important territories as far as the United Nations was concerned.

UN members regarded the recent elections as the turning point in the administration of the Territory.

He said that lack of development could not be used by administering authorities as a reason for not granting independence.

There had been some criticism of Australia in the Trusteeship Council after the elections because 10 seats in the House of Assembly were reserved for Government-nominated members, and a further 10 were special electorates where Europeans only were allowed to stand, although they were elected by all voters.

Mr. Singh said that political development of colonial territories is the main concern of the Committee on Colonialism. Colonial people should not be denied their right to choose their own future.



Mr. C. E. Barnes, Australia's Minister for Territories, inspects Nauruan police after arriving at Nauru by RAAF aircraft on August 3. Behind him is Mr. F. W. McConaghy, who is Acting Administrator while Mr. R. S. Leydin is on leave in Australia.—Photo: Irene Sexton.

Nauruans Say Australian Citizenship And Curtis Island Are Out

The three-man Nauruan delegation led by Head Chief Hammer DeRoburt on July 20 rejected Australian Government proposals that the Nauruans should be resettled on Curtis Island, off the Queensland coast.

THE NAURUANS, declared the delegation, now want to stay on Nauru after the phosphate is worked out; they want a Legislative Council leading to self-government by 1967; they want to take over the phosphate workings themselves and have the royalty raised to 14/8 per ton.

After the Commonwealth Government had failed to agree on these points the current talks, which had been going on for about a month, broke down. Two members of the delegation returned to Nauru but Hammer De Roburt remained in Australia.

No one believed that the breakdown was the end of the affair and within 24 hours of it the Minister for Territories, Mr. C. E. Barnes, had announced that he and the Head Chief would meet again in Canberra in late August. In any event, as the Minister has already indicated (see

p. 10), the Nauruans have plenty of time left to change their minds before the phosphate cuts out. About 30 years—give or take one or two.

Various plans to re-settle the Nauruans have been going on since mid-1961, when the three administering authorities of Nauru (UK, NZ and Australia), each offered to take the islanders into their respective countries and give them full citizenship. For reasons of climate and long association it was considered that Australia would be most appropriate and after shopping-around, Curtis Island, off the Queensland coast, seemed to offer the best possibilities.

Under this proposal, the Nauruans were to be given the freehold of the 180 sq. mile island (area of Nauru: 8½ sq. miles); housing; electricity; water and sewerage services; and commercial enterprises such as agriculture and fishing which were to

be established for them. The total cost to Australia, NZ and UK was estimated to be about £10 million. On Curtis the Nauruans would have extensive powers of local government.

In the Canberra discussions, the Nauruan delegation said that these proposals were unacceptable. They wished to be settled on Curtis as a separate and independent nation; they did not wish to become Australian citizens, or be subject to Australian laws on taxation, immigration, Customs, etc. They did not want to be absorbed into the Australian community or lose their identity—which they felt would happen if the Australian plan were adopted. They believed that if Australia had control over defence and quarantine on Curtis Island, Australia's interests would be safeguarded.

As Curtis Island is virtually part of Queensland mainland—so close, in fact, that it could be joined by a causeway or bridge—this is a point to which neither the Commonwealth nor Queensland are ever likely to agree. This being so, the Nauruan delegation asked that negotiations to acquire Curtis be discontinued and stated that they were now of the opinion that the Nauruan people should stay on Nauru and not resettle at all.

Increased Royalties

Having failed to agree on a future home, the delegation then failed to reach any agreement satisfactory to them on the payments they should get for their phosphate. This was considered as a separate question to that of resettlement.

Under the current agreement made in 1960 (and due for revision in July 1964), the Nauruans' phosphate income is as follows:

(a) A lump sum of £120 per acre to landowners for use of phosphate-bearing land above the 80 ft contour; £60 per acre for land below that level;

(b) A royalty of 1/9 per ton of phosphate mined—1/1 of this going direct to the landowner and the other 8d invested for him for 15 years;

(c) The sum of 10d per ton of phosphate mined to be paid to the Nauruan Royalty Trust Fund—out of which the Housing Fund and the Nauruan Local Govt. Council is financed;

(d) Royalty of 1/- per ton to the Nauruan Community Long-Term Investment Fund.

In addition to the above, the

Minister Sees Nauru For Himself

The Australian Minister for Territories, Mr. C. E. Barnes, paid his first visit to Nauru early in August. He arrived from Brisbane in an RAAF aircraft, an infrequent sight at Nauru as the island has no regular air services.

Mr. Barnes spent two days inspecting Administration establishments and the phosphate workings. With him were Mr. G. Warwick Smith, Secretary of the Territories Department, and Messrs. C. E. Reseigh, C. A. McRae, R. W. Clarke and W. T. Doig. Mr. Clarke is acting Nauruan Welfare Officer in Melbourne and Mr. Doig is with

the Department of External Affairs.

Speaking in Port Moresby on August 5 on the way home, Mr. Barnes said that no effort would be made by the Australian Government to rush a decision by the Nauruans on their future home. They would be given every facility and help.

Although this statement was made before the meeting in Canberra ended in deadlock, it can be taken as an indication that the Australian Government is not concerned at the present attitude of the Nauruan leaders and feels that, given time, a solution can be worked out.

Shortly before Mr. Barnes' flying visit, Mr. George Gray, MP for Capricornia, Queensland, visited Nauru by ship to give the Nauruans details about Curtis Island. The island is in Mr. Gray's electorate. His visit was an informal one.

British Phosphate Commission pays the difference between Administration revenue (from Customs duties, postage stamps, etc.), and the actual cost of administration—in 1962 the amount the BPC paid on this score was £494,780.

Before the Nauruan delegation could make its demands, the Commonwealth Government offered to raise the payments into the Long-Term Investment Fund from 1/- to 3/-, which would result in a fund of £20 million by the year 1990 and from which Nauruans would get at least £1 million per annum income; and the royalty rates paid to Nauruan landowners and the Local Government Council from 2/8 to 4/-. [Australia subsequently decided to raise the Long-Term Investment royalty to 3/- per ton, in spite of the breakdown in talks.]

The Nauruan delegation proposed that the royalties be increased to 14/8—basing the figure on what they believed were the payments made by the BPC in respect of phosphate mined on Ocean Island.

The Australian Government said that there was no basis for comparison between Ocean Island and Nauru. Ocean Is. produced about 300,000 tons of phosphate per annum while Nauru exports would shortly be boosted to 2.5 million tons p.a. Moreover, the BPC paid a straight-out 25/8 per ton on phosphate exported from Ocean. Of this only 2/8 per ton went to the landowners and the other 23/- per ton went into

Gilbert and Ellice Is. Colony consolidated revenue and was used for the benefit of the 50,000 people in the Colony.

[The Banabans of Ocean Is. to whom the 2/8 per ton is paid in royalties, have been resettled on Rabi Is., Fiji, which was purchased for them after the war. They enjoy all the rights of normal freehold landowners on Rabi, and have their own local government, but otherwise are subject to all the laws of Fiji.]

The Nauruan delegation then proposed that ownership of the phosphate industry on Nauru be transferred to the Nauruan people because it was their only natural resource. The Australian representatives disagreed and pointed out the present and future benefits accruing to the Nauruan people from a vigorous and efficient phosphate industry.

They explained that the legal basis for the BPC operations stemmed from the purchase of phosphate rights from the commercial undertaking which had owned them prior to World War I.

Nauruan Dream-World

The Nauruan leaders' dreams of pie-in-the-sky may be tempered by time, and for Nauru there is still a good slice of time left. Nonetheless, the whole Nauru issue indicates just how difficult it is today for any administering Government to win on any count.

In the last few years Australia has



● Girls of the Nauruan Social Centre put on a concert for Australia's Minister for Territories, Mr. Barnes, when he visited Nauru in August.

Photo: Irene Sexton.

eaned over backwards to cater for the whims of 2,700 Nauruans who put for an accident of timing in 1914 would have been annexed to Japan and could already have been left to their fate.

The Australian offer to give the Nauruans Australian citizenship and to invite them to live in Australia is the first big breach of the so-called White Australia Policy for which Australia is eternally being criticised. But having offered to break down the old immigration wall Australia is now criticised on the grounds of trying to rob Nauruans of their national identity.

Between the wars the Nauruans were held up as the richest and most fortunate of Pacific Islanders in that they had an asset which was being worked profitably for them, without worry to themselves.

Since the war the idea has grown up in some quarters that they have been exploited for the benefit of Australasian farmers and systematically robbed of their birthright by some ogres called the British Phosphate Commissioners; and that the phosphate on Nauru should have been left alone until the Nauruans, in the fullness of time, got around to doing something about themselves.

In their present suggestion that they take over the phosphate working themselves, the Nauruans have been well tutored by many experts, from Russian and Indian delegates to the United Nations to Australian Trade Union leaders.

RNZAF BASE TO CLOSE

The RNZAF flying-boat base at Laucala Bay, near Suva, will close in 1966 when Lockheed P-3 Orions replace the Sunderlands. The New Zealand Defence Minister, Mr. Dean Eyre, announced this on August 24.

Adverse publicity about Nauru and its phosphate is partly the fault of the British Phosphate Commissioners themselves who run their non-profit-making organisation, as representatives of the UK, NZ and Australian governments, from an ivory-tower in Melbourne. There, hidden away, like three unwise monkeys who profess not to see, hear or talk about what goes on, they shun any sort of publicity like the plague.

As a result, frustrated reporters who cannot get near them do less than justice to the BPC and stories in newspapers, radio and TV are frequently angled against them. The Commissioners might have made it easier for everyone concerned if they had appointed a good public relations officer 10 years ago.

Everyone recognises that the Nauruans, the BPC and the administering Governments have a problem over the future of the islanders and no one blames the Nauruans for trying to get as much out of the situation as they can. But it is largely due to public ignorance of the background or what has, in fact, already been done for the people, that the Nauru delegation was able to break off talks in a pet on August 20 and decide that if they cannot have everything they want they won't play at all, but will stay put on their own island to spite everyone.

In this context it might be interesting to know just how many Nauruans, other than the leaders, really want to stay isolated 2,000 miles from anywhere once the phosphate is worked out; and how many, if approached individually, would jump at the chance to resettle in Australia.

END OF THE RUN NEAR FOR BP PASSENGER SHIPS

After having provided a passenger service between Australia and the Islands for more than 80 years, Burns Philp & Co. Ltd. has adopted a policy of disposing of its passenger ships and concentrating on cargo services.

THE company's chairman, Mr. James Burns, said this at the company's annual meeting in Sydney on August 20.

He also said that the ageing *Malaita* and *Bulolo*, both of which are well known in New Guinea, would be sold.

The *Malaita* looks as though it will be the first to disappear as a replacement is under construction.

Reviewing the company's shipping activities, Mr. Burns said:

"A few years ago, we were the only shipping company running regular services to all main ports in P-NG.

"But, unfortunately, that day has now passed and there are many overseas vessels calling in at island ports, especially New Guinea, to and from their voyages to the East.

"Congestion"

"In fact, at the main New Guinea ports like Port Moresby, Rabaul and Lae, there is a regular congestion of ships, and very limited accommodation so that at times there are long delays before our vessels can get alongside to complete discharge.

"Considering the Australian rates of wages, with overtime and double overtime for working on Saturdays and Sundays, it becomes very expensive, especially as notwithstanding this high overtime, crews of our ships have to be given additional holidays when they arrive at their main port for every Saturday and Sunday they have spent at sea."

A BP spokesman told *PIM* the day after the annual meeting that it could be another four or five years before the *Malaita* and *Bulolo* were disposed of.

Both had recently undergone their Lloyd's survey, which was good for four years.

"Of course if someone comes along and offers us half a million for the *Bulolo* and quarter of a million for the *Malaita* I think we would sell," he added.

S.P.C. HAS "PLENTY OF WORK TO KEEP IT BUSY"

From R. W. Robson, in Noumea

There were scores of them, leaflets and pamphlets and booklets. They were packed with technical information for the guidance of residents of the Pacific Islands, especially the indigenous peoples.

THEY covered a couple of broad shelves. They told how to combat rhinoceros beetles; build a big or a little boat; form a co-operative society; use coconut fronds or pandanus leaves effectively in plaiting bags; produce better pigs; spell and re-fertilise gardens; deal with ulcers, or tuberculosis or malaria; establish classes for simple reading and writing—subjects without number.

Much impressed, I turned to Secretary-General W. D. Forsyth, who was showing us around the big establishment of the South Pacific Commission at Anse Vata, Noumea: "You and I saw this thing established 15 years ago, when you were the foundation organiser, and I was a not very friendly critic," I said. "I remember how you divided the operations into three sections—Health, Social Development and Economic Development. If the production of literature counts, your Sections have certainly been busy, over all those years."

Diplomatic Posts

Since his first term as Secretary-General, Mr. Forsyth has been away in Australian diplomatic posts across the world, including about five years as Australian Minister at the United Nations in New York. It was interesting to talk to him again, about these things, after all that time.

The six original nations in the South Pacific Commission (Britain, France, United States, Australia, New Zealand and the Netherlands) according to my calculations, have subscribed about £3 million to the work of the South Pacific Commission. Have the territories received £3 million worth of practical help?

Mr. Forsyth was emphatic. Where, prior to 1949, each territory's development was haphazard—subject often to the whim of an individual Administrator, and mostly guided by an individual head of a department,



Mr. Forsyth.

who knew little and cared less about what his opposite number was doing in a neighbouring territory—it is now more or less co-ordinated.

Administrators now are increasingly guided by the research and recommendations of the central body. They realise that the larger proportion of their administrative and developmental problems are common to all the territories, and they are helped by the reports of the SPC experts, who visit all territories, and study the experiences of local officials.

Lost In Pigeon-Holes

I reminded the Secretary-General of early *PIM* criticism—of how the reports of the sectional directors went up to the SPC, and how the latter's recommendations went forward to the responsible Ministers of the six nations concerned, and how they often were lost in the Ministerial pigeon-holes, instead of going on, with instructions, to the various territories' Administrators. There had been much waste of effort, time and money.

I learned from Mr. Forsyth that that now is largely a thing of the past. The supporting nations, through their representatives on the SPC, are consulted, as a matter of course, on matters affecting policy and finance; but nowadays the SPC experts, wherever practicable, deal directly with the individual territories, through the departmental heads concerned. They are greatly helped by the various UN experts, who now come to the Islands in increasing numbers.

I turned back to that mighty array of "literature". There was abundant evidence that the accumulated knowledge and experience of 15 years are getting to the right places and achieving the general purpose of raising the standards of life in the territories, and helping in the establishment of order and culture.

Mr. Forsyth reminded me of another SPC achievement. Ever three years, there is a South Pacific Conference. Delegates mainly from the indigenous races of each territory meet in some handy place—each of the chief territories has had its turn as host—and discuss their common interests and problems. Above all, through this instrumentality, they have learned to know each other, as Pacific Islanders.

Everyone agrees that these conferences have had a remarkable effect in extending the vision of Islands' leaders who, before World War II, scarcely knew that other groups of Islanders existed. And these conferences encourage the Islanders to think in terms of nationhood?

I noticed that there still are six flagpoles along the front of the SPC building to carry the flags of the contributing nations while the Commission is in session. The sixth used to fly the Netherlands flag while that country had West New Guinea, but

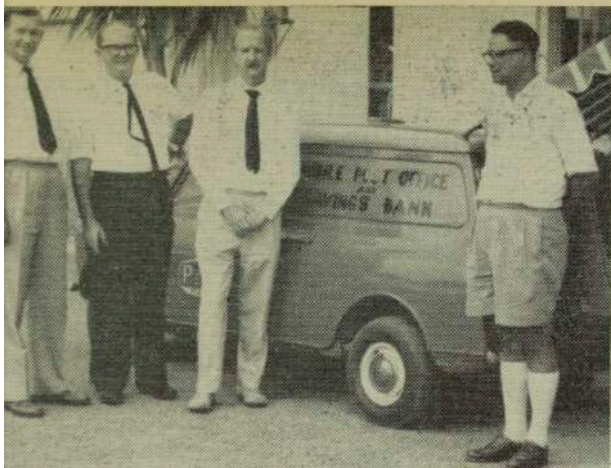
NICKEL MAY BECOME VALUABLE INDUSTRY

Hopes are growing in the Solomons that a valuable nickel industry may be developed soon on Isabel by the Southern Mining and Development Company. This company appears to be an offshoot of the world-wide corporation known as INCA and which is represented in the Solomons by the well-known Mr. Paddy Laine, now a resident of Noumea.

The company has been prospecting in the BSIP for four years. It found substantial nickel ore on Choiseul. But it was not rich enough, so it moved over to Isabel, and a party of three or four Europeans and 40 natives is at work there now.

Although, in local parlance, "they hold their cards very close to their chests" it is generally believed that they now have something good on Isabel.

"Why should they have spent all that money in four years' prospecting if they don't expect something good?" ask the Honiara observers.—RWR.



Mobile Post Office

Fiji's Posts and Telegraphs Department has recently been experimenting with a mobile post office and savings bank for people in outlying areas around Lautoka who cannot easily get to a post box or visit a bank. If the experiment is successful, the service may be introduced elsewhere in the Colony. Seen here with the mobile post office-bank are (from left) Messrs. R. Atkinson and J. N. Falvey, Secretary and Member, respectively, for Works and Communications; W. G. J. Cruickshank, Postmaster-General; and Deo Datt Singh, a senior post office official.

Photo: Stan Whippy.

seems that in October it will fly the flag of Western Samoa.

This could be very interesting. The SPC's six original sponsors are there because each of the six nations was responsible for the government of certain Pacific Territories. Now Western Samoa, one of the various Pacific Territories formerly under European government has come to nationhood, and has a flag of its own.

Since the SPC was established 15 years ago, something never then envisaged is taking shape rapidly—namely, in the South Pacific, as all over the world, the subject peoples are being thrust into independent nationhood.

Is it the intention that each Territory, as it achieves nationhood, will join the European sponsor nations in the SPC? If that is so, are they to consult together only in relation to health, social development and economic development? How are they going to keep political development off the agenda paper?

I put this up, speculatively, to Mr. Forsyth.

The face of the Secretary-General registered horror. "That's not in the charter," he said. "We have plenty to occupy us without that."

"But," I persisted, "the successful development of health, economic and social services, especially education, will lead inevitably to self-government. Why shouldn't you run out pamphlet or two on the responsibilities of self-government? Give them a bit of political science."

Mr. Forsyth closed the discussion with a snap. He looked over the rooftops to where the Tricolour was fluttering firmly in the trade wind. "Leave it to the gentlemen in the capital cities," he said. "We've got plenty here to keep us busy."

See also stories pages 15, 17 and 19.

Fiji's Fast-Growing Airline Has Equipment Troubles

With its new service to Tarawa, GEIC, established since late July, Fiji Airways now not only cut back and forth across the International Date Line but fly across the equator into the Northern Hemisphere.

THE new service, added to existing inter-territory services (Fiji-Tonga, Fiji-Western Samoa, Fiji-Honiara, BSIP, via Vila and Santo, New Hebrides), plus the increasing frequency of domestic Fiji services, gives FA some claim to being the fastest growing airline in the Southern Hemisphere.

The trouble is that its equipment doesn't always keep pace with the increasing number of tasks it is called on to perform, and this is felt acutely at present, at the height of Fiji's winter tourist season and with another international air operator—Air-India—coming in to Nadi.

FA has made the British Heron the work-horse of its fleet and now operates five of them. These are insufficient to cope with potential, particularly when it is frequently necessary to send two Herons, working in tandem, to cope with international travellers between Nausori (Suva) and Nadi.

Several new Herons are on order and should be in service within a few months. In the meantime, the search for a suitable replacement aircraft for the Heron—already going on for some years—has been stepped up.

The Heron is a four-engined

plane with a passenger capacity, on inter-territory flights, of about 11 passengers.

Probably what is needed is something with a passenger capacity half as large again; but to get the correct aircraft, with the same safety factor as the Heron, capable of putting down on some of the "bush" strips the airline is forced to use, is a complicated problem in airline logistics. There are few commercial aircraft available with all the required characteristics.

Nauru Next

On a jet-age basis the Heron is slow; it is also unpressurised and fairly cramped for passengers. But whether it is really less comfortable to travel in than with 110 other people, crammed into the economy-class section of a big jet, is debatable.

The airline is 13 years old this September. It was formed in 1951 by the late Harold Gatty as a private company; its first plane was a twin-engined de Havilland Rapide and its first route Lautoka-Nadi-Nausori, the fare for which was then £4 from Lautoka and £3/12/6 from Nadi.

All of its overseas routes were acquired after Qantas bought the air-

line in 1958. Qantas shares ownership with BOAC and New Zealand's TEAL on behalf of their respective governments.

One reason why FA's fleet seems to lag behind the number of potential paying customers is no doubt this divided ownership. It's hard to force a unanimous decision from three bosses, especially when they are as far apart as Sydney, Auckland and London; and when the people who have to make the decisions have never been wait-listed for Tonga, or had to book three months in advance for Honiara.

Air traffic always tends to increase; already it looks as though a fortnightly service will soon be inadequate for Tarawa. This will be specially so if the airline takes the next logical step and extends 400 miles from Tarawa to Nauru.

This is being seriously discussed and when it happens, FA will then take four days over this service instead of the present three, the extra day being spent in the return flight, Tarawa-Nauru-Tarawa.

Nauru already has a serviceable airstrip that is used only about once every four years when a UN visiting mission is flown in, or when there is a ministerial visit. There is no plan to bring the other phosphate island, Ocean, into the service as Ocean has no airstrip and it would be difficult to build one.

When Nauru is brought into the orbit, 11 seats on a Heron, once every two weeks, are going to be completely inadequate for the number of people who will wish to use the service.

Local Boom

Local air transport in Fiji is in for a boom, too. The new strip on Ovalau should be in use by October. This is situated on the south-west point of the island and will service Levuka which is now the centre for a new fishing industry.

A Drover or a Piper Caribbean will be used on this strip initially and the strip will later be improved and included in a schedule to Taveuni and Vanua Levu. The Ovalau strip is only 15 minutes flying-time from Nausori.

The Government also plans new strips for Kadavu, the big island 50 miles south of Suva; and at Lakeba and Vanuabalavu, in Lau.

On Viti Levu, the private strip at Korolevu, used now by the Piper Caribbean under charter, is being improved. This strip was extensively damaged in the big floods of last March and while renovation work is in progress it is being enlarged so that it will take a Drover. The aim is to introduce scheduled services that



Tongan Nurses Graduate

Queen Salote, of Tonga, presented nursing badges to 14 junior staff nurses of Vaiola Hospital, Nukualofa, on August 3, in the assembly hall at Queen Salote College. The Queen is seen here presenting the cup for the best nurse of the year to Staff Nurse Losa Meleke Fonua. Matron Miles is in the background.

Photo: Tulua Bros.

will cover Nadi-Korolevu-Suva-Ovalau. The present charter service is a convenience, but it can be expensive.

When the late Harold Gatty started his air service on September 1, 1951, there were a lot of prejudiced Kai Vitis who could see no sense in paying £3/12/6 to fly from Nausori to Nadi, in an hour, when they could have their backbones fractured and their teeth rattled out in seven hours on the abominable coastal road to the same destination.

Since then Fiji has become air-minded. Like most other respected local institutions, Fiji Airways comes in for its share of criticism. But whatever the airline's few minor sins of omission and commission, its pioneering aviation efforts have turned the Colony into what the romantic travel writers have always insisted Fiji is—the Hub of the South Pacific.

Chapter Of Accidents Upsets New Hebrides Air Services

From R. W. Robson, in Vila

The New Hebrides were without a single plane for inter-island services in mid-August following accidents to planes of both New Hebrides Airways and Hebridair and the absence of an NHZ plane in Fiji.

THIS resulted in a temporary halt to the minor war that has been going on between British and French interests for some time over the control of internal air transport in the Condominium.

New Hebrides Airways is basically British, with Mr. Bob Paul, of Tanna, an Australian, as chairman, and Mr. Paul Burton, the chief pilot, one of the main shareholders.

Hebridair is a French company registered two years ago and directed mainly by Mr. Martinet, boss of Transpac, the New Caledonian company which runs New Caledonia's internal services.

New Hebrides Airways has been operating a successful service for several years with one Drover aircraft. Pilot Brian ("Blackjack") Walker delivered a second Drover in late July, whereupon the first Drover was sent to Fiji for overhaul.

Wing Smashed

On August 7, Pilot Walker took his Drover to Aniwa. As he put down there, he mistook a strip which the natives were clearing for the airstrip proper which is nearby, hit a stump and smashed a wing. In mid-August the plane was still there, and NHZ was without an aircraft.

Hebridair only got going last February with a German two-engine Dornier aircraft, which soon afterwards broke a tail plane when using the rough strip at Aneityum.

It had been back in service on a short time when, on August 12, was asked to go to Erromanga to pick up a Mr. William, a Frenchman engaged on a forestry project, who was gravely ill with peritonitis.

As Pilot Deloom was taxiing the Dornier along the primitive airstrip, he, too, hit a hidden stump, and put his plane out of action.

The authorities in Vila hurriedly sent the Condominium sh

BIG FRENCH GRANT FOR 1966 GAMES

The French Government will make available about £250,000 to help to stage the 1966 South Pacific Games in Noumea, New Caledonia.

MESSRS. Roger Kaddour, president of the Territorial Committee of Sports in Noumea, and Arnold Daly, a leading Noumea lawyer, have announced this in Noumea after visiting Paris to talk about the Games to Mr. Louis Jacquinot, the French Territories Minister.

Messrs. Kaddour and Daly said that the French Government would also supply valuable aid in other ways. An expert in sports organisation, a Mr. Bertrand, would be sent to Noumea to help. Mr. Bertrand organised the 1959 Mediterranean Games at Beirut, and the French Territory Games at Abidjan (1962) and Dakar (1963).

Trainers and advisers on athletics, boxing, swimming, cycling and basketball will arrive in Noumea on December 15 and will stay until February 28.

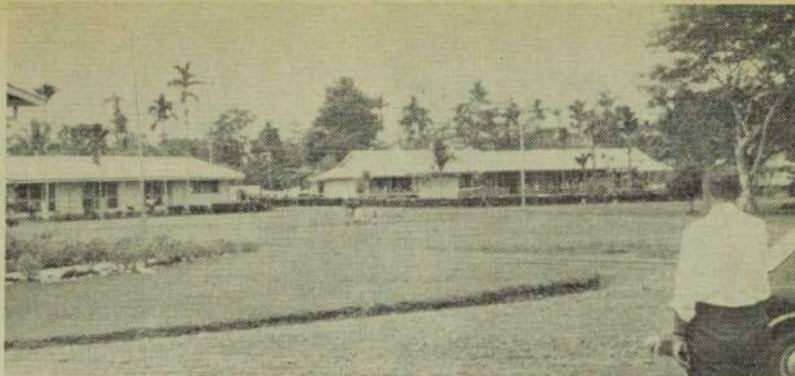
ocinante to bring the sick man to Vila. Halfway there, it broke down. Mr. William died on Erromanga that weekend.

New Hebrides Airways and Hebridair have been discussing, for any months, some form of agreement—if not a merger—under which they might divide up the available inter-island traffic; but, despite official pressure, they have got nowhere.

The British insist that they have so much more at stake than the French—they own the Tanna airstrip, which is a good one—and they have native shareholders in Tanna, Tonga, etc., and a good operational record.

The French claim that, through Transpac, in Noumea, they have bigger and better resources, even though they are not allowed to use the privately-owned British air-strips.

Local gossip has it that relations between the two companies are strained, and that the French and British Resident Commissioners are concerned about it. But the Commissioners, of course, will not discuss



The venue for the Sixth South Pacific Conference next year will be the Lae Technical School.

Lae To Be Site Of Next Year's South Pacific Conference

Urbanisation, land tenure and new industries, all problems in one or other of the Pacific Islands, will be the chief topics for discussion at the Sixth South Pacific Conference.

IT was officially announced in August that the conference will be held in Lae, New Guinea, and would open on July 6 next year.

Lae is a town of about 3,000 non-indigenous people and is the gateway to the Highlands of New Guinea, to which it is now linked by road.

Fifteen territories are entitled to send representatives to the conference. They are: American Samoa, BSIP, Cook Islands, Fiji, French Polynesia, Gilbert and Ellice Islands Colony, Guam, Nauru, New Caledonia, New Hebrides, Niue, Papua-New Guinea, Tokelau, United States Trust Territory of the Pacific Islands, and Wallis and Futuna Islands.

The Kingdom of Tonga is also entitled to be represented.

Observers

The present member Governments of the SPC—Australia, France, New Zealand, UK and the US—usually send observers. Western Samoa, a likely new member government, will, presumably, do this too.

The South Pacific Commission has been especially active lately with a number of things, including the initial preparations for the 1965 conference, an urban local government technical meeting at Port Moresby, and the wind-up of the first home economics course, which was held at Suva.

For October, there is a meeting of the SPC at Noumea when, among other things, Western Samoa is expected to be admitted as a member, contributing about 2½ per cent. of the SPC Budget.

The SPC technical meeting at Port Moresby on urban local government was held from July 27 to August 8.

The meeting recognised the need for urban local government, of which there is very little in the South Pacific, and decided to seek the help of the SPC.

It recommended that the SPC should, if asked, help territories with advice and consultants and whatever means available, and prior investigation before local government was established.

The meeting agreed that in all territories the central government should be responsible for the thorough training of appropriate central and all local staffs in the administration of local government.

The conference proceedings were followed with interest by territories which have centres of local government or territories which may soon be able to delegate some central government functions to local government.

Appropriate adaptations of the ideas expressed could, provided financial bugbears can be overcome, prove of benefit to several island groups.

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FIJI — SAMOA — TONGA

Tropicalities

Tahiti, which until a few years ago had no newspapers, now looks to be going to break some sort of record in the other direction. It has almost as many journals as there are shades of political opinion.

LES NOUVELLES, which is the oldest daily, was joined about months ago in the daily field by *Journal de Tahiti* which is owned by Bambridge interests and reflects Bambridge politics which, for Tahiti, is pretty progressive.

Soon, however, there will be a new weekly in which Mr. Alfred T. Poroi, leader of a rival political party, has a dominant interest. This weekly, *La Pêche*, will, we understand, have a edition in English to cater for English-speaking tourists.

Also in the present weekly field are *Tahiti*, from the same stable as *Journal*; *Echo de Polynésie*; *La Presse*; and *Le Canard Tahitien*. In addition there is a glossy quarterly called *Tahiti Magazine* published by the owners of *Les Nouvelles*.

The only political party without a foothold seems to be the RDPT—then, the RDPT doesn't exist any more although the members in the Territorial Assembly who were elected under its banner in the elections, in 1962, still number 10 to the UT's eight (UT being the Bambridge party); and the UTD's 10 (UTD is led by Alfred T. Poroi



who is Senator for French Polynesia in Paris).

The RDPT, which was nationalistic and at the height of its power during the time of the now-exiled Pouvanaa a Oopa, was dissolved towards the end of 1963 under some old French law which provides for this if it is considered that a party's continued existence isn't in the best public interest.

The 14 members in the Assembly are now reported to be looking for a new name for themselves.

Baptism For A Marine Creature

WHEN *Comatule*, the first-fruits of the SPC-UN-New Caledonian joint effort to teach islanders to build boats, was launched at Ile Nou, New Caledonia, on August 5, it was as wet out of the water as in it. The christening was carried out *sur la pluie*, according to the local newspaper, and it was right.

In spite of the rain the ceremony was performed in distinguished company: The commander of the French Naval Forces, the Secretary-General of the Government, the Secretary-General of the South Pacific Commission and a dozen other important officials made the wet trip from Noumea to the island in a former Sydney water-bus, *Patonga*.

The course has been under way for

Some of the 30 young men who built "*Comatule*" which is seen in the background.

18 months and is a companion piece to one undertaken in the Solomons about three years ago.

The course at Ile Nou catered for about 30 young men—all but two of them from French Pacific territories. The two strangers were all the way from Iran, and were there as the United Nations' contribution to the party.

In Iran they are particularly interested in small boats suitable for fishing sturgeon in the Caspian Sea, because from sturgeon roe comes that premier ingredient of any high-class hors d'oeuvre—caviare.

The Government of New Caledonia provided quarters for the trainees and workshops, etc., at a technical training institution it maintains on Ile Nou. Mostly, the trainees are fitters, metal tradesmen, etc., who are absorbed readily by the Nickel Company.

The United Nations supplies the director for the boatbuilding course—an Italian naval architect, Mr. Gaston Legnaioli, who will remain until the course finishes about the middle of next year.

Comatule (which we are told is the New Caledonian name for a "marine creature with plume-like arms"), has already been sold to a

Nut So Funny

Noumea's municipal council has renounced a project of replacing old coconut palms in the town's Coconut Square with young ones. In a programme over the past six months, 73 young palms were planted—and all were pulled up and carted off by vandals. The police were unable to stop the thefts, and the council has now lost patience and will no longer replace stolen palms.

local underwater exploring club. Two other boats are on the stocks—one is for Wallis Island and the other is a harbour runabout for Noumea.

Samoan Cattlemen Make An Impact

THE recently formed but active Western Samoan Cattlemen's Association has hit on a novel way of raising breeding standards among the livestock of members.

They have been given, cheaply, some pure-bred Hereford bulls by

Western Samoa Trust Estates Corporation and are running a regular monthly raffle for one of these breeding bulls. They sell 200 tickets at 5/- each.

If the bull is won by someone other than a cattleman, the association buys it back for £30 to raffle again.

In this way the association is raising funds; and members are given a chance of getting a first class bull for only 5/-.

The winner of the first raffle was Te'o Peneia, of Aleipata, a Samoan cattleman who also farms cocoa, bananas, taro, coconuts and pigs;

operates two stores and a bus; and is on the board of the association.

A major driving force behind the association has been University of California graduate, Frank Moors, Department of Agriculture livestock officer.

He recently promoted, with other cattlemen and departmental officials, a successful field day for cattlemen at Avele Agricultural College.

He is now working on plans for a cattle show and rodeo next year, which, with growing departmental public and cattlemen's support, promises to be a popular addition to the calendar of annual entertainments in Western Samoa.

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Is Mr. Ansett Looking This Way?

THE success of Fiji Airways in providing, with their Nadi-Vila-Honiara service, a handy exit from Melanesia for travellers who hitherto had to use either the Australia-New Guinea or Vila-Noumea service appears to have attracted some notice.

The service, with Heron aircraft was at first fortnightly, and is now twice weekly, leaving Honiara for Fiji on Wednesdays and Saturdays.

But it is still difficult to get a sea—the accommodation being almost filled with public service personnel presumably because the service is subsidised by the British Government concerned.

A persistent rumour in Honiara—although it is without official backing—is that the tireless, questing eye of Australia's airways chief, Mr. Reg Ansett, has been studying the situation here.

It is said that Mr. Ansett envisages a Brisbane-Honiara-Lae-Philippines Far East service, and that he may use in this some of his present aircraft which may be displaced from Australian services by new purchases.

Honiara's airport appears capable of enlargement to take bigger aircraft than those now used.

It could be that Mr. Ansett also is interested in the tourist potential of the Solomon Islands. Guadalcanal, like New Guinea, definitely has a tourist potential—limited in the past by lack of transport and of first-class hotels.

These things, of course, can be remedied. Mr. Dalrymple-Hay is reported to have plans for the early addition of a block of modern bedrooms to his big, rambling Mendana Hotel, which lies attractively under the casuarina trees alongside the Point Cruz waters.

The Big Push In South Seas Curios

PITCAIRN Island is a mere dot in the Pacific with less than 100 residents, most of whom, as we all know, are descendants of the *Bounty* mutineers.

Their economy is based mainly on the sale of souvenirs to passengers of ships which heave to off the island for a few hours.

Naturally there is no fortune in this sort of trade, but what it has done for the islanders has helped them to live a fairly comfortable existence, and it is vital that the trade be kept up if the Pitcairn islanders are to have a future on their island.

The population of the island has been declining slowly, and fewer ships have been calling at the island. So in an effort to boost their economy the South Pacific Commission has published for the South Pacific Office, Suva (which keeps an office on both Pitcairn and Tonga) 50,000 leaflets which illustrate Pitcairn souvenirs.

The Pitcairn Islanders will receive 10,000 of the leaflets, which they will distribute to ships when they go off in the long boats to sell their souvenirs.

HOME SCIENCE: A score of home economics students from a dozen Pacific territories who recently attended an SPC course at Samabula, Fiji, have now returned home to instruct others in diet and nutrition, cooking, health, clothing and home management. The two students in the foreground here are making a desk from liquor boxes under the eye of Mrs. Elizabeth Eden, a home economics officer of the SPC.

Photo: Stan Whippy.



Their hope is that the leaflets will go overseas and that through them they will build up a mail-order business.

The remaining 25,000 will go to Mr. Reid Cowell, of the South Pacific Office, for distribution, also in the hope that the mail-order business will

be built up. The leaflets say:

"We shall be pleased to fill any orders and to answer inquiries.

"We shall send your souvenirs through the post carefully packed, and stamped of course with Pitcairn's own stamps which, themselves, are highly prized by collectors throughout the world."

And there are guarantees of promptly attending to orders, quality, and money back if the buyer is not satisfied.

Some of the items available are Bible cases, Panama hats (as "light as a feather"), barrows specially manufactured to counter the island's rough terrain, walking sticks made from the wood of a coconut tree, models of flying fish which are often seen off the island's rocky coast, beautifully carved vases and birds, and plates and vases from the ripe shell of the coconut.

Meanwhile the South Pacific Commission's Sydney office in late August was putting the finishing touches to a 96 page booklet illustrating the handicrafts available for sale throughout all territories of the South Pacific, and aimed at building up business in South Seas artifacts generally. Many of the illustrations are in colour, and details of prices and availability are given.

This booklet is the sequel to the 12-month survey by Mr. Angus McBean, SPC Social Development Assistant, now school-teaching in the New Hebrides. It will be one of the most valuable, and certainly the most interesting, of all the SPC reports. Some copies will be available for sale, but most will be distributed to likely buying agencies.

4TH EDITION OF P-NG HANDBOOK NOW AVAILABLE

THE Fourth Edition of *The Handbook of Papua-New Guinea* was published at the end of August. It is 100 pages larger and a good deal more handsome than the Third Edition, published in 1961, and production called for the usual amount of toil and sweat from Pacific Publications Pty. Ltd's. editorial staff; and for patience and good nature on the part of senior Administration officers in the Territory who supplied factual and statistical material.

The 4th Edition, which normally was due in 1963, was held over until this year in order that the political changes that have recently taken place could be fully documented. All material has been fully revised and opportunity has been taken, at the same time, to completely rearrange the book in more attractive form, using photographs and many new maps. The new lay-out and improved index and contents

sections make finding information easier.

All the usual sections are again covered — geography, history, people, trade, commerce, industry, transportation and communications, finance and taxation, tourism, method of government, etc.—and a special feature has been made of the classified business directories for the large towns and lists of non-native residents.

The lists of residents involve something like 14,000 names, based on the electoral rolls. This, we think, is the most ambitious attempt yet to list non-native residents of P-NG between the covers of one book.

A *Maprik haus tambaran*, in full colour, appears on the cover of the *Handbook* which sells at 18/6 Aust. plus postage—that is, 3/6 more than the 1961 edition. For a book of 416 pages we still think that's pretty cheap.

NEW CONSTITUTION FOR COOK ISLANDS BEFORE PARLIAMENT

Two bills, designed to give the Cook Islands internal self-government next year, were introduced simultaneously in the New Zealand Parliament and the Cook Islands Legislative Assembly on August 11.

THE principal bill, the Cook Islands Constitution Bill, sets out the proposed constitution for the Cook Islands in 71 articles.

The NZ Government will not attempt to have this bill passed this session as it wants to give everyone who wishes the chance to criticise its provisions.

Such evidence will be heard by a 12-member parliamentary select committee, headed by the Minister of Island Territories, Mr. J. R. Hanan.

The committee is expected to begin its hearings about the middle of September when the final views of the Cook Islands Assembly on the proposed constitution should be known. The NZ Government will then seek to have the bill passed, possibly with amendments, before the end of this year.

But the bill will not be brought into effect until after elections in the Cook Islands next April.

Provisions

The Constitution Bill provides for full self-government, but allows for continued association with New Zealand and provides for a common citizenship—that of New Zealand. It also provides that:

- The Assembly will have 22 members, elected by universal suffrage, whose debates, discussions, bills and Acts must be in both Maori and English. Voters in elections must be 18 or over.

- The Assembly may not repeal or amend the constitution without the support of two-thirds of its members at the second and third reading stages, and a lapse of 90 days between those stages.

- The Cabinet will consist of a Premier and four other Ministers.

- The Premier must command the confidence of a majority in the Assembly and his Cabinet members

CUMULATIVE INDEX TO "PIM" TO BE PUBLISHED

The management of the "Pacific Islands Monthly" has engaged a professional librarian to compile a cumulative index to PIM to be published for sale. The index will begin with the first issue of August, 1930, and will cover the first 15 years of publication.

A second cumulative index covering the period from August, 1945, to July, 1959, will be compiled and published if there is sufficient public support for the first one.

People in Australian academic circles have already expressed keen interest in the indexing project. Mr. H. E. Maude, of the School of Pacific Studies at the Australian National University in Canberra, told PIM recently:

"Everyone I have spoken to regards the index as a most welcome project which will turn PIM into easily the most important source for contemporary Pacific history (and not

only contemporary). Clearly, PIM is going to be microfilmed soon and sets bought for all standard libraries everywhere; and the indexes will then be invaluable."

Copies of PIM for the period 1930-1949 have long been out of print. But the publishers still have limited stocks—only one or two copies in some cases—of the issues from January, 1950, to date.

Copies for the period, 1950-1959, are 4/- Australian or 80 US cents each; those for 1960-1963 are 3/- Australian or 60 US cents each. Surface mail postage is included.

PIM has also recently been asked to try to find a buyer for a complete, unbound file of the magazine from Vol. 1, No. 1 to date. This file, which is available from a deceased Islands estate, is believed to be the first complete set ever to come on the market, and it is probably one of only a dozen or so complete sets in existence.

Offers for the set, which is in first-class condition, should be made to: Mr. Robert Langdon, Pacific Publications Pty. Ltd., Box 3408, GPO, Sydney, NSW.

must be appointed on his advice.

- New Zealand will appoint a High Commissioner on the recommendation of the Minister of Island Territories after consultation with the Cook Islands Premier.

- There will be an Executive Council consisting of the High Commissioner and the Cabinet.

- The High Commissioner or the Premier may summon the council to consider any Cabinet decision. If the council confirms the decision, and the High Commissioner concurs, it will take effect as a Cabinet decision. If he does not concur, it must be referred back to the Cabinet for reconsideration.

- The High Commissioner's power of veto over legislation is limited and can be exercised only on the advice of the Premier. He can refer to the Executive Council amendments which he himself proposes, but he cannot refuse his assent to legislation if the council decides so.

- There will be a High Court, with appeals to the New Zealand Supreme Court, and a land court, with appeals to a special land appellate court. The High Commissioner will make judicial appointments—on the advice of the Premier in certain cases and a three-man judicial service commission in others.

The most controversial provision in the bill is one requiring a candidate for election to the Assembly to live for three years in the Cook Islands before nominating.

This provision, if retained, will prevent Albert Henry, the Aitutaki-born political leader and founder of the Cook Islands Party, from standing for election next year. (*PIM*, Aug., p. 1 and p. 53).

Mr. Henry, who has spent most of the past 20 years in New Zealand, returned to Rarotonga last March where he immediately gained a large following among almost all sections of the population.

When he went back to New Zealand on a short business trip in late July, he told the Press (which gave him plenty of space) that he was confident that his party would win a majority of seats in next year's election.

He added that a petition had been started in Rarotonga (total population: 9,000) seeking a three-month residential qualification for election candidates. This petition had 2,000 signatures when he left.

After the Constitution Bill was introduced in the NZ Parliament, Mr. Henry said the Government was giving Cook Islanders "every opportunity" to voice their opinions on it through the parliamentary select committee.

Many Matters For New Guinea Budget Session

From an AAP-Reuter Correspondent
in Port Moresby

The second session of the P-NG new House of Assembly, due to begin in Port Moresby on September 1, is the first Budget session for the new House, and is expected to last up to three weeks.

THE long session has been forecast because of the intention of the 54 elected members to speak on the Budget.

At the inaugural session in June, Highland members expressed displeasure at the amount of money being spent in the main centres.

They claimed that the Highlands were being "starved" of money, and demanded greater allocations for their areas for roads, bridges, airstrips, schools and hospitals.

A House committee, since the sittings ended, has been examining the feasibility of a road from the Highlands to Madang. The report is expected to be highly controversial.

The Administration is also expected to introduce several new bills. One, recently hinted at by the Administrator, Sir Donald Cleland, deals with reclassification of the police force.

Members of the force recently staged a strike at Rabaul, and unrest has also been reported from Port Moresby and Goroka.

Politicians' Pay

Native or European members are expected to raise, at some stage this session, the question of Parliamentary salaries. At present elected members receive £950 a year, plus expenses.

Some European members claim that that is not enough to compensate them for time spent in House business.

Other Europeans, however, are resisting the move because they feel that the economy at present will not stand an increase in Parliamentary salaries.

To help the infant House on procedural matters, the Principal Parliamentary Officer of the House of Representatives, Canberra, Mr. D. M. Blake, will "sit in" on the Budget session.

Smaller Commonwealth Grant

The announcement in Canberra in August that the Commonwealth grant to P-NG for 1964-5 would be £28 million, an increase of £2,751,000 over the previous year's grant, brought fears in Port Moresby that this year's Territory budget would be a "tough" one, with increases in taxes.

The £3 million Commonwealth

increase for this year compares with £5 million for the previous year and could herald the end of the really big grant increases for the Territory.

Internal Territory expenditure this year is expected to increase by about £5,280,000, which means a big gap to be met from local revenue.

The Federal Treasurer, Mr. Holt, said Australia intended to "maintain rapid progress" in Papua-New Guinea.



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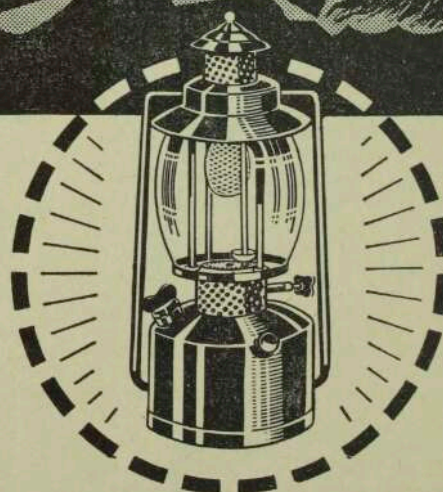
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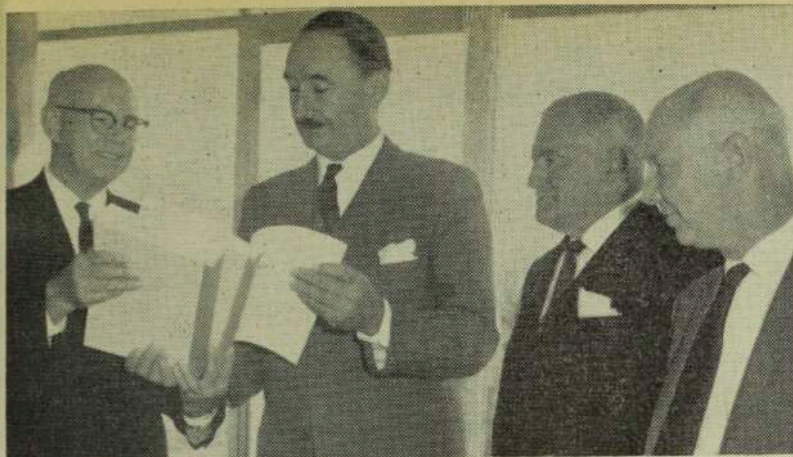
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Sir George Currie, chairman of the Commission on Higher Education in Papua-New Guinea, whose report was released in August, hands copies of it to the Minister for Territories, Mr. C. E. Barnes (centre). At right are the other members of the three-man Commission, Dr. John Gunther, Assistant Administrator of Papua-New Guinea, and Professor O. H. K. Spate, Professor of Geography at the Australian National University. Sir George Currie is a former Vice-Chancellor of the University of New Zealand.

THE P-NG EDUCATION REPORT

A Packet Of Cigarettes A Year Versus A New Guinea Congo!

Reviewed by a Special Correspondent

The report of the Commission on Higher Education in Papua and New Guinea has at last been published by the Department of Territories, in a handsome offset quarto. It is a most comprehensive document of 335 pages, which discusses everything from the age of entry into primary school, through the use and abuse of Pidgin and Shakespeare's English and the place of religion, to the possibility of raiding UNESCO for funds. The main points were published in PIM, August (p. 11).

OF the nine chapters, two are devoted to the general and the educational backgrounds, one to "A review of Proposals", and one to the 172 recommendations. Two chapters deal with technical and professional education and three with the proposed university.

The main proposal on the technical side is for the establishment of an Institute of Higher Technical Education, initially with an emphasis on general civil engineering to diploma level.

Other types of higher vocational training—administrative, agricultural, legal, medical—are dealt with in detail.

No standard pattern is advocated for them: the present Administrative College should in time become an institute of the university, which should also take over the existing Papua Medical College; there should be a Law School; the Agricultural College at Vudal (and any future such colleges) should be affiliated with the university rather than inside it.

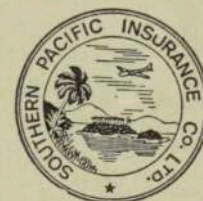
The Government has given its blessing to the Institute of Higher Technical Education, but not as yet to the university, despite a statement by the former Minister for Territories, Mr. Hasluck, so long ago as 1962, that an institution of university type would be started in the Territory by 1966.

(Over)

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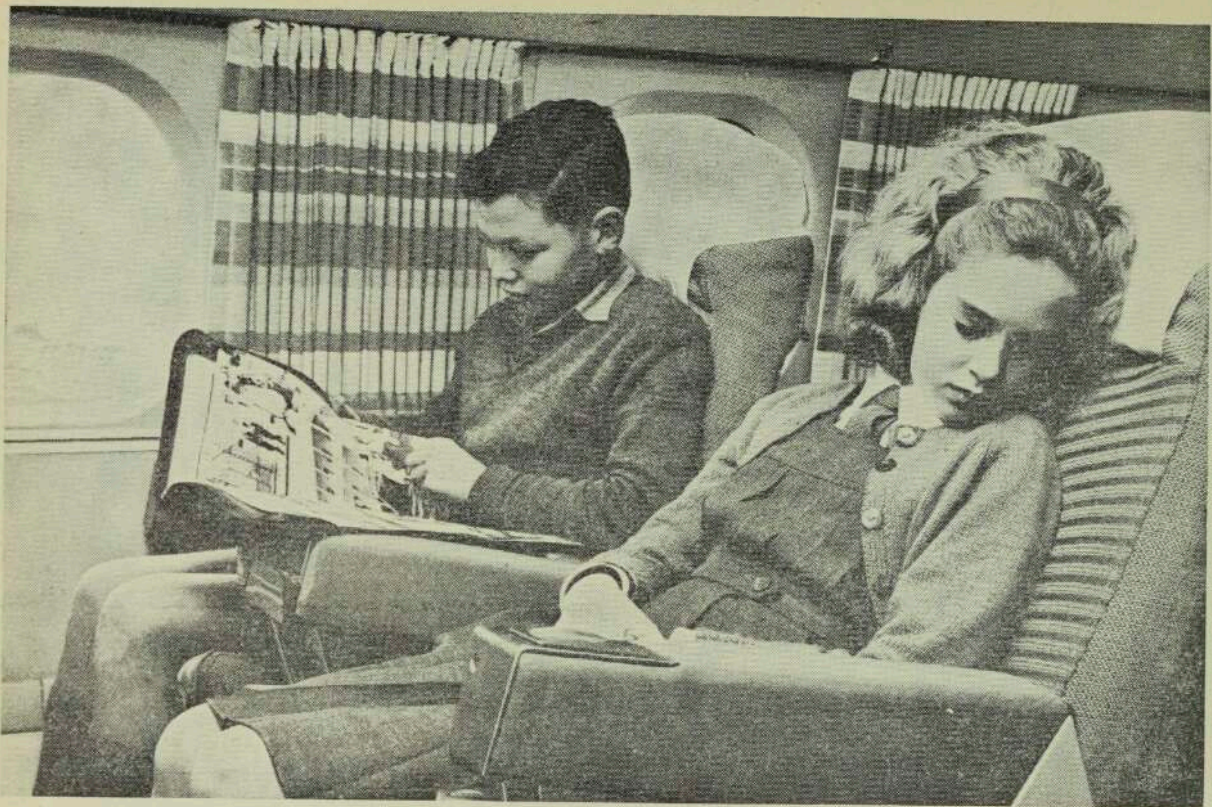
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The Commission discusses the possibility of giving New Guineans their primary education in Australia, but a variety of reasons holds that should in general be done in the Territory itself.

It strongly favours an autonomous university rather than a college attached to one or more Australian universities.

Among its reasons are the need for an integrated educational system suited to New Guinea conditions rather than to methods and syllabuses designed to suit Australian students.

The Commission also believes that, though staff recruitment will not in any case be easy, the brighter and more adventurous pioneering types are needed will not be attracted if they are to work to rules and methods devised in some superior institution thousands of miles away and in a totally different social environment.

At the same time, the Commission also pains to emphasise its recognition of a laudable desire to maintain standards led some witnesses to favour college subordinate to an Australian university, and it proposes to meet this genuine need by associating Australian academics with the government examining bodies of the New Guinea university.

The Site

On the politically vexed question of the site, the Commission—after lengthy discussion—opts for Port Moresby as against Goroka, the other major contender. Vulcanology, if anything else, rules out Rabaul, and it is a dark horse.

Goroka would obviously be a most attractive setting for a university, but other things considered—and not only the extra cost of installing and running a big complex at Goroka—it is that in the Commission's view the advantages of Port Moresby, not as the seat of government, but in a sense the most "cosmopolitan" centre of affairs, the window on the outside world, outweighed the arguments for Goroka. To be effective, the University should be in the right place, not in an ivory tower at Shangri-La.

The Commission suggests that in 20 years from now there will be a real need for a second university, and by that time Goroka would most likely be the logical site for it.

Problems of organisation and the need of a necessarily residential university are dealt with in considerable detail. In view of the urgent necessity for greatly strengthening

Plan For University To Be Shelved?

The release of the Currie report on education brought a mixed Press reception in Australia, but most leading newspapers noted that the reaction of the Minister for Territories, Mr. Barnes, on the university provisions of the report was only lukewarm, although he actively supported the establishment of technical institutions.

On the subject of a university, Mr. Barnes said: "The Commission's recommendations for the early establishment of a fully autonomous university in the Territory are far-reaching and naturally must be considered in the context of Territory development as a whole. As soon as the Government is in a position

to state a firm intention on the proposals for the university, including the timing of its establishment, further announcements will be made."

Most editorial writers hoped that Mr. Barnes' apparently cool reception to the university scheme did not mean that he intended to shelve this section of the report, but in Canberra it was generally felt that he might decide to do so and to concentrate resources on economic development, especially as the forthcoming World Bank report would recommend this.

The report itself is an extremely lucid, well-prepared document, full of useful and interesting information on the Territory. It was the result of 12 months' work by the three Commissioners, which took some of them as far afield as Fiji and New Zealand to gather information.

secondary education, and hence teacher training, the Commission recommends that the first degree granted by the university should be the Bachelor of Education.

Initial teaching faculties of Education and of Arts are proposed, with Science following as soon as may be. At an early stage, Deans should be appointed to plan future faculties of Agriculture, Law, and Medicine.

In the Commission's view—and it

took a good deal of evidence from African experts—there is no time for delay in establishing the university; or rather there are very serious risks in delay.

Numbers would be small to begin with, but this would be an advantage in the initial "running-in", and it is important to be ready for the really substantial numbers of secondary school leavers to be expected by the early 1970's. (Over)

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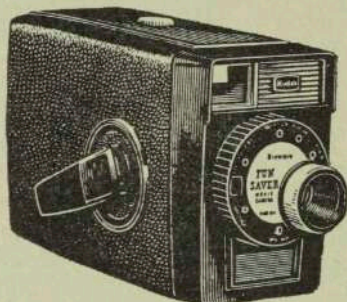
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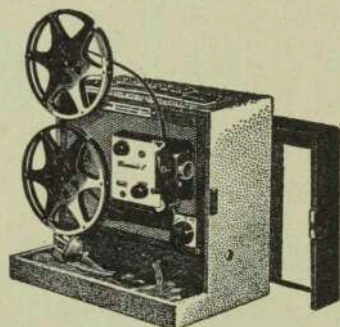
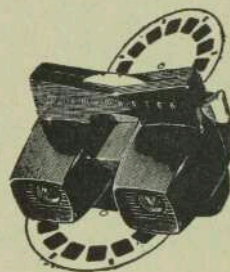


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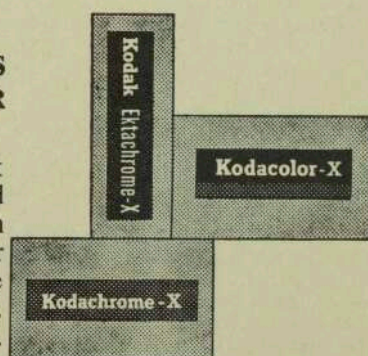


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There is also a very strong political argument for an early start. It can hardly be denied that a use of Assembly with an elected indigenous majority is a political development which outstrips economic and educational advance. It is therefore vital to train New Guineans for the complex tasks of running the country.

Moreover, should there be much day, sectional interests—New Guinea versus Papua, Highlands versus the coast, Chimbu versus Tolai, town versus tribe, tribe versus tribe might well find political expression strong enough to make the university a political football.

On the other hand, if a university were started in time to develop its own solidarity and its own tradition, it could itself become an invaluable unifying and stabilising factor.

Outside Aid

The cost? It will run into millions, of course, and—although the Commission recommends seeking outside aid, and makes some specific proposals in this matter—most of it will come from the Australian taxpayer. But the Commission estimates that the capital costs of installing the Institute of Higher Technical Education and the university, spread over 10 years, would amount to half a packet of cigarettes per Australian per year. This was before Mr. Holt's budget, so knock off half a cigarette per person per annum.

But there are, of course, many other demands on the cigarette packet. At the same time, the Commission obviously believes it would be cheaper than risking a Congo.

FIJI MAN SETTLES IN TO SYDNEY

By a Staff Writer

Fiji's first Government representative in Australia, Colonel Basil Rogers, halfway through August had almost completed his initial task of setting up what will probably become known as the Fiji Office in Sydney.

In addition he had also to find accommodation for himself and his wife, accommodation which may eventually become the permanent residence of the Fiji representative in Australia.

Colonel Rogers sought something suitable for later expansion at a reasonable rental.

He thinks he has achieved this

with offices in the MLC Building, Martin Place, Sydney. He has secured the entire seventh floor of the building, which is in the commercial heart of Sydney.

The Fiji office will not have a telephone listing until the publication of the next Sydney directory, probably in May, 1965. In the meantime Howlett, Keeling and Associates, which have a listing under the heading, "Fiji Visitors Bureau", will re-direct appropriate calls to the Fiji office. On tourist matters Mr. Bob Howett and Colonel Rogers will work closely together.

Colonel Rogers has several tentative ideas for Fiji trade with Aus-

tralia and in the next few weeks will set about putting them into action. He regards the tourist trade as important, and plans to place Fiji as a place for a holiday before the Australian public as often as possible.

A quietly spoken individual with a bright sense of humour, Colonel Rogers should have little difficulty in proving a worthy first "ambassador" from Fiji, which has strong trading ties, always with an adverse balance, with Australia.

Colonel and Mrs. Rogers have taken a short lease of a flat at Darling Point, a fashionable inner Sydney suburb, on the shores of the harbour.

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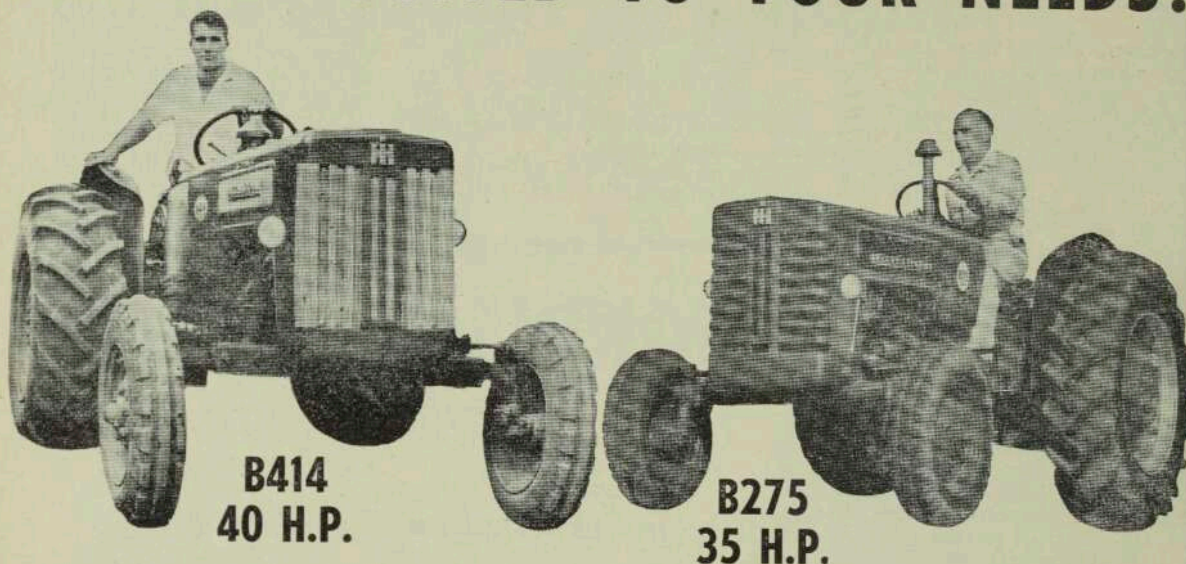
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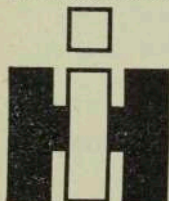
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THE MONTH IN WESTERN SAMOA

Lesson In Moors Case On Criticism Of Government

From R. F. Rankin, in Apia

Cabinet action aimed at dismissing the Harbour Master, Captain Harry Moors, two days after the Court of Appeal upheld his appeal against his conviction for forgery, has convinced many Samoans that it doesn't pay to criticise the Government.

IT appears that because of his outspoken criticism of the Government on a number of issues, Cabinet is now carrying out a personal vendetta against him.

As a live wire president of the Public Service Association, Captain Moors led a strong attack in the local press last year against the Government over alleged discrimination in the Public Service.

He maintained that the Government too often deferred to overseas rather than local opinion in the higher echelons of officialdom.

He has constantly opposed the siting of the new deep water wharf now being built at Apia, and claimed publicly that the Government had paid twice as much as necessary for the dredge being used on the job.

Then last year Captain Moors fell foul of the Treasury. In 1962, he ordered an airconditioner for his office.

Subterfuge

When the account was presented for payment he had no vote out of which to pay for it, so he resorted to a subterfuge not uncommon among departmental heads.

He requisitioned for some chain to the same value, certified he had received it when in fact he had not, and the Treasury payment for the chain was used to pay for the air conditioner.

The day after his appeal was successful Captain Moors was back on the job. Two days later Cabinet directed the Public Service Commissioner, Vaiao Alailima, to dismiss Captain Moors in accordance with a new policy.

But in the hands of the PSC, who is fed up with political interference in his job, the scheme backfired and Cabinet was made a laughing stock.

The new policy forbade the continued employment in the Public Service of any employee who "con-

trary to his duty deliberately deceived a Government department".

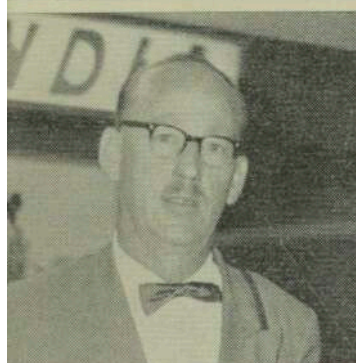
Captain Moors had not been convicted of deceiving a Government department, the Public Service Commissioner told Cabinet, and therefore he could not be dismissed.

However, in accordance with

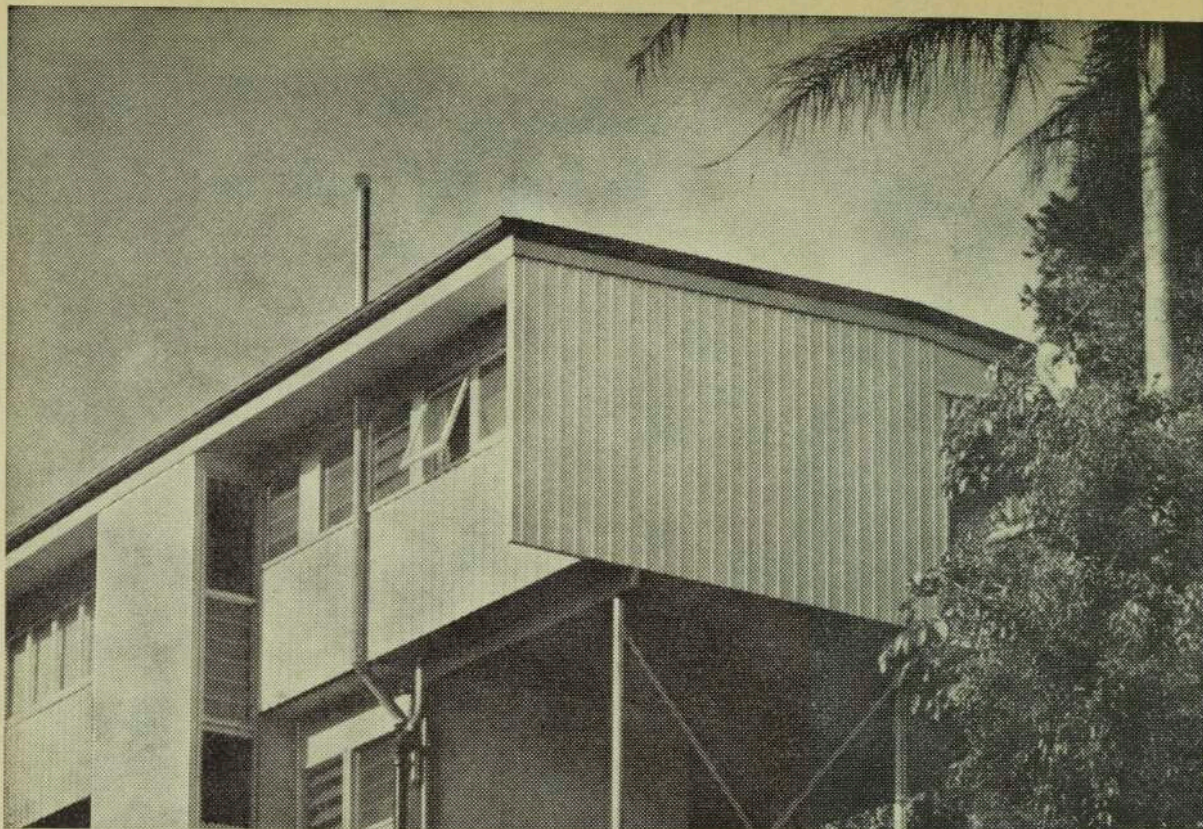
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HEADED FOR LONDON: Prominent West Samoan businessman and former politician Eugene Paul (top) was among the leading Islands residents who flew to London in August as guests of Air-India on the airline's inaugural weekly 707 service between Nadi and New York, via Bombay and London. Mr. Paul said in Sydney, where the photograph was taken, that Western Samoa was now beginning to settle down well into independence. Other Air-India guests were Mr. W. Robertson (centre), acting Finance Minister in Tonga, who is also prominent in Tongan sporting life as an official, and (bottom) Mr. Sam Berwick, editor of the Fijian language newspaper, "Vakalewa ni Pasifika", published at Nadi.



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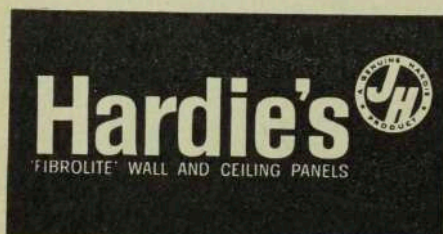
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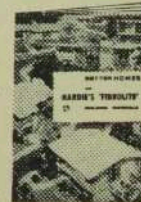
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abinet's wishes he implemented the new policy and sent out dismissal notices to 11 other public servants who had, in the past, been convicted of deceiving the Government.

Many of these men had served their sentences years ago, and some held very senior positions. Two were related to the Prime Minister himself.

A week later:

- Captain Moors was still in his job;

- Eleven public servants were seeking legal advice;

- The Public Service Association had called a meeting asking for an explanation of this "victimisation";

- Cabinet was looking for a way out;

- The public was having a good laugh;

- General opinion was that in future, politicians might think twice before victimising a critic or bringing political influence to bear on the public Service.

TWO weeks after the Court of Appeal had found it had no jurisdiction to deal with an appeal from Dr. Tapu Leota against his sentence of four weeks' imprisonment or contempt of court, the Head of State, Malietoa Tanumafili II, successfully brought the court into further contempt by commuting the gaol sentence to a fine of £5.

Dr. Tapu failed to appear when called as witness in a manslaughter case.

He said that under heavy pressure of work he had forgotten the summons. The summons stated that if he failed to appear he was liable to up to six months' gaol or a £50 fine.

THE effects of the South Pacific Games are still being felt in increased interest in sport in Samoa. Established sports are flourishing.

Both Rugby and tennis this year have had more participants than ever before, with Rugby extending on an organised basis out to the villages for the first time on any scale, and a record 14 teams entered in the inter-club tennis championships.

The Western Samoa Amateur Sports Federation is trying to get more sports properly organised and access met their efforts in July to establish a table tennis association.

A DISTURBING picture of the economic needs of Western Samoa over the next 20 years has been presented by UN economist Andrew Gerakas.

In a synopsis of statistics largely drawn up by statistician Mrs. B. A. Dahlborg, he highlights what he terms

the "revolutionary impact on the social and economic needs of the nation" of a two-and-a-half fold population increase to over 300,000 people by 1986.

Mr. Gerakas claims that to maintain the present level of employment, during the next 20 years, over £40,000,000 investment will be needed to create more than 50,000 jobs in industry and agriculture.

Based on current trends, between 1961 and 1986 about 26,000 males will have to be absorbed in village agriculture, and 17,000 employed in other industries. Another 10,000 jobs must be created for females.

In compiling his figures, Mr. Gerakas reckoned on a low investment of £1,500 needed to create one job in industry. He said that this is about five times less than it takes on the average in the United States to create a job in manufacturing.

Dealing with the three main exports of copra, cocoa and bananas he said that the vagaries of weather, pests, diseases and, in the case of copra and cocoa, world market fluctuation of prices, are largely beyond the control of the producers or the Government.

"These factors result in the obvious conclusion that Western Samoa's

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revenues have a highly risky base," said Mr. Gerakas.

"This risky revenue position is more acutely emphasised by the limited revenues it receives from the three major crops . . . A combination of unfortunate circumstances in weather, plant diseases, pests, and poor world market prices for two or even three of the major crops could result in a financial crisis for the Samoan nation."

He said that his initial report sought to pose problems and ask questions rather than provide solutions. Specific recommendations are to be made later this year in his "Economic Development Programme for Western Samoa".

Although his summary of problems is nothing new to Samoans, his specific figures of £40,000,000 investment have surprised many by their magnitude. After hearing talk of economic development plans for the last 10 years the public is waiting impatiently for the plan for action promised later this year.

When, three years ago, political hopeful William Betham campaigned on a platform seeking £10,000,000 for development, political incumbents scoffed at his ideas. It now seems he was a prophet before his time!

LISTENERS to local radio station 2AP pricked up their ears one morning in July when an advertisement came over for a dance at Vaivase a few miles out of Apia.

The floor show, said the advertisement, "featured a *faafafine* group in fancy dance!"—in plain English, a dance put on by male homosexuals taking the female role.

Commented "*Samoana*"—"In the hands of the right agency this sort of thing could be built up into a tourist attraction of the gayest sort!"

AN MLA here says that with all the Swedish and Danish technical advisers in Public Works, Health and Statistics "there are more squareheads to the square mile in Samoa than in any other country outside Scandinavia".

This distant but growing connection was cemented further in July when a bicycle was handed over to Dr. Helenato Solia of Falelaili District Hospital.

The bicycle was bought by WHO Public Health expert, Dr. S. Haraldson, from money given by the Rotary Club of Mariestad, Sweden, of which Dr. Haraldson himself is a member.

JUDICIAL history was made in Western Samoa on July 20 when three New Zealand Supreme Court judges sat on the first Court of Appeal since independence in January, 1962.

Before independence, appeals were heard by one judge but in accordance with the Constitution, three judges are now required and were supplied by New Zealand. They were Mr. Justice Hutchison, Mr. Justice McGregor and Mr. Justice Gresson.

Heat precluded the wearing of wigs and gowns, but the court was

crowded throughout the week-long sitting on three cases.

MOST of the outside world is now as close to Western Samoans as their telephone. New Zealand, Fiji and Australia have had radio telephone connections for some months and, on July 20, a commercial circuit was opened to Hawaii and the United States.

The first conversation was between Prime Minister Mataafa and Deputy Governor Richardson of Hawaii.

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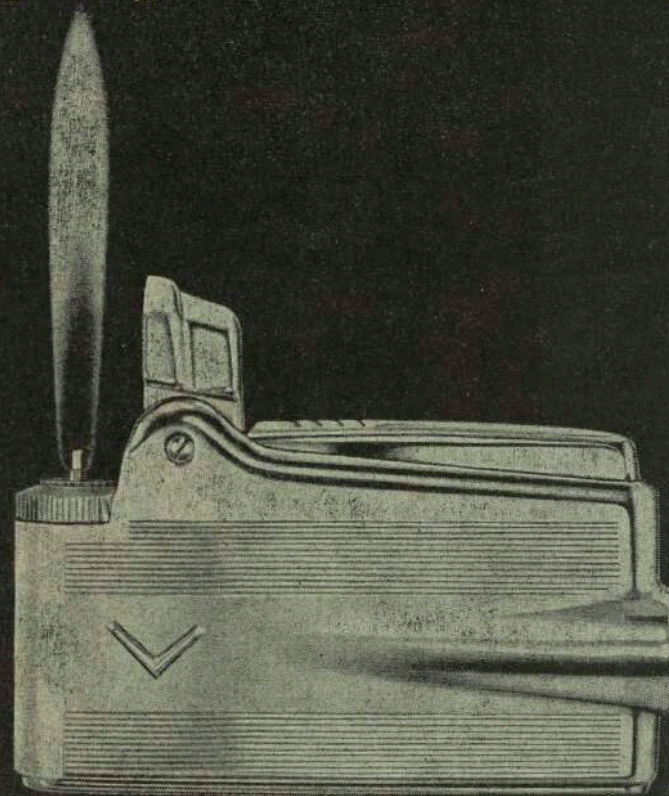


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WORLD'S GREATEST LIGHTERS

Future For Fiji's Copra Looks Rosy — Minus The Beetle

From a Suva Correspondent

Lord Silsoe's target of doubling Fiji's copra production within 10 years looks like being realised in half the time—provided the rhinoceros beetle doesn't mess up everything.

LORD SILSOE is the man who held a one-man commission of inquiry into Fiji's copra industry early last year.

Since then, a new scheme of subsidies and spring-cleaning has been introduced, and production has increased by several thousand tons—5,000 tons for the period from August, 1963, to June, 1964, compared with the previous year.

Two lessons have already emerged from the new scheme: An industry cannot run efficiently until it is properly organised, and cleanliness makes for better production.

Britain, which is financing several schemes for development in Fiji, has so far provided £383,000 for the copra industry this year. Of this, £46,000 has been handed out, mainly to copra planters, in subsidies.

To get a subsidy, a planter has to thin out his palms and clear dense undergrowth.

More Nuts

This has resulted in some planters seeing the ground inside their plantations for the first time, and the obvious is staring them in the eye—a clean plantation means more nuts.

Huge quantities of nuts, which would have been lost in the dense scrub, have been found; and it is also becoming clear that a plantation cleared of weeds will produce healthier trees bearing bigger crops.

Furthermore, as good grass will be given a chance to grow and this will support a cattle herd, the copra planter can also become a beef producer and help cut down Fiji's meat imports.

In cash, the increased copra production represents between £250,000 and £300,000, which isn't a bad return for an initial outlay of £46,000 although, of course, subsidies are not the only reason for the increase.

Yet while everything promises so

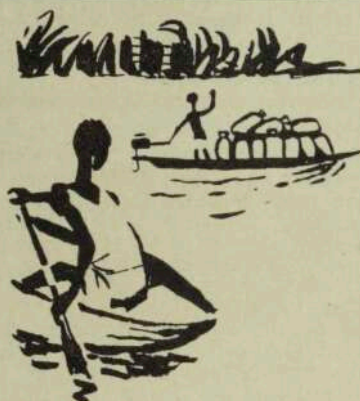
well, many copra planters and others are concerned that the deadly rhinoceros beetle may spoil everything.

Some weeks ago, the beetle was found on Vomo and Kadavulailai Islands, both insignificant copra producers, but on the way to the Yasawas where the copra palm is the Fijian's mainstay.

Then, on the evening of July 9, some Fijians sitting round a bowl of kava on the large island of Waya saw a rhinoceros beetle crash into their benzine lamp, which meant that at least one of the pests was, at last, on one of the main islands of the Yasawas.

Meanwhile, with 20,000 or 30,000 Fijians in Suva from all over the Colony for the Methodist Church independence celebrations. Mr. C. A. Stokes, Supervisor and Executive Officer of the Coconut Pests and Diseases Board, was predicting ominously: "Five months from now the rhinoceros beetle will have reached some more beetle-free areas."

Mr. Stokes said that as the Suva area was heavily infested with the beetle, many of the Fijians in town for the celebrations would unknowingly take back grubs and beetles to their villages in their packs, mats and baskets.



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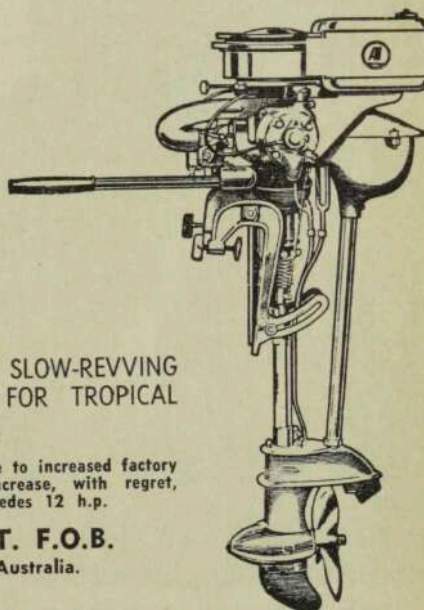
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Death Of Tony Bambridge

He Helped To Keep French Polynesia French

Although the rain came down in torrents, some 2,000 people turned out in Tahiti on August 3 to take part in the funeral of Tony Bambridge, one of French Polynesia's leading citizens, who died in Los Angeles on July 29 and whose body was flown to Tahiti for burial.

TONY BAMBRIDGE (affectionately known throughout Tahiti simply as Tony) was a staunch French patriot, who made a name for himself as a politician, businessman and philanthropist. News of his death was a signal for almost universal mourning in Tahiti.

French Polynesia's Governor, Mr. Aime Grimald, said in a tombstone speech that Tony was "one of the great figures of this France of the Pacific". And he certainly was, for twice in his career he played an important part in keeping French Polynesia French.

The first was in 1940, when he helped to rally the Tahitians to the Free French flag of General de Gaulle after the island had had a brief flirtation with a pro-Vichy Governor.

Eighteen years later, he organised

public opinion in favour of remaining in the French Union in the face of strong independence movement headed by the now exiled Leftist leader Pouvanaa a Oopa. (This was at the time when General de Gaulle held referendums in all French colonies to see whether they wished to stay in or leave the French Union.)

In French Army

Tony, who was born in Tahiti in 1895, was head of the island's numerous Bambridge family. He was a descendant of an English carpenter who settled in Tahiti in the early 19th century. His full name was Antony Pierre Tetuanui Pootahi Bambridge.

After a brief schooling, he worked for a while as a hairdresser and then became an apprentice cooper. He enlisted in the French Army in World War I, was wounded at Chemin des Dames, and returned to Papeete with a Croix de Guerre. In Papeete he established a shop called "Au Chemin des Dames", and later became lessee of the Cinema Moderne, the first of the many picture theatres he was to control.

After getting in and out of debt, Tony collaborated in the production of several films, including *White Shadows*, *Tabu* and the first version of *Mutiny on the Bounty*.

In between times, he established plantations and developed an import business which became one of the most important in Papeete. In 1944, he extended his commercial empire by buying the assets of the old-established firm of S. R. Maxwell & Co.

In 1948, he bought the Bambou Cinema and organised a film circuit in the districts of Tahiti and neighbouring islands.

Helped The Lepers

From 1930 onwards, when he began free film shows for Tahiti's leper colony at Orofara, Tony was one of Orofara's best friends and benefactors. He was also responsible for numerous acts of kindness and generosity towards many other people in Tahiti.

In politics, Tony played an important part behind the scenes, and for a number of years after the war, he served as a member of the local Privy Council.

Tony was made a Chevalier of the Legion of Honour in 1949 and an Officer of that order 10 years later.

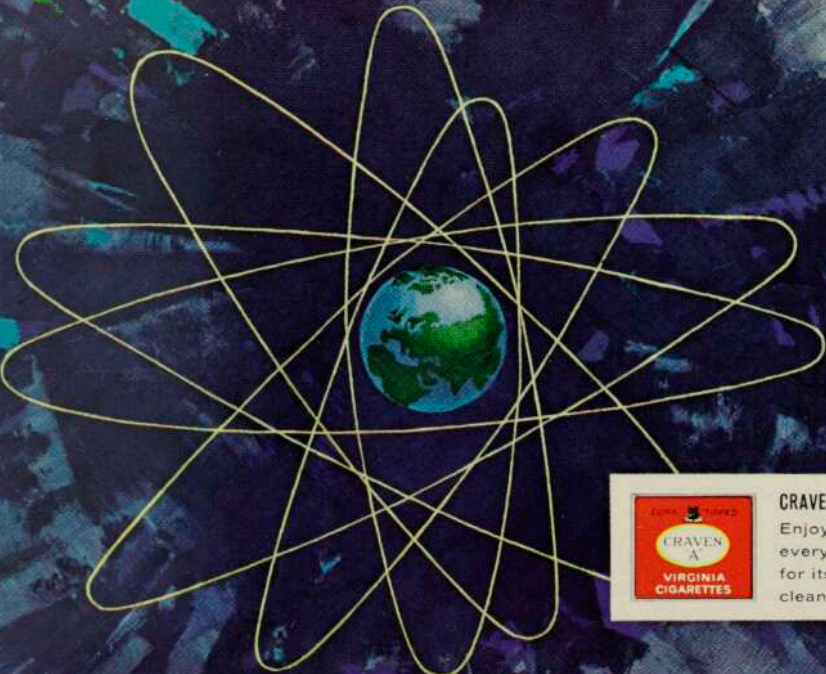
Tony married Emilie Haereraaroa in 1920 and they had three children, Mathilda, Anthony and Rudy, all of whom survive.

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PACIFIC ISLANDS MONTHLY — SEPTEMBER, 1964

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The advertisement features a pack of Peter Stuyvesant cigarettes in the upper right corner. The pack is white with a blue 'CIGARETTES' band at the top. The brand name 'Peter Stuyvesant' is written in a cursive font, followed by 'FILTER 20' in a red box. Below this is a crest with the years '1592' and '1672' on either side, and the text 'RICH CHOICE TOBACCOS KING SIZE' at the bottom. In the lower half of the image, a model of a Qantas V-Jet airplane is shown in flight, angled upwards. The background is dark with a large, out-of-focus orange and white light source on the left, creating a bokeh effect. The overall composition suggests a global, sophisticated lifestyle.

THE INTERNATIONAL PASSPORT TO SMOKING PLEASURE

Territories TALK-TALK

With Tolala

If the opening of the New Guinea House of Assembly has done nothing else, it has stepped up Australia's Press publicity of this, its most important Territory.

THE Australian reader now regularly has human-interest stories from itinerant special correspondents in popular newspapers, and most of them, I expect, much prefer assignments in New Guinea to Paddington, Hunter's Hill or Bathurst.

At one time we had a day-to-day report on the condition of the quads from Greta, a native woman of the aiye, somewhere around the Oro area. And then we had the sectioning plug for President Johnson from a New Hanover section.

I am now awaiting word of a paratist Group, dedicated to nator Goldwater ("Water belong old money") in some remote area where Goldwater publicists have sited.

TOWARDS EDUCATION

Much of the recent publicity has been devoted to emphasise the outstanding need for western education for these near-primitive people.

There was one agitator for tertiary education for New Guineans in a letter to the Press, writing: "In so far as these leaders must be university-trained, the delegation [to the Harrie Commission] emphasised the need to establish a college for tertiary education within the Territory without delay".

Is a university degree such an important qualification for becoming member of the House of Assembly? One correspondent mentioned that a great number of candidates for election signed their papers with a cross.

So what? Do they know less of the requirements of their constituents because they cannot pen a calligraphic symbol?

Is it not time that the tenants in our Ivory Towers of Learning should come down to earth and place their feet firmly on the ground; and, at the same time, put a stop to this idea that the New Guinean is an ignorant, uneducated person?

I would like these critics to have accompanied me some years ago as I wandered along bush-land paths in

Buka in the company of 10-year-old Rarin who attached himself to me probably because we were both *tseezen* (initiates) together at the *Ndook* secret society's ceremony when I was named Mala and he Rarin.

Anyway, I profited by this attachment for it was through him and his extensive knowledge of bushcraft that I came to appreciate what a mass of information dwelt in the mind of this small lad and, furthermore, was able to impart it to me in a mixture of Buka and pidgin-English.

We walked many miles on his native island, while he told me the names of flowers, shrubs and creepers and any particular use to which they could be put.

That one was good for stomach-aches; this was a rare dye plant; that was used by the women to bring on their menses; that other bush was used for stupefying fish. And so it went on.

He gave me the name of everything I asked him and told me its uses (if any). He showed me the vines and bushes from which various butterfly pupae were suspended and which he later collected for me, saving me chasing wildly about with a butterfly-net.

Out on the reef it was the same: telling me the names of shells and fish; the best time to catch them and those that were good and those that were bad for eating.

The result of my study of Rarin's mentality astounded me to such an extent that on my next trip south to the Land of Civilisation I made somewhat similar excursions into the bush accompanied by a lad about the same age and acknowledged as being a "bright lad".

He may have been in some ways, but he knew practically nothing of his own land.

The names of shrubs and flowers? . . . "Aw! That's botany. I don't bother with that", said he. He could tell me about the history of Europe and America and he prided himself on his maths. By now with the aid of slide rules, computers and such

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. . . Margaret Merril.

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idgets I expect he has settled down a good job.

As a realist I would say there is solution required, for there is no problem: Each to his own. But the parts are not happy to leave it at that. Progress, to their way of thinking, must consist of "backward" people being educated up to western standards of living, according to stern ideas and cultures.

This is all a part of the "self-termination" policy in which they are being educated. (Never forgetting that the first three letters of PROGRESS are of paramount importance in the commercialised western world of today).

And what is the target for this policy? In order that the New Guineans may have a higher standard of living; build better houses with material from overseas; drive motor cars of their own; wear western clothes—from overseas; form trade unions; organise strikes, political parties and racial riots and that will complete the picture of western civilisation as it is today.

At that point we can step down, shake hands with ourselves and murmur: "They are now ready for independence and self determination. Our task is done".

How are the New Guineans to pay for all these fol-de-las? Expert agricultural economists will have the answer: The increase of their primary products: cacao, coffee and copra. Overproduced? . . . Well, yes, financial experts will fix that—we hope. It's as simple as that.

LOWER LEVELS

Concern as to the adequate speed of native progress towards this much-wanted independence has been variably confined to executive levels at Port Moresby.

But now the New Britain District Advisory Council has expressed considerable interest in the subject after

Director of Education for the Mission in New Britain, Cr. Rev. S. O'Hanlon, had strongly criticised native indolence.

Said the priest: "New Guineans believe they will one day get a paradise State wherein everybody does no work and get everything required for nothing".

At present, he said, he had heard a native plantation owner does about 10 hours' work on his plantation each week, but it takes him about 10 hours to do it.

The upshot of the priest-councillor's pronouncements was a motion being carried for the formation of local Economic Development Committees in all backward areas of the island.

Another councillor, Stanis Boramilat, said that during the electioneering for the House of Assembly he had visited the Pomio area (in the vicinity of Jacquinot Bay) and there the people told him they did not want to become planters and small businessmen. Rather than this they would go back into the hills.

So here we have an example of the native being accused of wanting things for nothing; of not working sufficiently long hours—according to our standards—and we are seeking the authoritative right to compel him to conform to our standards. And

yet, on the other hand, we are guilefully offering him our own particular brand of self-determination.

What is the New Guinean to think? What is anybody to make of such double-talk?

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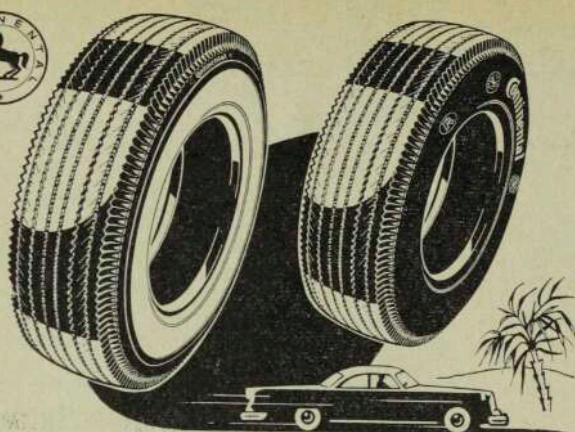
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on New Britain in the 1870's. (The New Britain folk were too wild.) George Brown launched the Australian Wesleyan Church in 1875 at Port Hunter, now known as Molot. Godefroy & Son started trading on Mioko in 1874 and were succeeded by the Long-Handle Firm (DH&PG), and it was on Mioko where Farrell and "Queen Emma" started their trading enterprise some years later, then afterwards shifted to Ralum and points beyond.

It was at Mioko and Port Hunter where many of the survivors of the Marquis du Rays expedition spent their last hours and were subsequently buried. The cemetery on Mioko is worthy of national preservation. Much of New Guinea's early history lies there.

One of the first government buildings in the colony was erected on Kerawara Island when it first arrived in 1884, later to be transferred to Finschhafen, thence to Stephansort, then Friedrichswilhelmshaven (Madang), to Herbertschoeche (Kokopo) and finally to Simpsonhaven (Rabaul).

In more modern times, of course, we know it shifted to Lae in 1941 and then after the war, it disappeared into the limbo when the Trust Territory was merged with Papua, the Australian Territory.

More Modern Times: In 1911, when I knew the Duke of Yorks well, it had lost much of its prestige. Hershheim & Co. still retained Makada as a plantation, with Franz Stehr as manager, although he was planting up his own property on Manuan, opposite Makada on the Duke of Yorks mainland. Franz Stehr, with his Irish-American wife, had come up from Samoa, where they used to run a pub in Apia. They brought their four children, Albert, Franz, Louise and Juanita. They were shipwrecked as they were coming into Simpsonhaven at the foot of the South Daughter.

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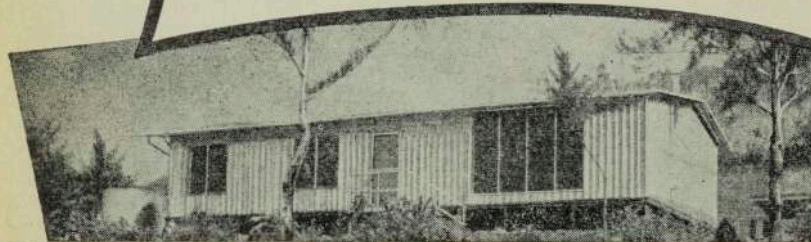
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Sydneysider Goes Walkabout and Atoll-Hopping

Along The Watery Route To Tarawa

Although I've now spent over half my life connected in some way with Pacific Islands, I had never, until late July, set foot on what is supposed (erroneously), to be most typical of the Pacific scene—a coral atoll.

ALL my islands have been high, wide, upthrust, volcanic; some have been almost continental in size. A few atolls I had glimpsed, coming back from Tahiti, from an altitude of 25,000 to 35,000 feet, when they look to be no more than discolourations on the vast expanse of Pacific ocean.

But in July I walked, slept, ate, for three days, on two of them—Funafuti, in the Ellice Islands, and Tarawa, in the Gilberts—by courtesy of the long-awaited inaugural flight of Fiji Airways from Suva and Nadi to the G & E Islands Colony.

The route, Suva-Tarawa, is 1,400 nautical miles (a nautical mile is 320 ft longer than the ordinary variety), and the return, fortnightly service takes three days—with a free afternoon and a night at Funafuti, first day out; an afternoon and a night at Tarawa, on the day following; and return all the way to Suva on the third.

The inaugural flight was no Press junket. I was sole representative of the profession; no champagne flowed—just endless cups of instant-coffee produced by engineer Ken Christofersen; and by the time the plane had shaken the last of Fiji's Yasawas

off beneath its tail and headed north into limitless and empty blue sea and sky, all 11 passengers were feeling like part of the crew.

This was real flying again, like New Guinea in the old days before air-hostesses; and to me, anyway,

(Continued on p. 49)

There are conflicting expressions on the faces of these Funafuti youngsters (left) as the Elders take off on a Fiji Airways courtesy flight in July. Although they are practically indestructible on the sea, the Colony people are not yet altogether sold on aeroplanes. At right are some of the inaugural flight passengers with Falani Pasefika, who runs the hotel at Funafuti. From the left, Miss M. Llewelyn, who is teaching at the Elaine Bernacchi School for Girls at Bikenibeu; Mrs. Adams and Mr. M. W. Adams, Senior Auditor, Tarawa; Pasefika; and one of the two Summers children who made the flight. Miss Llewelyn holds the first air ticket London-Tarawa. The Summers children were the first to be able to join their parents on Tarawa under the expatriate officers' scheme that allows children at school in the UK to go home once a year. Previously, by ship, it had taken too long.



The Andersen Causeway from the Bairiki end. This and another similar structure give Tarawa 20 miles of motor road along the southern chain of islets.

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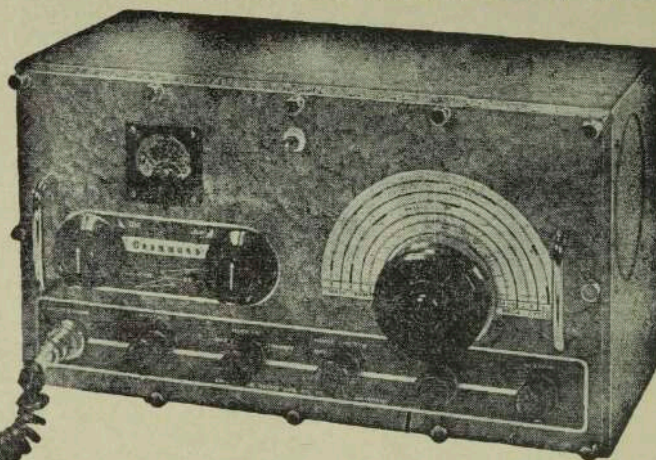
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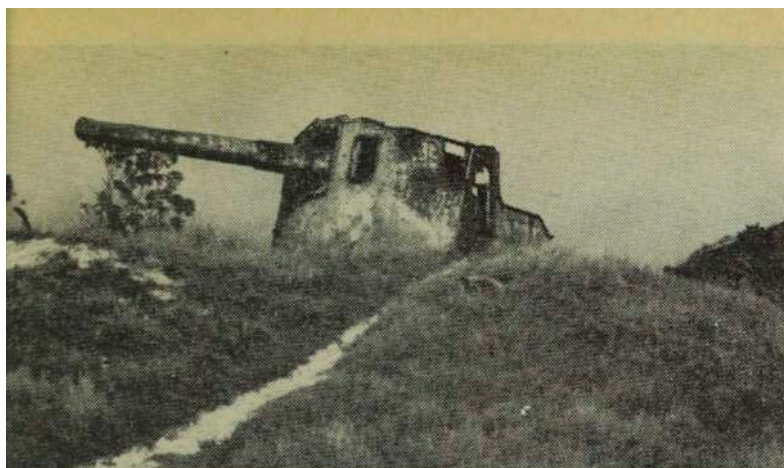
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The tiny islet of Betio, Tarawa atoll, was the scene of one of the bloodiest battles fought by the US Marines in the Pacific War. They lost 1,000 dead and 2,500 wounded, in November, 1943, before they routed the Japanese from an area little larger than an Australian market-garden. This grim souvenir of the fighting is to be made into a permanent monument. It was the only gun the Japanese were able to turn around when the Marines attacked from the other side of the islet. Some Americans believed the gun was captured by the Japanese from the British at Singapore, but this isn't true. This gun is an ancient piece, made early this century and sold to Japan by Britain at the time of the Russo-Japanese War in 1905.

nitely to be preferred to the moon-sule, anonymity of a jam-packed

Nothing much can happen in Heron aircraft the airline uses about everyone being aware of it.

The aerial sextant dangles from the f of the cabin and is in such stant use by Captain M. Morrissey l second pilot, Neil Ganley, you in to have a new appreciation the business of pin-pointing a few are miles of atoll in about 12 lion square miles of salt water.

Everyone waits for, and mentally is off, the few radio directional cons on the way; the pilots do ir course-plotting and navigation the front seat of the plane and one is allowed to go and look; l there is time and scope for a e between "flight deck" and senger compartment. About 45 utes from Tarawa, the captain led the plane up in a gentle bump l yelled through the open cockpit or:

"That was the equator."

"Was it, by God!" said one of the ing customers. "Next time go er it."

MISHAP

On the ground, pilots' sleep and hours become a matter of public cern and so do the other incidents travel. When we broke an aerial lator on our first take-off from awa on the return flight (*PIM*, gust, p. 6) and landed again with yards of aerial wire flailing all

over the place, everyone got out to inspect.

There was a perfectly good duplicate aerial on the other side of the fuselage, no doubt capable of homing us on all the beacons on the way back. It seemed to me that the quickest way out of the trouble was to cut off the broken wire and be on our merry way, and I said so.

Pilot Ganley, a very serious young man, looked horrified and said at once "That would immediately cut the chances by half!"

Still looking severe he took himself off to a small grass-hut they have beside the Bonriki strip and began to figure how many "hours" were left in himself and Capt. Morrissey. If the aerial couldn't be fixed inside two hours (which, in the event, it was) they were going to ground themselves, and us, until the next day.

Somewhere, recently, I've read an article in an American magazine that said that New Zealanders, by temperament, made the best commercial airline pilots. After travelling for three days with these two I'm inclined to believe it myself.

Atolls are unimpressive from the air, even from the 8,000 or 9,000 ft at which FA's Herons normally cruise on this route. Although there are nine atolls in the Ellice Group (with a land area of only 11 square miles), and 16 in the Gilberts (land area 114 sq. miles), only a few of them are actually seen as more than



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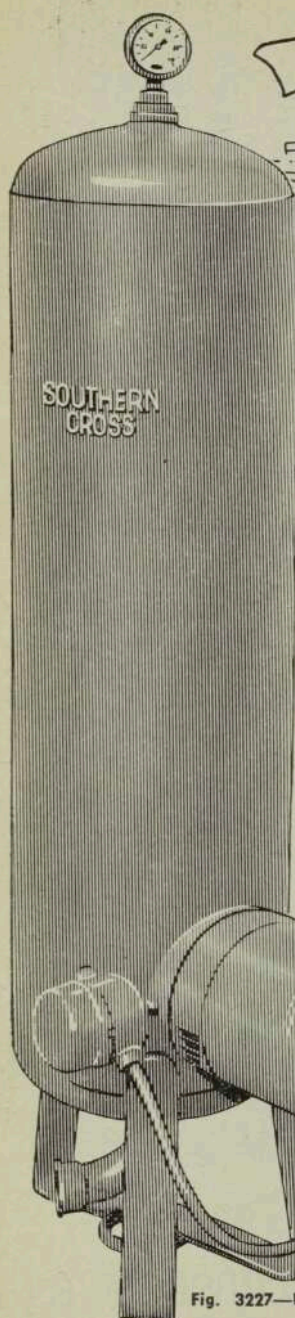
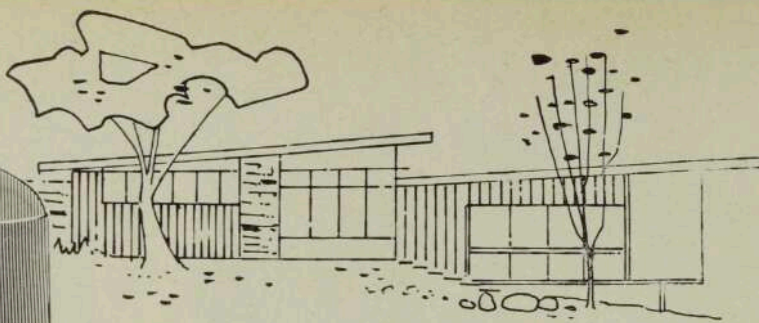


Fig. 3227—Unit £89.



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BRITAIN HAPPY TO SEE GEIC PEOPLE MOVE

The Colonial Secretary, Mr. Duncan Sandys, said in the House of Commons on July 20 that £480,000 had been provided for an economic plan for the Gilbert and Ellice Islands Colony for the period ending March, 1966.

Of this, £185,000 would be spent on improving the coconut industry, fisheries development and pigs' and poultry improvement plan.

Mr. Sandys added that as there were inevitable limits to the economic potential of small, scattered islands, the voluntary resettlement of as many of the people as could be absorbed elsewhere, where opportunities were better, was being "actively pursued".

smudges in the blue haze, off to starboard or to port.

From the time the last of Fiji's Yasawas passes from view, until landfall is made on Funafuti four hours later, not so much as a speck of land is sighted. And for the first three hours out of Funafuti heading towards Tarawa on the following morning there is nothing but more sea and more sky until Tabiteuea, about mid-way along the Gilbertese chain, swims tentatively into view.

Those who imagine that this route will be a procession of picturesque green islands passing in procession will be disappointed and will get better value for money on the Rabaul (NG)-Honiara (BSIP) route which is one of the flight bonanzas of the world. But at the beginning of their air age these atolls of the GEIC have a naturalness that most of the other Pacific Islands have long since lost.

However, neither the main islets of Funafuti or Tarawa can probably be called typical, Funafuti not yet having outlived its American period; and Tarawa being the centre of administration for the whole GEIC.

HEALTHY PEOPLE

Six hundred people live on Funafuti, all except about 10 on the main islet which also accommodates the airstrip, hospital, hotel, Ellice Islands administrative headquarters and a branch of the main trading organisation, the Wholesale Society. Copra, the only commercial enterprise, is cut from the other 29 islets that make up the atoll, but the 5,200 ft airstrip robs the main islet of a big chunk of its growing land.

None of the atolls in the Gilberts or Ellice has anything approaching arable land. All are composed of

dead coral, elevated a few feet above sea level, each with a thin sprinkling of decayed vegetable matter in which little but coconuts and pandanus have much chance of survival.

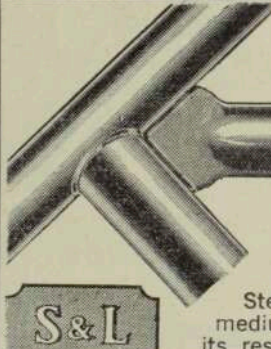
On atolls with good rainfall, taro, breadfruit and bananas are sometimes precariously grown in compost pits but generally the native diet is fish and coconuts. The people, however, look fit and healthy and, according to the AMP in charge of the Funafuti hospital, food deficiency diseases are rare to the point of non-existence.

The airstrip runs almost the whole length of the main islet and looks like an old road, or the bottom of

a creek bed from above and doesn't improve very much on closer acquaintance.

The Americans occupied Funafuti during the war and build the first airstrip on the same site. After the war and resumption of normal isolation, the local people replanted it with coconuts and now have cut them down for the second time. Most of the reconstruction work on the strip has been done by hand, men, women and children pitching in to dig out the coconut roots and fill in the hollows left behind.

During the festivities that marked the arrival of the first scheduled



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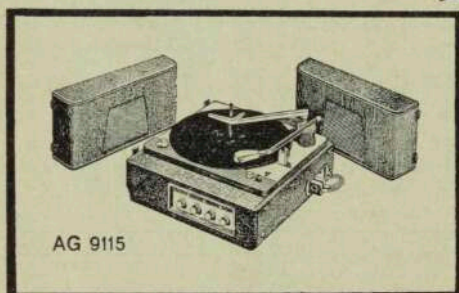
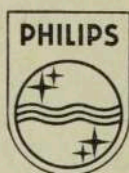
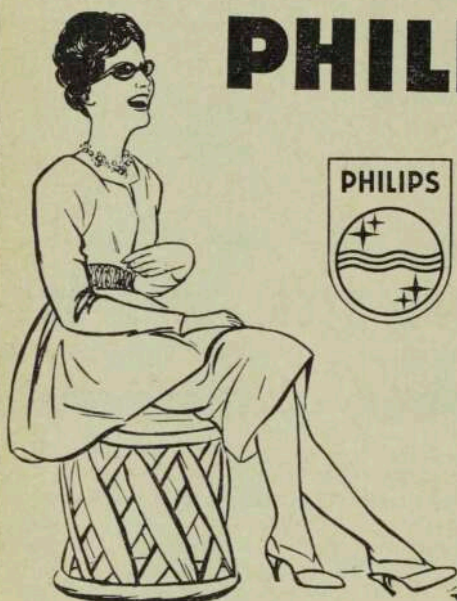
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ght one of the Elders, explaining is and the delays that had held up completion of the strip and the hotel, it the blame on the Government Tarawa.

"They" had sent only a "female ozer" (which we gathered was a small instrument with a blade only a few feet wide), to help on the tip; and two hammers and a saw build the hotel. If this was the case, the islanders indeed performed miracles.

The village houses are built almost entirely of old timber and iron left over from the American occupation that ended nearly 20 years ago and for this reason Funafuti has a fishy and poverty-stricken air that probably doesn't entirely merit.

The feast that was prepared for the three crew members and 11 passengers that night was extensive enough to have occupied the entire work force for a week and sufficient to feed the hundred or so people who were in the meeting-house with us and the several hundred more who stood outside peering in.

Great palm-platters of native food, flanked by two drinking nuts, were placed before us, by a group of girls in stiff palm-rib skirts that struck out like millet-brooms over cotton dresses.

The guests, confronted by such a mass of food, merely nibbled round the edges and pushed things about. Apparently no more was expected because as soon as we began to flag on this task the platters were whisked speedily away and redistributed amongst our hosts.

CHORUS LINE

At 8.30 the chorus line formed, the girls and youths in two straight lines one behind the other, and the dancing began. Funafuti girls are short and plump and their bristling overskirts do nothing for the silhouette.

They wear crowns of flowers, a *Tahitienne*, but their dances consist of a little foot shuffling and a great deal of hand movement, like the Samoan *siva* and not like the erotic *ahiti tamure*.

The dances, and the chants that go with them, tell stories of voyages and historical events rooted so far back in the mythical past as to be incomprehensible to the performers as to us.

The rhythm is supplied by a solid squad of non-dancers who sit around a upturned box with a mat on top; on this they beat out the time, encouraged by a cheer-leader who whips them into a crescendoing frenzy of pounding to round off each item.

Seemingly at random but no doubt

in traditional pattern, Elders bobbed up in the intervals between dances and addressed us at length, bringing nearer the moment that Captain Morrissey has been dreading all day—his speech in thanks for the lavish hospitality. He doesn't mind flying planes, to almost non-existent spots of land, over miles of open ocean, but public speaking is another matter.

Only towards the end of the entertainment was there any indication that a night out in Funafuti can consist of more than a whole lot of box-thumping, oratory and graceful hand-movements.

One middle-aged man and three middle-aged women suddenly took the floor and with some tantalising body work and some cunning foot movements went some way towards proving what the anthropologists have always told us—that the Ellice Islanders are Polynesians after all.

All visitors were then invited to take the mat floor with local partners in the Funafuti version of the Twist. This diversion not only took the captain's mind off his speech for a moment but clearly was the item that the outside audience had been waiting for. If our antics and

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gyrations didn't exactly lay the polite adults in the aisles, it at least set the kids rolling on the coral road in gales of laughter.

* * *

Tarawa has all the charm that Funafuti lacks; an air of prosperity; a small but friendly European community (the only Europeans on Funafuti at the moment are a few missionaries); and a slight metropolitan air that comes from being the administrative centre for the whole of the GEIC.

There are nine large and half a dozen small islets on the triangular atoll but the islets most in use, and the only ones the short term visitor is likely to see, are strung from west to east, along the base of the triangle.

The commercial and administrative

life of Tarawa goes on on these islets—from Bonriki in the east to Betio in the west, and the fact that half a dozen islands are involved makes both commerce and administration so much more involved.

THE CAUSEWAYS

In 1963, however, two causeways were completed that now make it possible to drive about 20 miles from the airstrip at Bonriki all the way to the tip of Bairiki, where the central administration has its HQ.

Previously, communication between the islets was by water or only at low tide when it was possible to walk, ride a bike or wade. Tarawa residents, pre-1963, lived like mariners with tide tables handy, so that they might know when they

POSSIBILITY OF LINK BETWEEN COOKS AND TOKELAUS

A party of representatives from the Tokelaus was due in Rarotonga in August to discuss problems that could arise out of a possible political association of their islands with the Cook Islands. The idea of such an association was raised in the Cook Islands Legislative Assembly three years ago, but little has been heard of it since.

At present, the Tokelaus are administered by New Zealand through that country's High Commissioner in Western Samoa, Mr. J. B. Wright.

Mr. Wright was also due to visit Rarotonga in August to hear the Legislative Assembly debate on the Constitution Act, which will be the keystone of Cook Islands law after the territory attains internal self-government next year.

Mr. Wright is one of three experts who advised on constitutional development in the Cooks last year.

could visit the next islet. Now some of them have bought cars to replace the once universal bicycle.

But no causeway will ever link Bairiki and Betio, the most westerly islet where the port installations, the Wholesale Society, the club, the district headquarters of the Gilbert (as opposed to the central government of the whole Colony), and police headquarters are located.

Betio is three miles away across the lagoon and communication is by launch which runs on a fixed timetable.

TRANSPORT PROBLEMS

A cocktail party held at the hotel at Bikenibeu, which is three miles from the airport at Bonriki, is still something of a transport problem for folks from Betio; and it's still quite an effort for people from, say, the education establishments at Bikenibeu to make use of the club, which is on Betio.

The land area, Betio to Bonriki, is only a few square miles, yet longitudinally the various establishments have strung themselves out over a city-sized 20.

In contrast to the second-hand timber of Funafuti housing, Tarawa has evolved a cement-block, thatched roof house for its civil servants that is practical, cool and pleasant. Electricity, refrigeration, frozen goods have removed most of the physical disadvantages that caused

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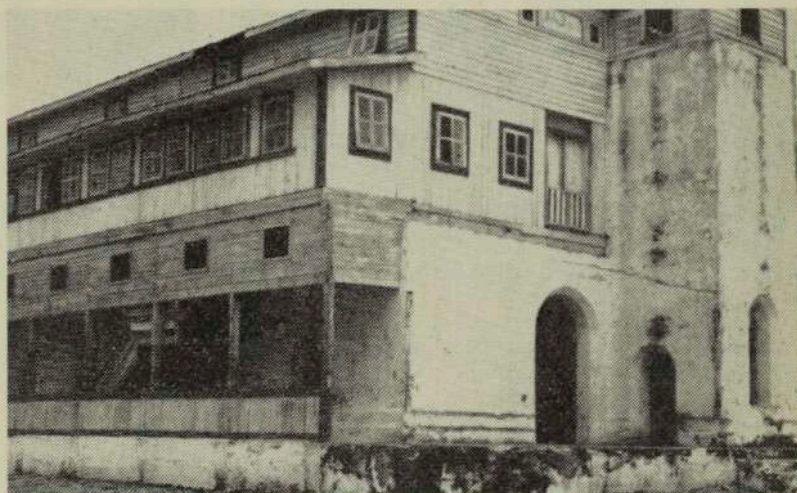
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THE HOUSING SCENE: Although it is built with the prevailing war-time timber and corrugated iron, the house in the top picture, in the main village on Funafuti, is quite a neat piece of work; most of the others look as though they have been trampled there by a hurricane. Centre: The LMS Church on Funafuti is a huge structure, mostly of timber, but like the rest of the village it's seen better days. There is a plan afoot to build a new one. Bottom: A typical Government house at Nukunono where modern cement blocks have been combined with traditional thatch to produce something very suitable for the environment. Inside they are spacious, airy and attractive. This one belongs to Mr. G. Pitkeathly, Chief Education Officer, and sits practically on the beach on the west side of Bikenibeu. One can think of worse fates than having to live and work here.



Mr. R. W. Robson, who visited the Colony just before the Pacific War, called them the "Lousy Islands".

Life is still not the lush tropical paradise of the romanticists but in a world of shrinking administrative opportunities it has many compensations. Now, only the fundamental, black-bottom problems remain.

The new fortnightly air service has altered the Colony's isolation, but while a booming tourist industry for which the atolls are not particularly suited, it can do nothing of itself to solve the poverty of natural resources.

Add to this a rapidly expanding population, lack of political ambition on the part of the Gilbertese and reluctance to assume leadership and you get some idea of the unique administrative problem the GEIC presents in the 1960's era of Instant Nationhood.

If some genius could devise a means of sawing these poor atolls from their reefs and floating them 100 miles nearer the Solomons, in which they are partners in the Western Pacific High Commission, it might solve the riddle of the future.

Already the authorities are doing the next best thing—planned migration to the relatively underpopulated FIP. This may, of course, be only a short-term measure—dependent on just how long the Melanesians of the Solomons are willing to hold open the door to the Polynesians and Micronesians of the Ellice and Gilbert Groups.

No one in the Colony professes to know any ready-made panacea for GEIC problems. They're playing by ear—and the new air service is well as an accompaniment.

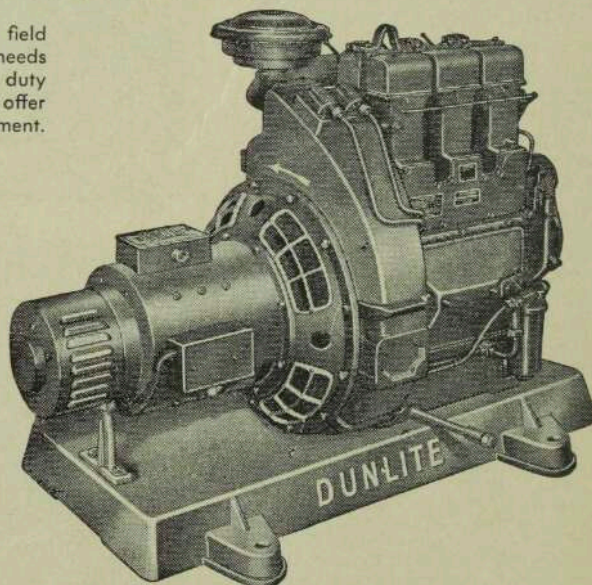
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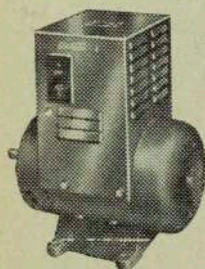
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TAHITIANS UNHAPPY AT BOMB TESTS

From a Papeete Correspondent

The French Prime Minister, Mr. Georges Pompidou, and the president of French Polynesia's Territorial Assembly, Mr. Jacques Tauraa, politely disagreed on France's Pacific atom tests when Mr. Pompidou visited Tahiti at the end of July.

MR. POMPIDOU visited French Polynesia to examine problems created by France's decision to carry out nuclear tests at Mururoa Atoll in 1966.

Mr. Tauraa said in the Assembly that there was a certain amount of opposition among the people of French Polynesia to the tests.

The installation of the testing centre would cause complications in the social life of the people.

Local people were reacting unfavourably to new houses being built or staff connected with the tests. Preparations for the tests would bring temporary prosperity.

"But what will become of the labour when construction of the test site is finished?" Mr. Tauraa asked.

He said he considered that those who opposed the tests were right. He did not want his remarks to be taken as anti-French, for he wanted Tahiti to always remain an integral part of France.

Lesson of Past

Mr. Pompidou, in reply, said it was France's duty to equip the nation with the most modern weapons. She had learned in the past what it cost to be unprepared.

If major war broke out France wanted to avoid the possibility of being destroyed, and she could only do that by having her own atomic weapons. Those who did not have nuclear arms would disappear in a war, or they would have to submit to an enemy, and France would not submit.

Mr. Pompidou said that some scientists had already arrived in Tahiti, and others were on the way. It would be one of their duties to

determine the results of atomic tests, and to see what effect they would have on the flora and fauna of the territory.

They would pay great attention to

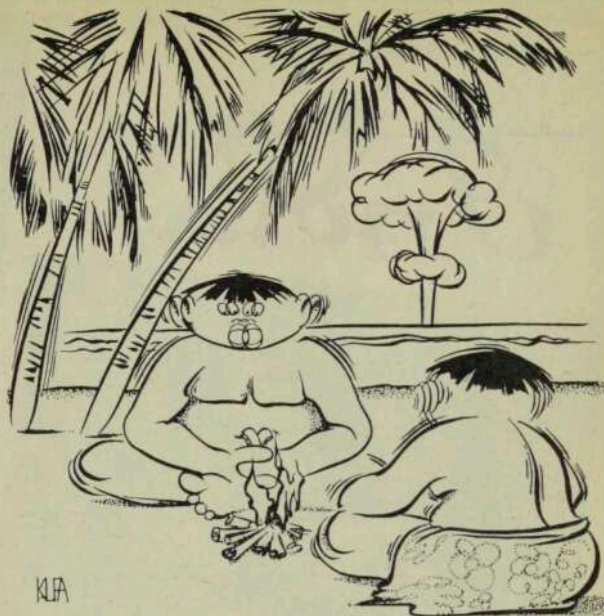
SAINTS ALIVE!

The Anglican Diocese of Polynesia, covering a greater area than any other diocese in the world, requires missionaries and mission workers with some rather unusual qualifications. They are, according to a recent diocese publication in Suva:

Ability to mix with people, mix concrete, wade rivers, write articles, love one's neighbour, deliver babies, sit crosslegged, conduct meetings, drain swamps, digest questionable dishes, patch tyres, patch human weaknesses, suffer fools gladly and burn midnight oil.

And there are certain classes who should not apply, or who should think twice before sending their names in. They are:

Persons allergic to ants, babies, beggars, chop suey, cockroaches, curried crabs, duplicators, guitars, humidity, indifference, itches, jungles, mildew, minority groups, mud, open boats, poverty, sweat, twisting, and unmarried mothers.



"I said, the im-PACT OF CIVILISATION is bound to b-be F-FELT HERE someday ... y . . . y!"

the possible effect on fish in the lagoons and seas surrounding the lagoons.

The authorities were convinced there would be no inconvenience; if inconvenience was likely there would be no tests.

Mr. Pompidou denied that the tests would create temporary prosperity. The current "boom" was attracting capital to the territory, but it was up to the local authorities to make the best possible future use of that capital.

The presence of scientists over a number of years would ensure a steady circulation of money. Their presence also should encourage young Polynesians to aspire to responsible scientific posts.

Mr. Pompidou also referred briefly to Tahiti's "Chinese problem". France had no project of massive integration of the Chinese in Tahiti. But any Chinese who sought French citizenship would have his case sympathetically considered by the Governor at Papeete.

Mr. Pompidou paid a visit to Mururoa when the new airstrip was just finished. He inspected camp installations and the nuclear test sites.

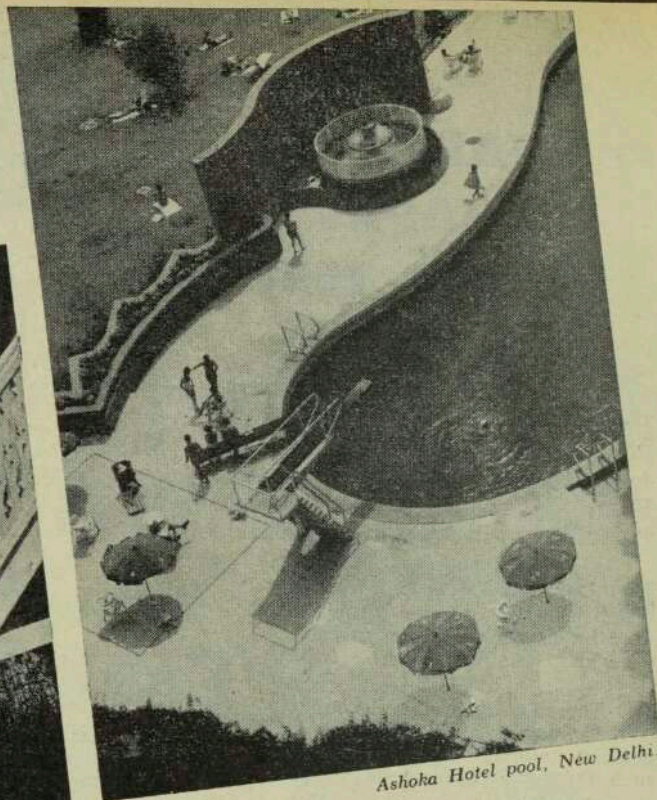
During a brief stop-over in Noumea en route to Tahiti, Mr. Pompidou said France would provide television for New Caledonia, and that a more powerful broadcasting station would be built in Noumea.

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More Tests Of Radio Activity On Niue

From a Niue Correspondent

A recent visitor to Niue Island was Dr. David G. Futch from the Genetics Foundation of the University of Texas to carry out research into the genetic effects introduced in living organisms through exposure to radio activity.

NIUE, of course, is well known now for its high radio activity. Dr. Futch's visit was a follow up to one made by Dr. Stone and Dr. Wheeler from the University of Texas last year.

Dr. Futch said that the studies being made of material from Niue Island were a part of a long term investigation into genetic effects induced in living organisms through exposure to atomic radiation.

"Niue is of special significance for it is a place where living material can be collected from an area of high naturally occurring radiation," he said.

He concentrated on an uninhabited but cultivated spot in the central part of the island. Previous measurements of radio activity by Sir Ernest Marsden and others at various spots around the island had indicated that, although that particular spot was high in radio activity, the levels near inhabited areas were not significantly above normal levels.

Tests On Flies

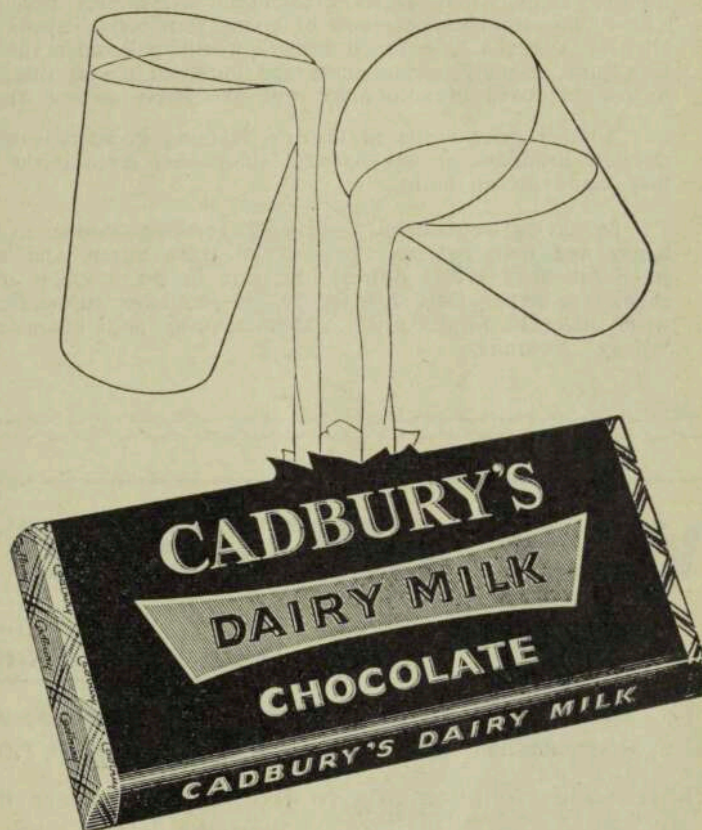
During his stay Dr. Futch collected flies of the genus *Drosophila* from that area of high radio activity.

He reared the larvae produced by the flies to examine their chromosomes for any physical damage which might have been produced in the parents by exposure to radiation.

Other material used were white blood cells from persons who may have had contact with the area or with food plants cultivated in it.

When he left in the *Tofua* in July Dr. Futch took blood and flies with him for shipment to the University of Texas, where the blood cells will be placed in culture. Their chromosomes will be examined microscopically, and the flies will be tested through breeding experiments.

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● By Dorothea Baxter, Taking A Close Look At Sydney After Four Years In Suva.

Bananas at 3½d each, papaws at 3/9—returning to Sydney to live can be quite disconcerting at first. The prices!

AND one is immediately struck by the busy-ness of everyone. On leave you feel apart from the general earnestness and free to enjoy a holiday, but being back for good is different.

Everything seems a rush. Even on the children's polio injection slips issued by the local councils (an excellent service) one is warned that the doctor leaves at 11 a.m. "SHARP".

The paradox is that in this much bigger city, life is much more parochial. People, particularly women, are more "international" in their outlook in the Pacific—at least in Fiji where we lived.

Perhaps because of all those overseas "leaves", perhaps because of the pot pourri of races. Yet Australia has a medley of peoples now.

Searching for somewhere to live is the proverbial "eye-opener". Without batting an eyelid, an otherwise pleasant housewife told me that she wanted £1,500 to vacate a tenanted house.

She had lived there (on a—by today's standard—nominal rental) long enough to rear six children, had done nothing towards upkeep of the house and now, having about worn it out, she wanted money so that her family could move to something grander.

Protected as she is by the NSW Landlord and Tenant Act, her demand for £1,500 makes it hard for the owner to give any sort of price for that property.

Real estate agents are a fascinating race. Business seems to be booming for them everywhere in Sydney, yet in Suva they hardly exist.

Sydney's ever-temperamental bus drivers still regale their passengers with their views on transient humanity. One woman didn't signal the bus soon enough: "Too b—y lazy to raise her hand", commented the driver to the bus in general.

Another inquired about a stopping place: "Too b—y lazy to walk a few yards. They're all too b—y

lazy", the driver muttered while the rest of us string-bag "sloths" sat mute, not daring to disagree.

TV is not the time-consumer I feared. Some sessions, particularly on music and art, are excellent, but others, including the news, are disappointing.

Small incidents, such as a minor fire in a suburban home, are magnified into matters of great moment before hundreds of thousands of TV viewers.

The news-thirsty channels are competing, not only with each other, but with the newspapers.

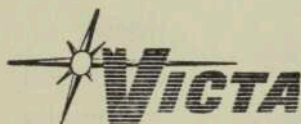
To absorb the mass of matter thrust at one through all these media would take one's day away.

But people are generally selective and read and listen to what they like. This was proved when the radio stations cut out their soap operas, only to resume them—but fast—after a wave of protests.

It's almost a hopeless search to find knitting wool to match some you bought five years ago. Shop assistants regard you as a sort of freak—some of them were still in primary school then—and the explanation that you have been living in the tropics only results in a far away "Bali Hai" expression as inscrutable and exasperating as the Suva shop assistants' perennial parry, "There may be some on the next boat!"



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FAMOUS BRIGANTINE 'YANKEE' WRECKED AT RAROTONGA

From W. H. Percival, in Rarotonga

Rarotonga's rugged coral reef, which has claimed at least 14 ships since 1833, wrecked another vessel during the early hours of Friday, July 24. This was the beautiful brigantine, *Yankee*, famous in the Bahamas, the Pacific Islands, Australia, and many other parts of the world.

YANKEE arrived at Rarotonga on July 16 in the course of a world cruise. On arrival 18 people were on board, including Captain Derek Lumbers and eight crew members.

The 96 ft. steel-hulled brig was anchored off the reef at Avarua, Government and business centre of the Cook Islands located on Rarotonga's northern coast.

Her two anchors were down and holding well, but her two powerful diesels were out of action due to un-serviceable generators and flat batteries.

Efforts had been made to repair the generators and charge the batteries, but these efforts came too late to save the famous sailing ship.

The day before the shipwreck the seas were moderate but in the early hours of Friday morning they became rough and *Yankee* began to pitch and strain at her anchor cables.

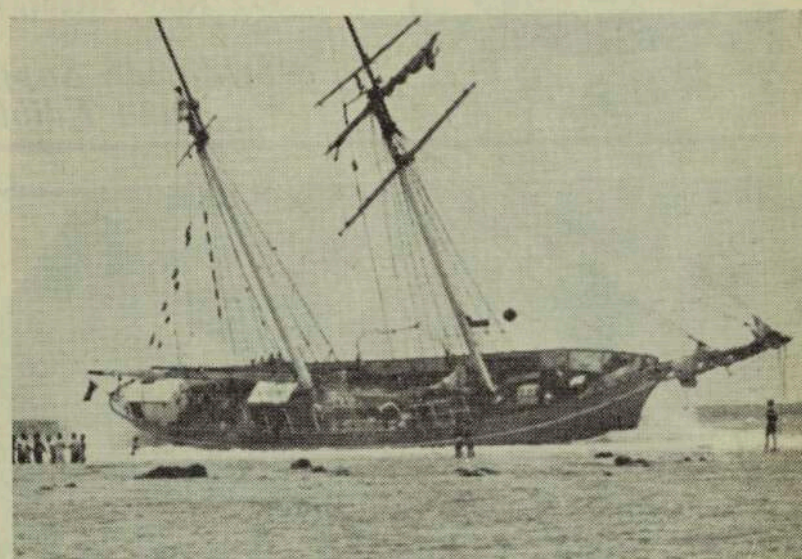
Captain Lumbers worked on the generators on board until 2 a.m., unworried by the building seas because the two anchors were holding well, but about 4 a.m., *Yankee* began to drift towards the reef. It seems that the flukes of one of the anchors had snapped off, and the other anchor started to drag. As the vessel was swept towards the reef the mate, Paul Cook, bellowed the command—"All hands on deck".

Cook Goes For Help

At about 5 a.m., the *Yankee's* rudder was scraping the reef.

The ship's two boats had floated astern and were lost when their painters broke.

Captain Lumbers ordered the passengers to wear their life jackets and to stay in the saloon. He instructed



"YANKEE" ON THE REEF

These pictures show the scene on the reef at Avarua, Rarotonga, at first light on July 24. During the night the "*Yankee*" had dragged her anchors and drifted close to the reef, stern-to. Shortly before these pictures were taken by Robert B. Johnson, of Rarotonga, she had broached side-on and the waves began to pound her against the reef. In the top picture passengers can be seen being helped ashore by local people, who flocked to the scene to assist—and to witness the wreck of a colourful vessel, well-known throughout the by-ways of the South Seas.

ted ship's cook, Jaydee Jones, to paddle ashore in a rubber dinghy and to try to obtain new batteries and all possible assistance.

Rough seas were cascading over the reef and Jones' task was not easy, but he reached shore across

the narrow lagoon and hurried to a telephone.

He asked the Union Steam Ship Company for help from the company's tugs, but the tugs were high and dry ashore in their shed, and between them and the harbour lay a

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WRECK OF THE FAMOUS 'YANKEE'

(Continued from page 63)

large lighter which would first have to be moved. No labour was available at that early hour.

Flares were fired from the *Yankee* and an S.O.S. flashed by lamp. Ashore, other officials were roused from their beds.

The only vessel in port capable of towing the 96 ft brig off the reef was the small motor ship, *Tagua*, which had arrived at Rarotonga only the previous day on her maiden voyage from Hong Kong, for the inter-Cook Islands trade.

But the *Tagua* had been fumigated on arrival with a deadly gas and nobody was allowed on board until she was declared safe by Public Health inspectors. It was about 8.45 a.m. before her master, and one of her owners, Captain Dunsford, and his crew were able to go on board.

Just as they prepared to do so it was noticed that the *Yankee*, about a mile away, had swung broadside on to the reef—which meant there was now no hope of towing her off. The attempt was abandoned.

Crowd Watches Rescue

Meanwhile, a crowd had gathered at the scene of the wreck to watch the rescue of passengers.

Big waves kept pounding the stricken brig, throwing great bursts of spray as high as the lower yards and working the vessel higher up on to the reef.

Suitcases were piled on deck ready to be taken ashore. The deck was tilted at about 60 degrees.

As the *Yankee* lurched and rocked under the impact of the rollers, about 10 young Maori men waded out toward the vessel and hung on to a line thrown from the ship.

Down the life-line came passengers and crew and those who had gone aboard to help.

An on-the-spot recording was made by Mr. Percy Henderson for Radio Rarotonga. He stood in waist-deep water and, when the waves surged in, had to place his tape-recorder on his head to protect it.

The oldest passenger, a white-headed man of 65, was helped along the beach by two stalwart Maori boys.

The last to leave the *Yankee* was Captain Lumbers.

The famous *Yankee* was built in 1912 at Emden, Germany, for use as a North Sea pilot vessel. In 1945, she was acquired by Britain, and some time later was bought by globe-circling American Irving Johnson.

Under his command and over a period of years, *Yankee* became well-known in the Pacific.

Irving Johnson maintained *Yankee* in first-class condition and filled her with young and fit people who worked as crew and helped pay the expenses of *Yankee's* round the world cruises. When owned by the Johnsons the brig made seven happy Pacific cruises.

Recent Ownership

About 1957, Johnson sold *Yankee* to a Mr. Reed Whitney and took up cruising through Europe's waterways from Scandinavia to the Mediterranean.

Later *Yankee* was purchased by Captain Mike Burke and a syndicate known as Windjammer Cruises Inc., which operates four large schooners out of Miami, Florida, on almost weekly tourist cruises.

Yankee's first round-the-world voyage under the new ownership was made in 1961, and it was not a happy voyage.

Neither was the current one which ended on Rarotonga's reef. It started from Nassau in the Bahamas in early February. In April, a tragedy occurred when the brig called in at the

Galapagos Islands. One of the passengers, Miss Sara Reiser, aged 70, went for a walk on one of the islands and never returned. An intensive search failed to find her.

There were other troubles too, trouble with equipment from the start of the cruise, trouble with the crew, and considerable dissatisfaction among the passengers.

From the Galapagos, *Yankee* sailed to Tahiti and Bora Bora and from there to Rarotonga. She was to have visited Tonga, Suva, Singapore, sailed through the Suez Canal to Gibraltar and then crossed the Atlantic on the last leg to Nassau.

Now she lies on Rarotonga's reef, which has claimed many ships and many lives, her sailing days apparently ended.

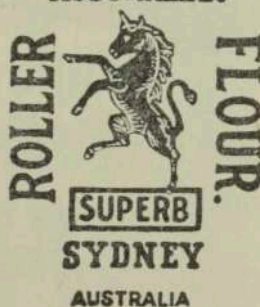
The Cook Islands Marine Board held a preliminary inquiry into the stranding of the brigantine soon after the disaster, but withheld its decision after hearing evidence and inspecting the wreck and its equipment.

The names of those on board the *Yankee* on arrival in Rarotonga were: Captain Lumbers, R. Addison, J. Addison, D. Allan, J. Appelbaum, M. Appelbaum, P. Cook, A. Flynn, M. D. Hunt, J. Jones, N. McNamara, D. Nightingale, M. Olin, C. Pharo, J. Townsend, M. E. Vincent and M. Waterson.

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BEEF CATTLE SHORTAGE WORRIES FIJI BUTCHERS

From a Fiji Correspondent

Fiji has run into a local beef shortage which has not only caused prices to rise, but has led to a rise in the Colony's imported meat bill. The public at large was unaware of any shortage until early this year, when a Lautoka butcher and small goods processor imported more than five tons of beef sides from New Zealand to meet the demand.

HE announced then that he would have to import even bigger quantities very soon, and that he would have to rely, to a great extent, on imports for several years to come. He could see no end to the shortage unless large-scale development of beef was undertaken.

But even moves for such development would not provide immediate relief, for beef cattle cannot be brought to maturity overnight. It takes two years to develop a young beast for the slaughter yard, unless it is killed as a vealer.

Three Suva butchers also told a story of difficulty in finding supplies. All of them had brought in beef from New Zealand in an effort to meet the demand. One of them reported that he had scoured the countryside and had only been able to pick up a few head of cattle.

Tough But Tasty

Fiji butchers largely have not had to cater for a selective type of customer. Thus any sort of cattle are good enough for beef. Butchers in the main use dairy animals which have outlived their life as milk producers or bullocks whose days of pulling a plough in the canefields are over. Tough meat, yes, but not disliked by the Fijians, who can make it into tasty stews.

Viti Levu, the main island, has suffered chiefly through the shortage. For some reason there are not as many dairy cattle to slaughter, and in the canefields the tractor, operated on a co-operative basis, is slowlyousting the bullock.

The coconut plantations of Vanua Levu and Taveuni are believed to be

carrying many head of cattle, for the planters are realising, as farmers in New Zealand and Australia did years ago, that cattle are handy for keeping down rank growth. And they can be turned into extra cash when needed.

There are practical difficulties in the way of getting live cattle from Vanua Levu and Taveuni to Viti Levu, simply because the Colony's inter-island ships are not designed for the large-scale carriage of cattle.

Small Farms

There are schemes afoot to raise beef cattle on small farms. There are several such farms established in the

south-east area of Viti Levu. Farmers, encouraged by the Department of Agriculture, are producing a good type of animal for slaughter when about two years old, and by breeding properly they may be assured of a good supply of young animals for the future.

Fiji's land laws made it difficult for individuals to undertake cattle ranching in a big way. One butcher had a flourishing scheme in the interior of Viti Levu and on 4,000 acres had built up a herd of 600 head. He had plans eventually to run a herd of 1,000 head to give a constant supply to his slaughter yards.

But his ranch was on native land

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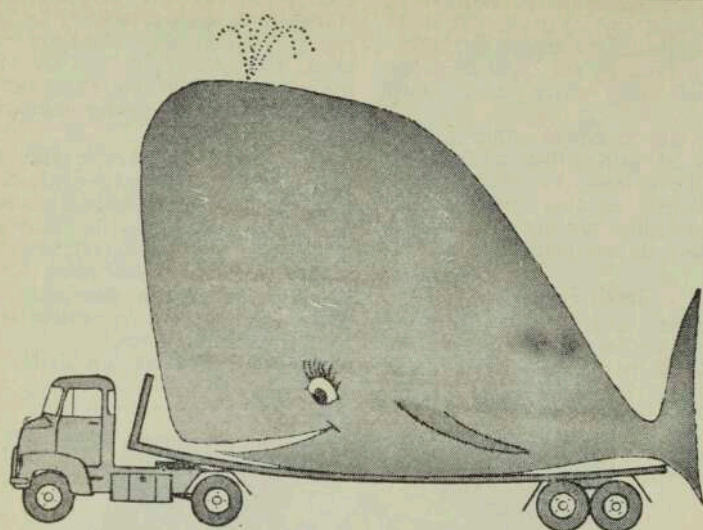
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and it went back into reserve. The herd was run down as no one offered to take it from the butcher as a going concern.

Land is available and many Indian farmers would like to use it to run cattle. But as it is native reserve land it can only be used by the Fijians themselves unless somebody is really keen and is prepared to wait for a year or two while all the red tape is unravelled to give him a lease.

Even then, the lease is generally short-term, which does not give a prospective farmer much incentive to outlay the money necessary to build up a cattle ranch.

So, the human population is growing, but the cattle population is not keeping pace. The chances are that as far as beef is concerned Fiji will be depending on New Zealand for many years.

Fijians Aren't So Mighty

From a Suva Correspondent

THE New Zealand Maori Rugby team gave Fijian pride a sharp jolt when they made an unbeaten tour of the Colony in July-August. They played eight matches and scored 207 points against 54.

The Fijians will leave in September for a tour of Wales, France and Canada, and they should go off greatly humbled. The Fijians aren't what they were.

Another blow to them has been the departure (in July) for England to play Rugby League of tough front row forward Jo Saukuru, who was captain of Fiji's gold medal South Pacific Games team; Tomasi Naidole, a clever centre, and the promising Jone Ravitale.

During the New Zealanders' tour the Maoris were much too clever for all home teams, and the Fijians to a regrettable extent played the man rather than the ball.

The Fijians' general performances were a far cry from those of the 1952 team which captured popular imagination when it toured Australia.

The Maoris scored a handsome 26-9 win in the only test of the tour. Scores in their other games were a stunning: Nadroga, 19-8; Suva, 21-11; Northern Unions, 31-9; Rewa-Lomal-viti, 44-6; North Viti Levu, 6-0; Lautoka, 33-3; Nadi, 27-8.

PEDIGREES DON'T COUNT AT ANNUAL SUVA PET SHOW

From Elspeth Robbins in Suva.

Every year in Suva, a somewhat unusual pet show takes place. Exhibitors are restricted to children and classes are graded to encourage the children of all races to join in.

BREEDING doesn't count; pets are judged on their general condition, their tail-wagging abilities or their manners.

This year the show is to be held at the end of August.

Ever since we have been in the Colony, our family have been most enthusiastic pet show goers.

Lupee, the result of an alliance between Lulu, a little jungle hen and Peter, the proud rooster next door, was our first entrant.

We decided to enter her for The Most Unique Pet but a gentleman guinea pig won the event that year.

Undaunted, next year Lupee was again entered in the same class (this time along with numerous guinea pigs) only to find that someone had entered a flying fox, indisputedly the winner and a great attraction to curious onlookers.

Late Entry

But our eldest son discovered that there was only one entry in the poultry section and by producing another 3d., we could register Lupee as a late entry.

That Lupee was well-conditioned could not be discounted. She did us proud as she sat quietly on a bed of clean straw in my work-basket (borrowed for the occasion) with every feather shining, beak and legs a bright yellow, comb plump and rosy, and perky bright eyes appraising the scene. Her prowess in egg-laying was never questioned.

A blue rosette was attached to her basket and three small boys achieved a state of pride and bliss to remember all their lives.

For three years, Lupee repeated her success in the poultry section—not because of her pedigree or her egg-laying statistics, but because she was loved and lovable.

The offspring from our own guinea pigs have been winning prizes for some years now. It is always a source

of disappointment that Basil and Annabel, the two originals, can never time the arrival of their frequent litters to coincide with the date of the pet show so we can enter them in the Best Pet Family.

Once only we entered our cat, PawPaw, the memory of which sears my soul to this day.

Compensatory Gesture

Since his early kittenhood, PawPaw has slept all day among the cool fragrant shadows, dappled with sunlight, of a neighbour's fern house and never has he once touched a *dendrobium* or a *cattleya*.

As a gesture on our part to compensate for the risky situation of puss among the orchids, we suggested that the neighbour's little girl could enter our cat in her name . . . and, of course, keep the prizemoney if any.

As this meant we would have four children, one Fijian housegirl, two guinea pigs, one hen and one cat to transport to the pet show by 2 p.m., Dad was asked to forego his usual 12 till 1 p.m. Saturday session at the club—a suggestion which he took resignedly.

Lunch was to be ready at 12.30., leaving ample time for the children and animals to be assembled for departure at 1.30 p.m.

All went smoothly until Dad, still smarting slightly about his lost half hour at the club, tooted the horn to signal he was going . . . or else.

PawPaw, who had so far endured be-ribboning and taling with stoical, male indifference, now took umbrage and disappeared under the hedge.

Two small children immediately opened their mouths to the fullest and bellowed. The pandemonium roused our neighbours who kindly joined in the chase.

Dishevelled

Ten minutes later, panting and dishevelled but with only a few whiskers bent, PawPaw was confined in his box and his ribbon was retied.

This encounter with near disaster left us all so weakened, we drove to the Pet Show in silence.

That the car spluttered a bit as we went past the club was probably purely coincidental. Anyway, PawPaw won a white rosette and 5/-.

The annual children's pet show is run by the Society of Prevention of Cruelty to Animals and to mark the start of a "Be Kind to Animals Week" when efforts are intensified to instruct children and others about the proper care of animals.

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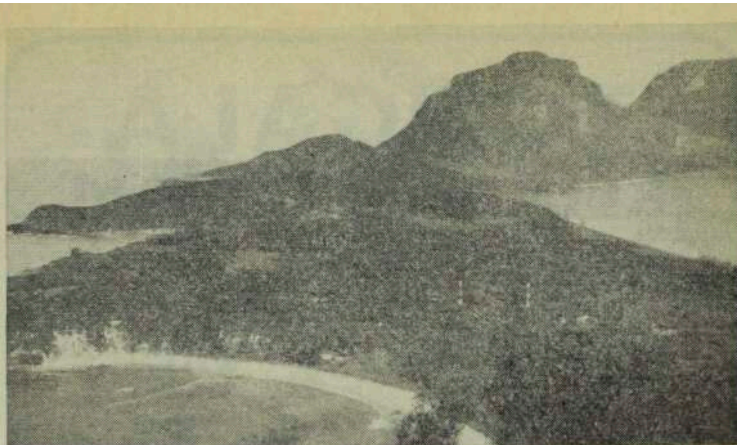


KL373

Veteran Lord Howe Islander Has Seen Many Changes

From a Lord Howe Correspondent

The name of Wilson has long been associated with Lord Howe Island—since 1878 in fact—and the Wilsons are now the largest family on the island, which has a population of about 240.



● Panorama of Lord Howe Island from Mt. Malabar.

THE oldest Wilson on the island is Herbert Thomas, who is now in his 80th year. He is one of the few of the "old school" who remain.

Mr. Wilson (pictured) was born on Lord Howe on December 9, 1884, and has spent all his life there, except for a break of about a year in 1904-05, when he worked in Sydney, and for other brief periods. With such a long association with the island he can be fairly described as a "walking history book" about his homeland.

His father, Thomas Bryant Wilson, the patriarch of the family, arrived

at Lord Howe in the schooner *Esperanza* in 1878 from Fiji.

He was a well-educated man, and as there was no schoolteacher on the island it was natural that he should accept such a post when it was offered to him.

Thomas Bryant Wilson married Mary Thompson, who had been his oldest pupil at school, and they had five children, of whom Herbert was the second.

Palm Seed Exports

T. B. Wilson was the first person to export *Kentia* palm seeds from Lord Howe to Europe. His consignments went to the Kew Gardens, London.

Herbert Wilson did all his schooling on the island. In those days school was a half-day affair. He spent the other half collecting palm seeds, or in helping to provide for his family by hunting, fishing or gardening.

He has seen radical changes on the island. Steam has replaced sail, and now flying-boats have replaced steam as a regular means of transport to and from the island.

Bullocks and horses are things of the past, and trucks, cars and tractors operate in their stead. Oil and kerosene lamps have given way to electricity.

Herbert Wilson has been interested in many Lord Howe ventures besides the export of palm seeds—commercial fishing, vegetable and flower seed growing, and the tourist industry.

Semi-Retired

Now leading a semi-retired life, he farms about an acre and a half of land for vegetables and fruit, mainly for his family. Any surplus goes into the tourist industry in the way of supplies for guest houses.

He works his land with a hoe and a fork.

For a change, he takes a day off here and there and goes fishing.

Herbert Wilson was one of the first Lord Howe residents to accept the Seventh-day Adventist teaching. This was in 1913 under the ministry of Pastor Butz, who was well known in the Pacific.

With a natural flair for story-telling, plus a good memory, he has given much enjoyment to others. One of his favourite stories is how he just missed a watery grave when he was 34.

Watery Episode

After the Burns Philp ship *Makambo* ran aground on a rock on the eastern side of the island in June, 1918, she had to be beached to stop her from sinking.

When she was refloated, one of the anchors was left in a position from which it was impossible for the ship to recover it.

Mr. Wilson and four other islanders undertook to shift the anchor to a position where the ship could pick it up on the next trip.

Using two surf boats lashed together with spars, they hooked on to the anchor at low tide and started to lift it out. But the weight was too much and the spars broke. The two boats crashed together like a clam with the five men still inside.

As they sank in about 60 ft of water, Mr. Wilson pulled his knife from his pouch and cut away the lashings, allowing the men to escape.

Two other, older men, watching from the beach, had seen what happened, and they launched another surf boat and went out to help the men.

Mr. Wilson said he never cared much for swimming, and after that experience cared even less.



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COPRA MARKET CONTINUES TO BE BRIGHTER

A slight decline in the total world production of oil and raw materials should ensure a continuation of current good prices for copra for at least another 12 months.

THE trend for the last year or so has been for prices to rise, not spectacularly, but slowly so there has been no violent fluctuation through sudden demand or unexpected glut. It's all been good news to the South Pacific, where copra in most places is the backbone of the economy.

Throughout July there was a firming tendency on the London market, except right at the end, when there was a slight drop. The drop was in keeping with trends which have showed regular small rises for weeks on end, and then slightly lower prices for a week or so before the next series of small increases.

August showed a small firming tendency on the July rates.

Rates current in August were within £20 of the inflation rates of late 1958 when there was a world shortage. But that shortage was followed by a glut and a drop in price of more than £40 a ton within a few months.

The Papua-New Guinea Copra Marketing Board in its August report said that at least one of the reasons for the maintenance of the relatively high prices was a typhoon which swept over the Philippines at the end of June.

Although concentrated mainly over the northern part of the islands and having little effect on the main producing areas in the centre and south, it disrupted shipping and communications, and delayed arrivals in the northern ports and later shipment of the copra to the overseas markets in the first half of July.

Additional information from Europe shows that Philippines exports of both copra and coconut oil declined in the first six months of 1964. In June the shipment totalled 43,600 tons (23,550 tons for Europe and the rest for the United States) against 65,500 tons in June, 1963.

Forecasts based on weather prevailing during the last few months suggests that copra output in the Philippines area will continue to decline till September or October.

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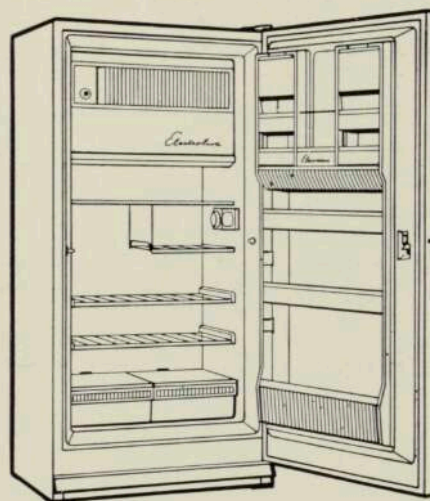
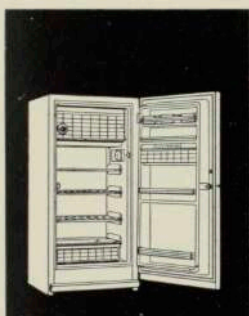
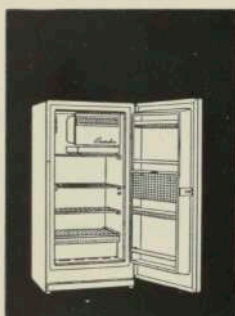
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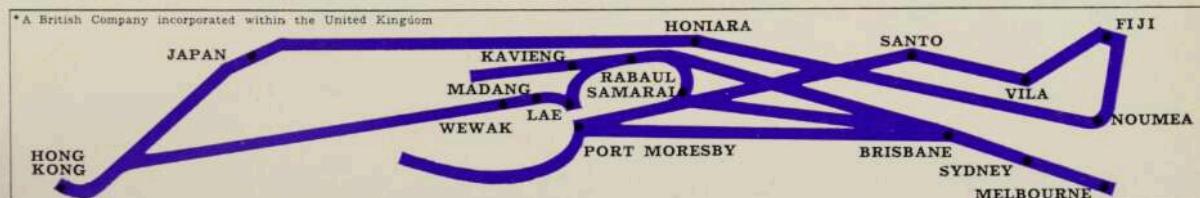
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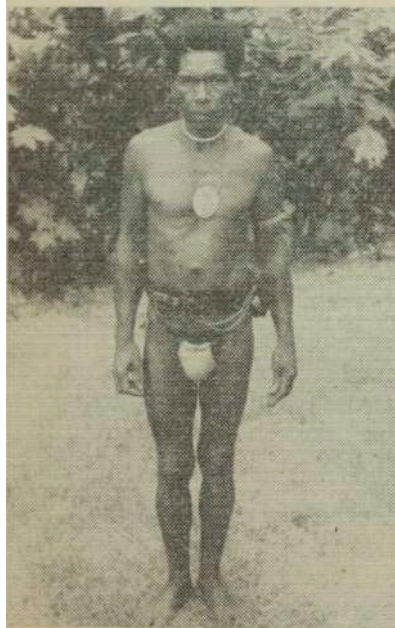
CHIEFS REALLY WERE CHIEFS IN THE PRE-WAR TROBRIAND ISLANDS

Some Recollections by Basil Hall

A case of beer was not the only thing I took to the Trobriand Islands when I went there before the war, but it was an excellent form of introduction. The ARM (District Officer) spoke of landing charges that could be paid in kind, and then made sure of a share by offering me a bed on his verandah.

I HAD been warned that accommodation went by invitation. Visitors were as rare as hens' teeth, for, in pre-war days, the Trobriands were as far away as one could get in Papua, and the only means of getting there was by launch that made the 150-mile run from Samarai at infrequent intervals.

The isolation left the people more or less untouched—a collection of pleasant people, whose manners and



Men bowed respectfully and women almost crawled when they passed Mitakata, paramount chief of the Trobriand Islands before the war.—Photo: Basil Hall.

customs seemed to have more in common with Polynesia than Papua.

There is a good deal about the Trobriands that has never been explained. For one thing, the people were strangely ignorant about the facts of life, for, while devoted to their children, they had no idea of how they happened to arrive. They were almost as proud of their pigs.

Yet, they would geld the village boars, and leave the sows to find a mate amongst the ill-bred bush pigs, which were despised by everyone.

Pigs Lent Prestige

As in other parts of the Pacific, pigs went with prestige. The best of them were to be found in villages belonging to the five families of chiefly rank, who, between them, ruled the 9,000-odd inhabitants of the group.

There was nothing phony about these hereditary chiefs. What they had was theirs by right of birth, and, if dynastic quarrels rocked the place at times, the effect was to maintain a rough balance of power, which made for a peaceful way of life.

And that meant something to the 14 Europeans who worked in the group as missionaries, traders, pearl-buyers and the like.

The chiefs exercised undisputed power, but the trouble was that much of their power was based on sorcery. Always in the background was the *puri puri* man, whose bag of tricks contained all sorts of magic.

There was the harmless kind that went with things like when to plant yam crops, the blessing of canoes, etc. But there was a sinister side to



A Trobriands Islands chief with ornaments of rank, including a wig, cowrie shell bracelet and pig's tooth lime gourd stopper.—Photo: Basil Hall.

it as well, and, in one form or another, death sometimes came to those rash enough to challenge authority.

Sorcery has always been a problem in the Trobriands. When the first Government station was opened in 1907, attempts were made to stamp it out.

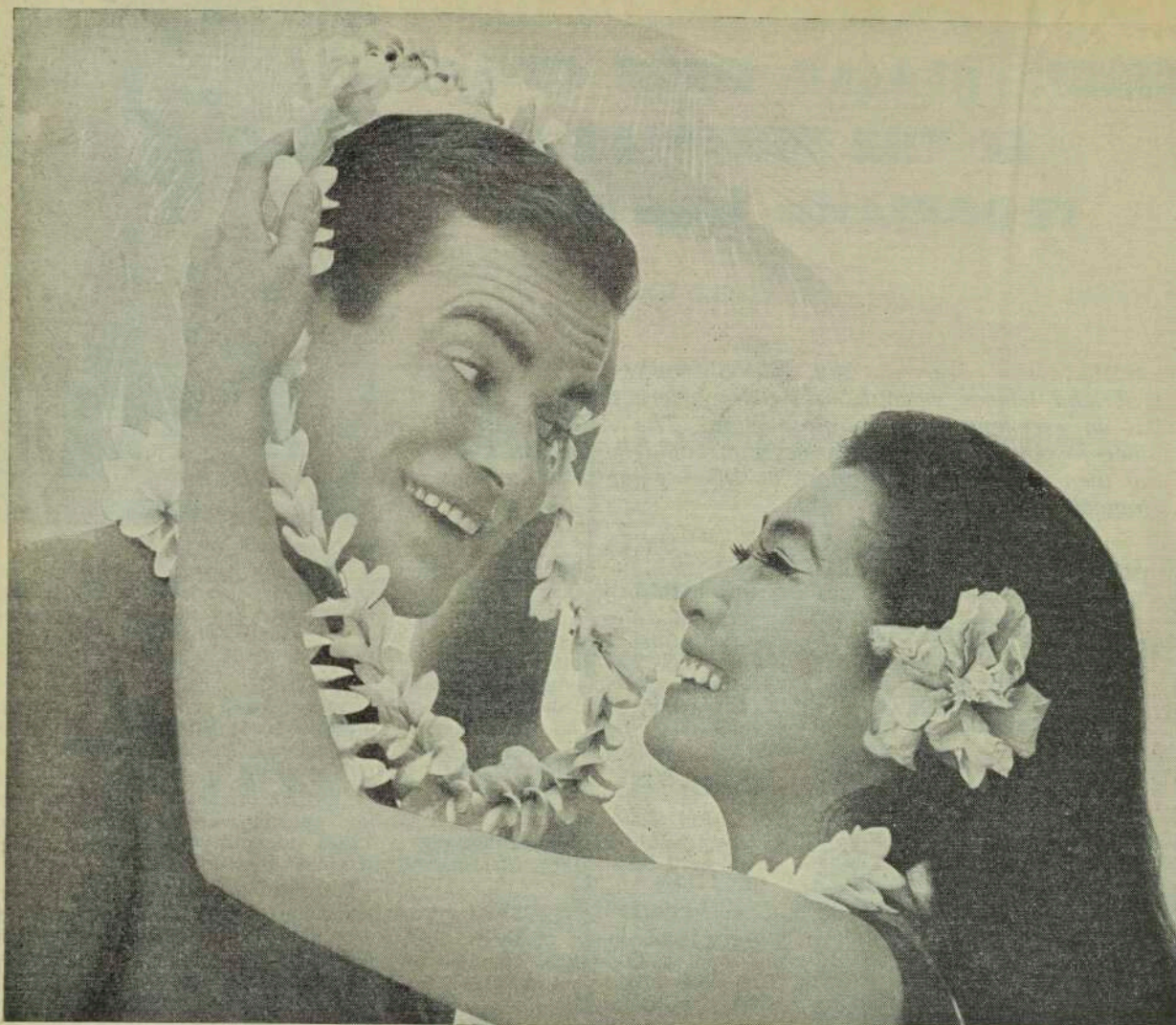
Unsuccessful in that, it was decided to adopt the principle of what you can't beat you have to live with, and the chiefs were given a monthly subsidy of tobacco in exchange for tribute paid by the people to use their influence in the right way.

In my day, the paramount chief, Mitakata, came in at the beginning of the month, and, having picked up the 25 lb of tobacco that was his share, he returned to his village of Omarakana, where he lived with numerous wives and lots of pigs.

The one came with the other, for pigs, like yams and various sorts of garden produce, formed part of the tribute paid by the people to their chiefs.

It was very much a matter of give and take, for the chiefs were expected to turn on a party every now and then, and on those occasions pork was sure to figure on the menu.

The Trobriand Islanders firmly believed in the inequality of man, and, as part of the outward and visible signs of what was considered to be the natural order of things, men



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bowed respectfully when they passed Mitakata, and women almost crawled.

Those who manipulate the winds of change may have altered things like that, but, in the 'thirties, customs of the kind were accepted, if only because the success of the schools and medical patrols depended largely upon the goodwill of the chiefs.

Impressive Clinic

Both the Methodist and Roman Catholic Missions provided schools, and, in the case of the former, a baby health nurse as well. For the rest, the health of the community was looked after by a second-year medical student from the Sydney University, who ran a most impressive clinic in the north-west corner of Kiriwina.

In the last quarter of 1938, that competent youth—long since a full-blown doctor—dealt with more than 500 in-patients and about 200 out-patients, operating when necessary, and treating any ailment from yaws to lung infections.

The magic of modern drugs may have played a part, but success rested as much on the trouble the "doctor" took to learn the language, and then the fact that he went out of his way to gain the co-operation of the chiefs.

In the Trobriands, those of rank believed that they were not raised above their fellows without cause. To prove the point, any chief attending the weekly council meetings in Losuia, would stand throughout the proceedings, while those of lesser clay squatted comfortably upon the floor of the DO's office.

The court room wasn't very grand, for, of necessity, kerosene and other stores were also housed there. But the DO played his part as magistrate, while the councillors were present in the role of jury.

Sins Of Omission

As such they dealt with sins of omission, such as the failure of 23 men to do their "Friday" work—cleaning up the village on the day appointed.

When asked their views, the councillors suggested that each offender be made to cut and bring in two posts, as a contribution to the new police barracks.



Dancers of the Trobriands—a pre-war picture.

Then there was the mystery of the murdered pig. Was it magic or just plain spite? Here the system showed its weakest point, for the ownership of the pigs was so involved, that no councillor would buy into the argument.

Far different was the joy with which they tackled a case concerning a man, who, having paid five armshells (valued ornaments but rarely worn), five cooking pots and 5/- in cash for his wife, subsequently transferred his affections to another woman.

Not having a bar of that, the wife took up with some other man, who, by unanimous vote of the councillors, was ordered to repay the lawful husband three armshells and two cooking pots. How they arrived at that decision is something else again.

Changing Times

Thousands of US and Australian troops were stationed in the Trobriands during the war, but things were beginning to change before that.

I once caught a glimpse of blue, that seemed out of place in a grass skirt, and I still think it was, for it turned out to be a pair of trade store knickers.

The men were using a plane iron in place of their old stone adze, and it's no use saying that the wooden bowls and carved stools offered to tourists in Samarai, are nothing like they used to be.

It cuts both ways. If progress tends to diminish the standing of the the Trobriand chiefs, enlightened thought has certainly improved the quality of village pigs.

The new look
for an old friend —

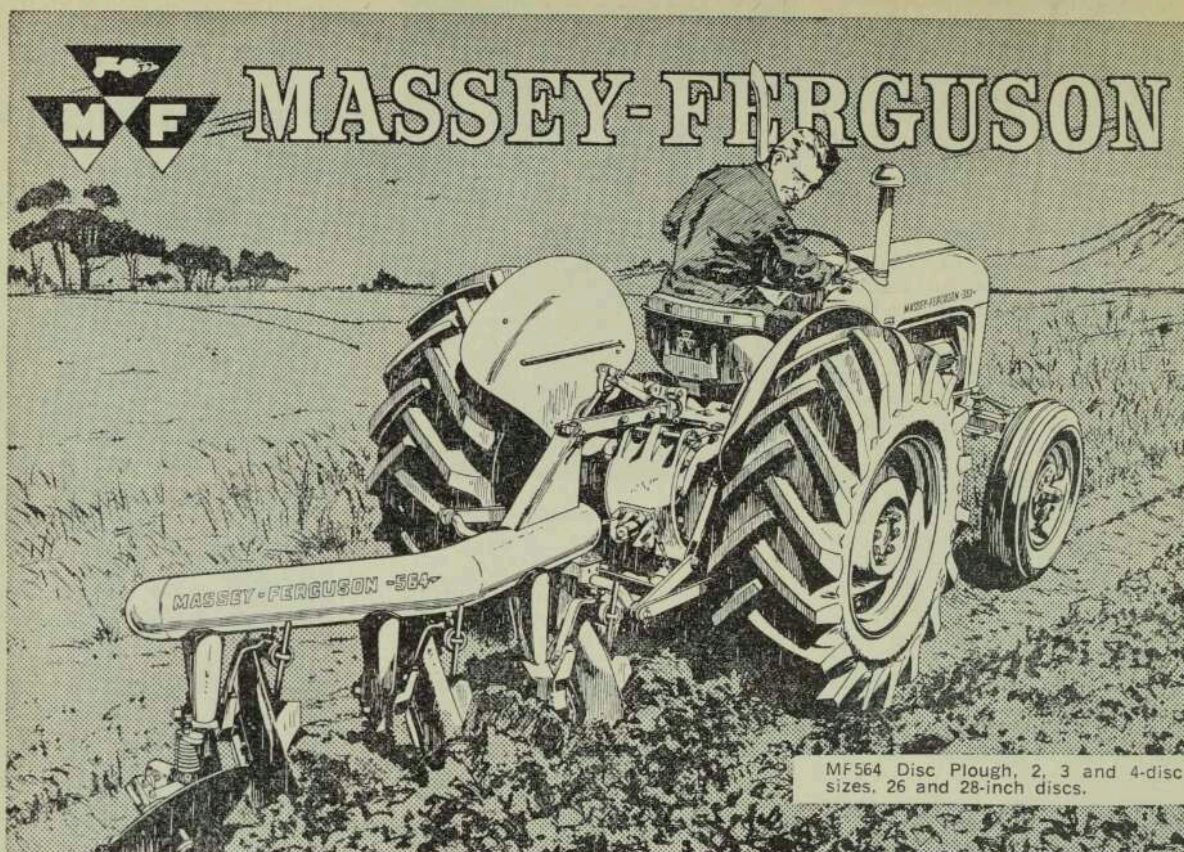


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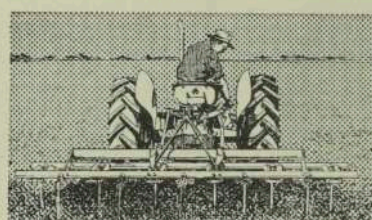
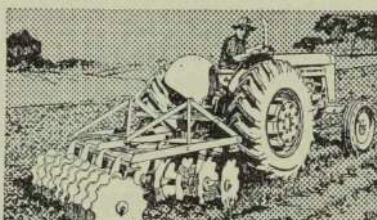
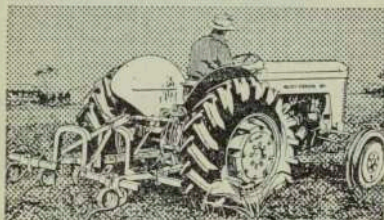


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Windows In Norfolk Island Church Honour Victims Of Arrow Attack

From Merval Hoare
on Norfolk Island



Two commemorative windows in All Saints Church at Kingston, Norfolk Island, honour two young missionaries from that island who were killed in the Santa Cruz Group of the Solomons exactly a century ago. The missionaries, who had well-known Norfolk-Pitcairn names, were Fisher Young and Edwin Nobbs.

THEIR names are also inscribed on a brass tablet in St. Barnabas' Chapel, the Melanesian Mission Church on Norfolk Island, which was built as a memorial to the Bishop of Melanesia, Bishop John Coleridge Patteson.

Bishop Patteson was also killed in the Santa Cruz Islands—in 1871.

In Bishop Patteson's day, the Melanesian Mission ship *Southern Cross* used to call frequently at Norfolk Island.

The mission headquarters were then at Auckland and Norfolk was a convenient stopping place for the vessel on its journeys to and from the New Hebrides and the Solomon Islands.

Less than a month after the Pitcairn Islanders arrived at Norfolk in June, 1856, Bishop George Selwyn, the Bishop of New Zealand, called to meet the people and from then on a friendship grew between the missionaries and the islanders.

The Norfolk pastor, the Rev. George Hunn Nobbs, was impressed by what he saw of the mission and after Patteson was made Bishop of Melanesia, he offered him his 18-year-old son Edwin for mission work. Simon Young, in the same way, offered his young son Fisher.

Islands Voyage

Three years later, after training in Auckland, Edwin Nobbs and Fisher Young journeyed in the *Southern*

Cross around the islands with Bishop Patteson. Another inslander, Hunt Christian, was a member of the crew.

On August 15, 1864, the *Southern Cross* arrived at Santa Cruz, where the bishop went ashore in a small boat with the three islanders and two Englishmen, Atkin and Pearce.

After speaking to the Santa Cruz people on shore, the bishop returned to his boat—followed by 300 or 400 armed natives.

When the boat was about 15 yards from the shore, the natives shot at it with bows and arrows.

One arrow hit Pearce in the chest; another hit Edwin Nobbs in the left cheek; and Fisher Young, was shot in the wrist. However, Nobbs and Young still pulled at their oars, while Atkin took that of Pearce, and Hunt Christian took the fourth.

In about 20 minutes they reached the *Southern Cross*, where the bishop operated on the wounded men.

Second Death

For the next five days, all seemed well. But then Fisher Young developed tetanus and died. He was buried at Port Patteson, Vanua Lava, in the Banks Group of the New Hebrides, in a spot which a visitor a year later described as "a melancholy-looking place, shrouded in long pendent creepers and weeping parasites".

Despite Bishop Patteson's loving care and day-and-night attention, Edwin Nobbs also developed tetanus.

- A brass tablet in St. Barnabas' Church on Norfolk Island commemorates the deaths of Fisher Young and Edwin Nobbs, two young missionaries from the island who died from arrow wounds received in the Santa Cruz Group.—Photo: Dept. of Territories.

He died a fortnight after Young and was buried at sea.

Pearce, the Englishman who was wounded in the chest, recovered.

When the *Southern Cross* reached Norfolk Island, the bishop had the sad duty of telling the Rev. George Hunn Nobbs of the deaths of the two young men. But strong winds prevented him from getting ashore and it was by means of a letter written from Auckland on September 19, 1864, that the news was finally conveyed to him.

Fisher Young's parents did not hear of their son's death until 1866, for they had returned to Pitcairn in December, 1863, with the second group to return to their home island, and they did not receive any letters from Norfolk until the *Mutine* called there some three years later.

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When Pitcairn Island Goes To The Polls, Everyone (Probably) Knows Who'll Win

By Murray Howse,
a former Education Officer
on Pitcairn.

Although party politics have no place in the lives of the Pitcairn Islanders, the triennial election for the position of chief magistrate creates plenty of interest because the community looks to the elected candidate for prosperity and harmony among themselves.

THE position, usually contested by three or four of the older men, is coveted not so much for the money that goes with it, but for its social status.

The chief magistrate's word is seldom questioned locally and his commands are always obeyed.

To be a candidate for election, you must be Pitcairn-born and you must have lived on the island for at least 21 years.

Traditionally, the elections are held on Christmas Day, with the voting beginning at 6.30 a.m.

Campaigning usually starts in the first week in December, when regulations require the Island Secretary to prepare the rolls for public display.

But the names of aspirants for the coveted magisterial post are not officially known until a public meeting is held seven days or so before election day, when nominations are received.



John Christian, Pitcairn's chief magistrate from 1960 to 1963.

At this meeting, nominations are also received for the unpopular post of chairman of the internal committee, which is voted for annually.

This position is always difficult to fill because the elected person has the onerous task of organising public works, and he receives only £90 a year for his labours.

In December, 1960, when I attended a nomination meeting, the nominations for chief magistrate were quickly dealt with. But it took three hours to find someone to accept the post of chairman of the internal committee.

Everyone possible was asked at least three times to accept the nomination, and in most cases, wives answered in no uncertain terms for their husbands, for the committee's chairman comes in for a good deal of criticism during the year, and no Pitcairn woman takes such criticism of her husband easily.

I think it was 11 o'clock before someone gave way and accepted the nomination. But the strangest part was to follow, for the nominee demanded that the people should record their votes for him on election day.

My suggestion that no election was necessary was strongly opposed, and I have since learned that no man would accept the position unless he polled at least three-quarters of the votes. (Voters not in favour of the only candidate indicate this on their ballot papers).

Much Lobbying

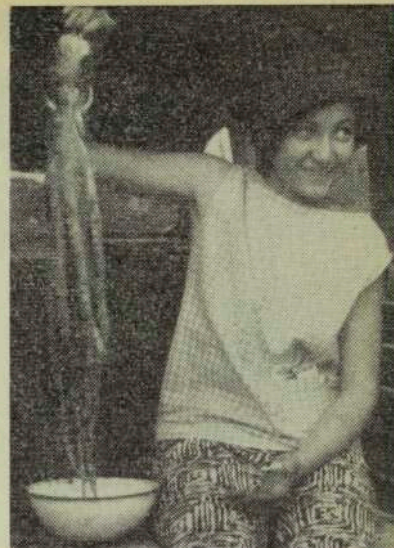
From nomination night to election day, there was much lobbying for the position of chief magistrate, and many rumours were put around belittling the characters of the nominees. This method of attack, I learned, had been used for a number of years.

The ringing of the bell at 6 a.m. on December 25, announced that every voter had an hour in which to record his or her vote. Voters' names were checked off by the inspector of police (the late Floyd McCoy), and votes were cast through the letter holes of the post office.

The police inspector made an announcement when voting was completed, and after council-selected scrutineers had counted the votes, the names of the new chief magistrate and chairman of the internal committee were read out.

No one displayed any emotion on hearing the results. And little wonder.

Everyone knew who the new chairman of the internal committee would be; and it was probably a foregone conclusion that the magisterial candidate with the greatest number of relatives would get the magistrate's job.



First Find Your Octopus, Then Thrash It ...

THERE are plenty of octopuses in Noumea's market at present—this being the season when they are easily found in reef holes at low tide. Even so, they are bringing 3/- to 4/- a lb. because many people in New Caledonia look on them as a great delicacy.

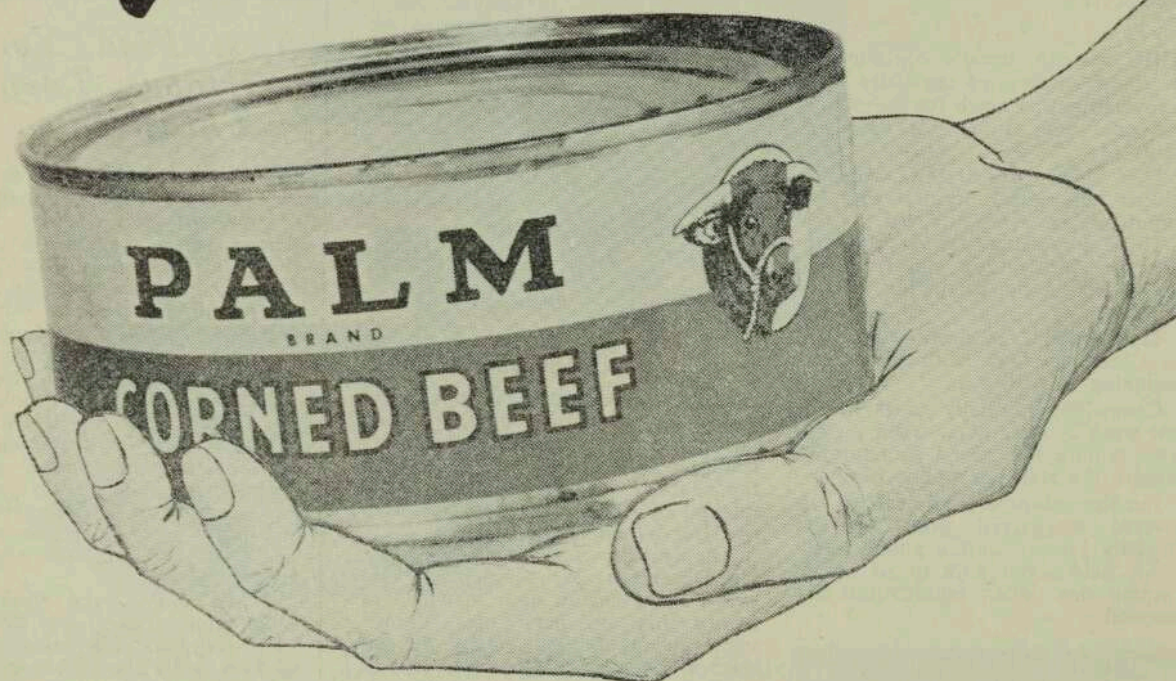
Preparation of an octopus for the table is a muscle-developing job as it entails thrashing the beast against a rock, preferably immersed coral which is glass-hard, for from half an hour to an hour. Without this, you might as well serve up a dish of plastic garden hose.

When boiled, the flesh is white and tender and tastes like crayfish. The skin and suckers easily slip off the cooked flesh.

Octopus can be served up in many ways. It may be chopped up and served with "vinaigrette" sauce of vinegar oil and garlic; or chopped up and served with mayonnaise or the various sauces that go with crayfish.

One of the best ways of presenting octopus is in Coquilles St. Jacques—the flesh being minced and mixed with bread crumbs, seasoning and garlic, put into imitation shells and baked in the oven. The one pictured made a much-appreciated curry.—FRED DUNN.

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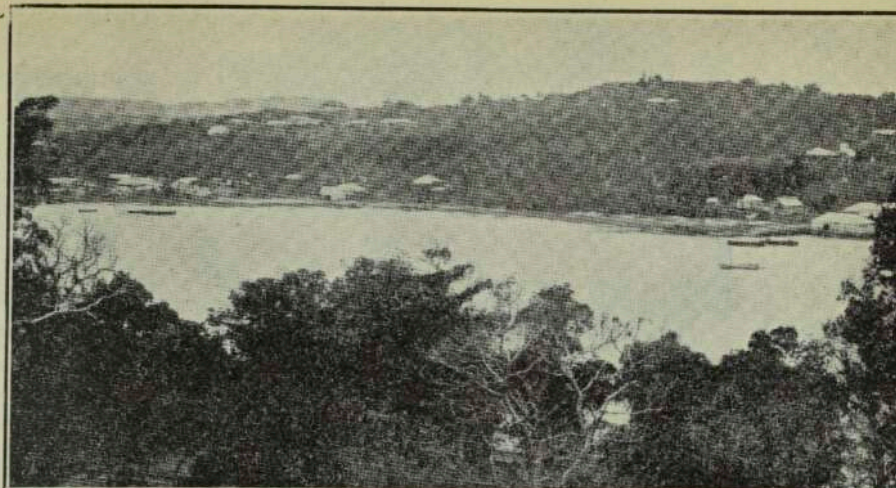
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CONTRAST: These two pictures, taken from virtually the same spot on Iririki Island in Vila Harbour, illustrate vividly how Vila, the New Hebrides capital, has grown in the last 30 years or so. The top picture was published in PIM for January, 1932. The one below was taken recently by Fiji PRO photographer Rob Wright.



Yesterday

The issue of PIM for September, 1944, carried the announcement that an Australian Cabinet sub-committee, dealing with territories matters, had decided that civil administration would be restored in Papua early in 1945. However, the administration of the Trust Territory of New Guinea was to remain the responsibility of the Army.

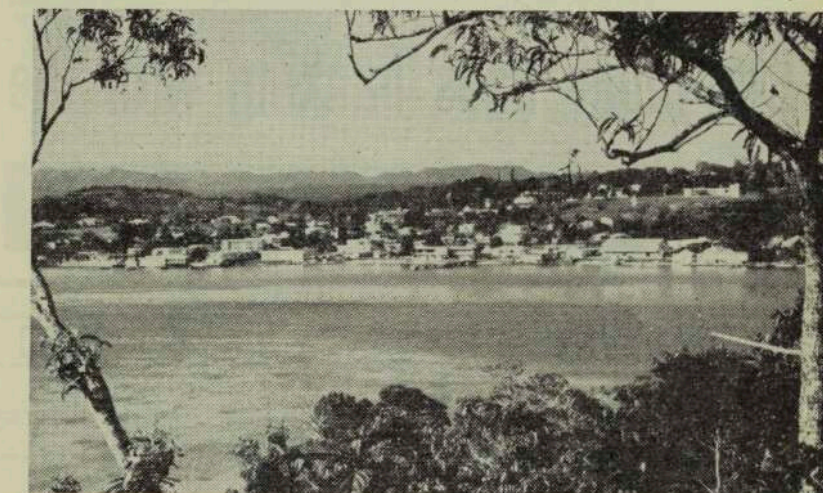
OTHER news items in that issue of PIM of 20 years ago were:

The promotion was announced in Suva of Major Ratu J. V. L. Sukuna (later Sir Lala Sukuna) to the rank of lieutenant-colonel.

After being completely cut off from France for four years, New Caledonia contracted to sell her 1944-45 harvest of Robusta coffee to the Provisional Government of France at 11 francs a kilo, fob.

The effects of a January cyclone were still evident on Mangaia, Cook Islands. Verandahless houses were leaning askew, or were propped up; the native chestnut crop, a standby between February and June, was totally obliterated; and so was the breadfruit crop.

Fifteen Fijian men and women lost their lives on August 11, when a small sailing boat, which was taking 27 of them from Lautoka to a small island off the coast, was swamped by heavy seas. All of



them managed to cling to the overturned boat from noon until 2 o'clock next morning when the boat began to break up. Six men and six women finally made their way, clinging to small pieces of wreckage, to the small island of Narara.

Noumea businessmen were talking of forming a hotel and tourist company in New Caledonia to develop tourism after the war. They considered that Noumea should have two good tourist hotels, and that there should be a string of hotels at scenic spots on the east and west coasts.

A special general meeting of shareholders in Morris Hedstrom Ltd. unanimously approved a proposal by the directors to give £25,000 from the company's funds to establish an annual scholarship

worth £200 a year, with a tenure of three years, to help selected Fijians to finish their education at a university.

A second returning contingent of Tahitian and New Caledonian soldiers from the Fighting French Pacific Battalion, arrived in Melbourne on July 14, Bastille Day. They were on their way home from the Middle East after chasing the Germans across North Africa with Montgomery's 8th Army.

The head of the Australian New Guinea Administrative Unit, Major-General Basil M. Morris, was badly burned in a plane crash. His native chauffeur hauled him from the burning plane on the Cape Gloucester airstrip. General Morris suffered a broken right arm, and badly torn muscles and ligaments in the left arm.



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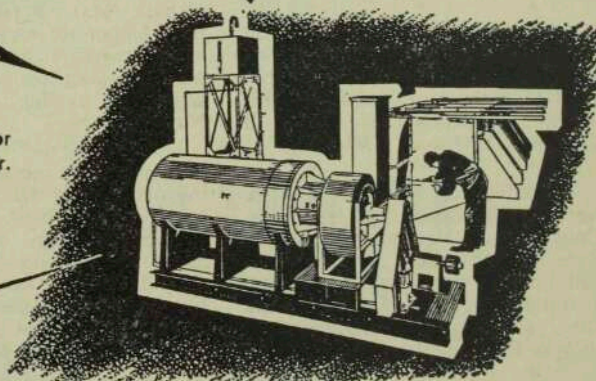
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THE MONTH'S NEW READING

A GLOSSY AUSTRALIA

A WHOPPING big volume obviously produced as an overseas gift (for those who can afford the postage) is *Australia*, designed to show off the Commonwealth in all its facets.

In 240 pages, 9½ inches x 11½ inches, most of them glossy and many of them in full colour, the story of Australia is traced from its formation, through its early history, up to the as yet unbuilt Sydney Opera House. The pictures make it a gift book, for there is nothing else about it that is exceptional or original.

Much of the text appears to be a hash from official documents, or the result of public relations handouts from commercial enterprises. There has been no attempt made at an objective survey of Australian commerce and industry, and the reader is constantly being invited to buy particular brand of wine or of canned goods or underclothes, presumably because the manufacturers have sponsored the plug.

The section on the Press in New South Wales, for instance, deals entirely in puffs for the publications of Australian Consolidated Press and its subsidiary engraving firm, which happens to have made most of the gravings used in the book. It's no coincidence, of course, that the book's publishers are also an associate company of Consolidated Press.

Obviously such a luxurious production as this could not have been done at the price without support, and those who are prepared to overlook the commercial method of selection, and the publisher's reticence in confessing his sins, will find it a handsome presentation volume.—SI.

AUSTRALIA. Published by Oswald Gler Publications and distributed by Angus and Robertson. 65/-.

OFF On Holidays is a new annual holiday guide, on "where to go and what to do in Australia, New Zealand, Pacific, the Orient and overseas". It is another bulky book, well produced in offset, in colour. Covering such a wide territory it manages not to give too much information about any of them, but intending travellers might get some ideas out of it.

It is published by Holiday Publications, Sydney, at 10/-.



Francis Chichester's Gipsy Moth aircraft is brought alongside Cascade Pier at Norfolk Island after Chichester completed the first leg of his solo flight from New Zealand to Australia in 1931. The photo was taken by Roy Bell, of Norfolk Island, a profile of whom appeared in PIM in July, p. 87. Chichester was the first airman to make a solo Tasman crossing from east to west, and the first to land at Norfolk and Lord Howe.

Lively Memoirs Of A Lone Adventurer

To most Australians under the age of 40 or so, the name of Francis Chichester is not likely to mean much. But those over 40 will probably remember him as one of that intrepid band of airmen, including Kingsford Smith, Hinkler and Ulm, who performed astonishing feats of aerial derring-do in the days when aircraft were virtually tied together with string.

THE difference between Chichester and most of his better-remembered contemporaries is that Chichester is still alive and is still performing astonishing feats.

In 1960, 26 months after he had been told he had advanced cancer of the lung, he won a single-handed yacht race across the Atlantic in his yacht *Gipsy Moth III* in 40½ days.

This was eight days better than his nearest rival. But it was not fast enough for Chichester, who, at the age of 60, made a second, and record-breaking solo crossing in mid-1962 in 33 days 15 hours.

During the 1960 race, Chichester also found time to write 50,000 words of log, which formed the basis of a book called *Alone Across the Atlantic*.

Now he has published an autobiography of well over 100,000 words, aptly called *The Lonely Sea*

and the Sky, which traces his adventurous career from the age of 11 (when he was bitten by a snake) down to the present day. The book is a Book Society Choice, and deservedly so.

Chichester, who was born in England, was intended by his parents for the Indian Civil Service.

Farm Job

But he did not think studying at university until he was 25 in preparation for this would be "a proper life". So he left college of his own accord, whereupon his father more or less disowned him by getting him a job on a farm in Leicestershire.

When Chichester was fired after upsetting a drayful of milk churns, his father shipped him off to New Zealand.

After working in New Zealand as a station-hand on a sheep station,

Chichester tried his hand at writing, then worked for a timber mill, in a coal mine, and as a gold fossicker.

He made no money at these jobs, and as he had resolved on leaving England that he would not return until he had saved £20,000, he soon turned to more profitable pursuits.

These included selling yearly subscriptions for the *Christchurch Weekly Press* and selling a book-keeping system to farmers.

After a year, he had earned £700 and had saved £400, which he invested in a real estate business with a man called Goodwin.

By the time Chichester was 26, he was earning £10,000 a year and he and Goodwin owned three companies operating in land. Goodwin then sold Chichester the idea of an aviation company, and so the Goodwin-Chichester aviation company was formed.

Learned To Fly

The company took the New Zealand agency for A. V. Roe, bought two Avro Avians and began taking passengers on joy rides. Four of the best pilots in New Zealand were engaged but after they crashed the two planes a few times, Chichester got exasperated and learned to fly himself.

In 1929, just over 10 years after his arrival in New Zealand, Chichester returned to England for a visit. There he bought a Gipsy I Moth, which weighed 880 lb. unloaded; and after a trial run round Europe, he decided to fly it to Australia solo.

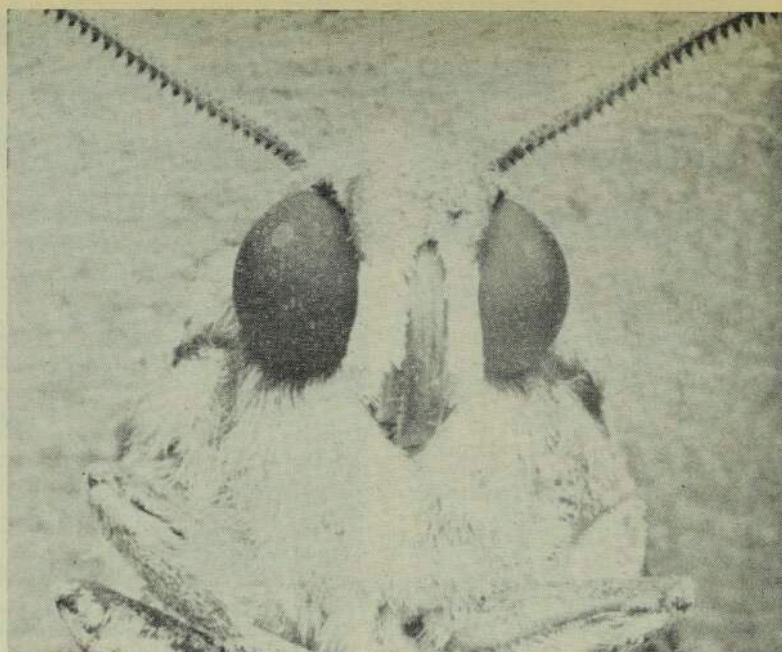
"This may not seem much of a project today," Chichester writes, "but at that time only one person had flown alone from England to Australia, Bert Hinkler, a crack test pilot from Bunderberg".

Chichester did the trip in 180 flying hours—not much longer than Hinkler's time—and found himself something of a hero on his arrival in

New Zealand Birds

BIRDS of New Zealand by Gordon R. Williams is an attractive little book containing 50 full colour plates of New Zealand birds—some of them among the best colour photographs of bird life we have seen. Each bird has a page of notes to itself. The photographs, showing the birds alive and in action, were taken by a number of nature photographers, but the author, Gordon Williams, is a well known New Zealand writer and lecturer, and has visited Pitcairn on biological surveys.

(BIRDS OF NEW ZEALAND. Published by A. H. and A. W. Reed. 23/6.)



The Monster—When local resident Raymond Hoare pointed his camera into the wilds of Norfolk Island recently it snapped this monster from space. He discovered later that he had set his lens on close-up and that what he captured was a moth.

Sydney. He then decided to fly the Tasman alone, which no one had yet done.

The problem was: How to do it? His Moth was already carrying 60 gallons of fuel with two extra tanks fitted, and was taking off with a load equal to its own weight.

More than 100 gallons were needed to span the Tasman, but no more tanks could be added to the Moth, and no plane with the necessary range was obtainable in New Zealand.

Three Hops

Finally, Chichester decided that the only way out was to make the crossing in three hops—from the northernmost tip of New Zealand to Norfolk Island (481 miles); from there to Lord Howe Island (561 miles); and from Lord Howe to Sydney (480 miles).

However, as he couldn't find out much about the topography of either island—the *Pacific Islands Year Book* was still a thing of the future then—Chichester decided to turn his Moth into a seaplane and alight on the sea.

This decision created all sorts of flying and technical problems, in addition to which was the problem of navigation: How could Norfolk and Lord Howe be found from the air?

Norfolk Island, approached from the northernmost tip of New Zealand was only half a degree wide, or one-fourteenth as wide as the Hawaiian Islands, which were the smallest target hitherto aimed at by an aviator—from San Francisco. Moreover, there were no radio aids then.

Astronomical Navigation

In the end, despite "expert" opinion to the contrary, Chichester decided that the only way of finding the islands was by "shooting" the sun and he began learning astronomical navigation.

While he was doing this, an Australian pilot, Menzies, crossed the Tasman by air for the first time using the same plane in which Kingsford Smith made a record flight from England to Australia.

This, at first, was a disappointment to Chichester, but he soon got over it as he was "firmly gripped by the idea of finding my island by my own system of navigation".

Chichester's account of how, in 1931, he eventually *did* find both Norfolk and Lord Howe Islands by his own system of navigation forms a highly dramatic part of his book, for, besides the difficulty of this form of aerial navigation, Chichester

lane was so sensitive after floats were added to it, that it dived or limbed abruptly whenever he moved his head.

The last few minutes before he sighted Norfolk Island were almost unbearably exciting, for if he missed his landfall, he was finished. There was not enough petrol in his tanks to enable him to search for it for long, and there was no other land he could make for.

Like A Lifetime

"Every minute seemed a lifetime, as I scanned the horizon ahead," Chichester recalls. "The wind was dropping with approaching nightfall. . . The sea looked grey blue, cold and hostile.

"At 5.08 p.m. I ought to have sighted the island 10 miles earlier. Well, I thought, this is a grand finish; risking everything on the cool working out of my own system.

"At 5.09 I thought I saw land away to the left, but it changed shape as I watched it, for it was a cloud on the horizon. At 5.12 the island ought to have been in sight 15 miles earlier.

"Suddenly I relaxed, feeling that worrying was stupid when there was nothing I could do. The cloud lifted, and there was land. I felt like bursting with thrill and elation. My navigational system had proved right."

Wrecked At Lord Howe

Chichester piloted his frail craft to Lord Howe Island four days later with the same "bang-on" accuracy as to Norfolk. But on the night of his arrival, his plane was wrecked by a cyclone while anchored in the lagoon.

Undaunted, Chichester set about rebuilding it himself, with the aid of the islanders; and after six weeks, he flew on to Australia.

An epic flight to Japan followed; and, six years later, a 21,000-mile flight from Sydney to London, viaeking.

During the war, Chichester served as a navigation instructor in the Royal Air Force, but he was not allowed to fly, and was not allowed to wear pilot's or navigator's wings on his tunic.

After the war, Chichester founded an entirely new business in England—map and guide publishing—and, being too old to fly, took up sailing.

Judging by the way life has gone for him so far, he must have a few more careers and adventures ahead of him yet. But it is difficult to imagine that he could write a livelier book about them than his present one, *The Lonely Sea and the Sky*. —RL.

(THE LONELY SEA AND THE SKY. Bodley and Stoughton. 45/-).

South Seas Message In Welensky Memoirs

Readers who require an antidote to Sir Hugh Foot's *A Start in Freedom* (reviewed last month), have the remedy at hand in Sir Roy Welensky's *4,000 Days—The Life and Death of the Federation of Rhodesia and Nyasaland*. Apart from the fact that Sir Hugh and Sir Roy are both members of the genus contemporary man, all else is sheer coincidence.

SIR HUGH believes that to be human is qualification enough for a vote and that if there are enough of the same kind of votes, they should rule.

Sir Roy believes that all humans are not born equal and that until, with the effluxion of time, they become more equal, the one-man-one-vote principle, or rule by weight of numbers, is nonsense.

Although the subjects of their respective books are quite different, their battleground is the same and to read both within a short time is a salutary experience in the divergence of men's minds today.

Sir Roy never mentions Sir Hugh in his book—although Dingle Foot gets some attention. Sir Hugh merely lumps Sir Roy in with his other pet hates—Tshombe, Salazar and Verwoerd.

What causes Sir Hugh mental anguish—for example, the British stand over Southern Rhodesia in the UN at the end of 1962 which led to Foot's resignation from the UK Mission—gives Sir Roy satisfaction.

New Quadrant

QUADRANT, one of the small group of Australian literary journals, is having a new lease on life. Its previous view, shared by its contemporaries, that to be intellectual you also have to be dull has been put aside in recent issues, and a new, larger format has also helped to make the magazine (published every second month) more readable.

A recent excellent article on the Australian businessmen is now followed in the June-July issue by another memorable piece, Hugh Atkinson on the cult of the "Surfies" on Sydney beaches. There are other pieces on the ballet, metaphysics, music, Shakespeare and journalism. *Quadrant's* address is Box 4714, G.P.O., Sydney.

And the things that give Sir Hugh much sentimental pleasure—such as hauling down the Union Jack on yet another newly independent territory—probably causes Sir Roy to be sick to his stomach.

Foot is always a gentleman. Even when he disagrees with the British Government, he does so in pained, diplomatic language. Welensky wastes no time on niceties. He considered that the British Government, over 10 years from the creation of the Federation to its dissolution at the end of 1963, let him down. He says so and spares no one.

South Seas Interest

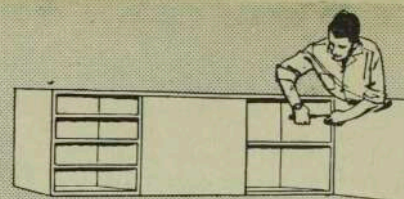
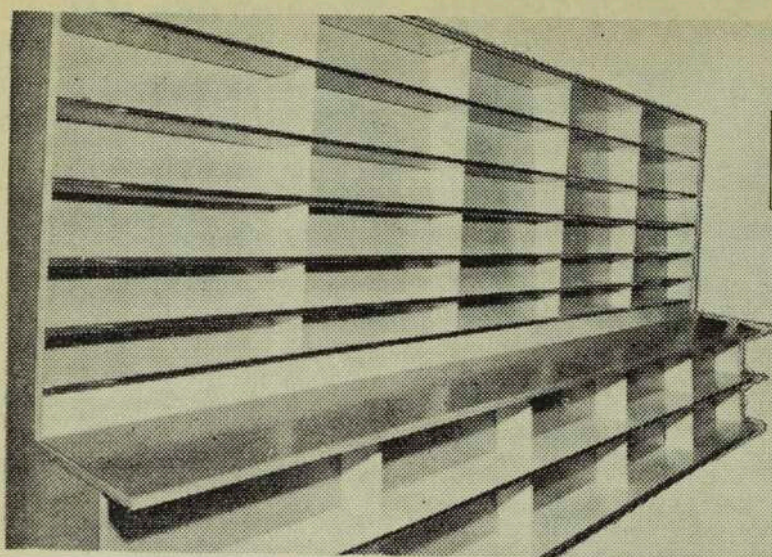
At no time, even at his most angry, could Sir Hugh be imagined describing (as Sir Roy does), a message from Mr. Harold Macmillan as having the "customary thick coating of Macmillan treacle and cottonwool."

Both books are of singular interest to many in the South Pacific, Welensky's particularly so. Even allowing handsome discount for prejudice, his description of the backroom vacillations of the British Government between 1956 and 1963, is sufficient to stop anyone still in a vulnerable position in his tracks.

Roy Welensky was the 13th child of a Polish migrant father and a ninth generation Afrikaner mother. He was born on the wrong side of the tracks in Salisbury, Southern Rhodesia, in 1907.

He left school at 14, had a number of dead-end jobs, at 19 was champion heavyweight boxer of Rhodesia and at 21 joined Rhodesian Railways as a fireman. It was as an engine-driver that he entered politics as an unofficial member of the Northern Rhodesian Legislative Council in 1938.

In late 1948, the then Labour Government of the UK called a conference in London to consider the



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future of Britain's dependencies in Africa. Welensky was a member of the Northern Rhodesian delegation and it was at this time that he began to consider a closer association between the two Rhodesias—first as an amalgamation, then as a federation in the Australian pattern, and including Nyasaland.

The Federation had a stormy birth. India had achieved independence and the attention of the British intellectual left was free to focus on Africa and Africans.

From 1947, African nationalists, not Indians, were lionised and the cause of Africa for the Africans—more correctly, perhaps, for the African political elite—found powerful allies in some churchmen, such as Canon Collins (better known these days for his activities on the Ban the Bomb Committee of 100); the Rev. Michael Scott, of the Africa Bureau; and the Church of Scotland, which had traditionally strong links with Nyasaland.

The Banda Problem

Most of their activity was centred around Dr. Hastings Banda, who had left his native Nyasaland in 1935 and had been practising medicine in North London since 1941. From 1948, as an absentee, he became increasingly interested in African politics, increasingly ambitious, increasingly opposed to plans to federate the three States. Banda was the rock on which, 10 years after the Tory Government founded the Federation, the same Tory Government cracked it wide open.

The Federation came into being in September, 1953, with Lord Malvern (formerly Sir Godfrey Huggins), as Prime Minister. When Malvern retired in 1956, Welensky inherited the post—and the Suez crisis.

Suez, according to Welensky, was the watershed. After it, Britain no

longer had the will to rule her former overseas territories; all thereafter was tempered to Mr. Macmillan's "winds of change" and to shedding the burden of Empire.

"Suez," he says, "was, or ought to have been, a blazing danger signal to those of us in Africa who still depended on Britain. For the last time probably in this century Britain tried, along with France, to defend her overseas rights, responsibilities and interests.

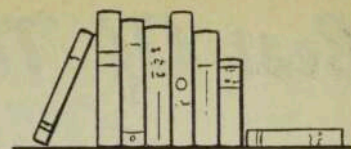
"We all know the reaction of the United States and the results of that reaction. We all know that Parliament, the Press and the BBC in Britain were deeply and fiercely divided; that the Commonwealth was split, with Australia and New Zealand, as well as ourselves, on Britain's side and Canada and India against her; and that from Suez there dates that French suspicion and coolness towards Britain which culminated in the flat rejection of her efforts to enter the Common Market."

From 1956, the cracks that had been cast into the Federation at its birth began to widen and the process of disintegration speeded up after the return of Dr. Banda to Nyasaland in mid-1958. His followers had asked him to come on June 29 but, according to Welensky, Banda never answered and, in fact, on that day, busied himself addressing a meeting in London. Nevertheless a crowd of 2,500 and all the Congress bosses, assembled at Chileka airport to welcome him . . . When the aircraft arrived without Dr. Banda there was wild excitement and the crowd thronged on to the tarmac. Rumours flew around: The Government had withheld telegrams; there was a plot to kill Dr. Banda. The crowd threatened to burn the aircraft . . . and insisted on searching it from nose to tail."

Federation Died Slowly

The crowd was eventually dispersed when Congress leaders telephoned London to find out what had happened to the messiah. He arrived a week later.

If the Federation had any chance of fruitful life up to this point it had few after it. Through the various reigns of Lord Home, Iain Macleod, Sandys, Maule and Butler as presiding deities of Colonial Office or Commonwealth Relations; through Royal Commission and Congo crisis, one by one the props on which the Federation precariously stood were whittled away and the structure was destroyed—"not by our avowed enemies," says Welensky, "but by



those who called themselves our friends and said they believed in what we had built. They killed it slowly, in the dark and by stealth; and they wept hypocritical tears as they finished the deed. That is the measure of what happened in Britain between 1952 and 1959."

To the struggle to keep the Federation intact, Welensky brought vast tenacity, a capacity for political "in-fighting", as he called it, and, in view of his mixed Jewish-Afrikaans ancestry, a surprisingly naivety in assessing the upper-class English politicians with whom he assumed he was working in a partnership.

In this Welensky was neither Polish, Jewish nor Afrikaans but all Southern Rhodesian, with a long ingrained belief in the integrity of the word of the British Government and the thing that was once called the British Empire.

Chequers Weekend

His scepticism of the treacle and cottonwool, of the British political devices of the "Chequers weekend," the private dinner party, the dear old boys together, came only gradually.

Welensky, whose mind is probably a great deal more devious than his book indicates, writes like an outraged colonial or an angry engine-driver. It is a most damning indictment of the Macmillan Government, and of the men who made up that Government; it throws the whole Congo-Katanga operation into sharp new focus; and presents new facets of African nationalism seldom gleaned through contemporary sources of information.

His book isn't cricket and, undoubtedly, will be the most unpopular of the year. He outrages all current popular thought, flies in the face of providence but, in a world dedicated to the sweet sauternes of sentiment he produces a draught as vigorous as a pint of good, icy-cold beer. In the humble view of this reviewer, the world would be a better place with a few dozen more like him.—JT.

(WELENSKY'S 4,000 DAYS. Published by Collins. 46/-.)

● Unless otherwise stated, all book prices quoted are in Australian currency.

Ambrose Kangaroo

AMBROSE KANGAROO GOES TO TOWN, by Elisabeth MacIntyre, is a very good book for children 6 or 7. It is about a kangaroo named Ambrose and his friends who find a ghost town and live in it and then find gold. It is a nice story. The pictures are lovely and the book looks gay with many colours.—Reviewed by Stephanie Der (aged 7).

(AMBROSE KANGAROO GOES TO TOWN. Angus and Robertson Ltd. 7/6.)

Best Of The Paperbacks

Thrillers and Crime:

VINTAGE MURDER; SWING, BROTHER, SWING and SCALES OF JUSTICE are three companion who-done-its by Ngaio Marsh, with Chief Det.-Inspector Alleyn in the title role. All are reprints, all are recommended. (Fontana, 5/6 each.)

THE GOLDEN SPIDERS. A new Nero Wolfe mystery by Rex Stout. Three murders. (Fontana, 4/-).

THE AVENGING SAINT is, naturally, a Leslie Charteris thriller. As this one was written in 1930 it is now something of a historical novel. (Hodder, 4/-).

VIOLENT SECURITY is a bank raid thriller, set outside London, by new writer George Burnett. (Pan, 4/-).

THE URGENT HANGMAN is the Peter Cheyney thriller that introduced private eye Slim Callaghan. (Pan, 4/-).

THE HEARTLESS LIGHT, by Gerald Green, who wrote *The Lotus Eaters*, is a fat thriller (450 pp.) on events surrounding a kidnapping. A study in attitudes rather than thrills. (Pan, 9/-).

ANNALISA, by Forbes Rydell. Family mystery in Louisiana. (Four Square, 4/-).

THE LONG FAREWELL, by Michael Innes. Suspected murder of a Shakespearean scholar. (Four Square, 6/-).

Fiction:

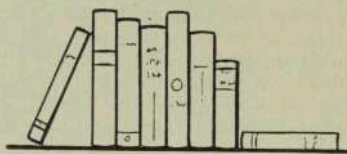
WHITTAKER'S WIFE, by Harry Bloom. Sex life among the social set of Johannesburg. (Fontana, 5/6.)

THAT UNCERTAIN FEELING, by Kingsley Amis, has been printed before under the title of *Only Two Can Play*, by which name it became a film featuring Peter Sellers as the librarian with sex problems. (Four Square, 5/6.)

THE DREAM MERCHANTS. More Hollywood expose stuff by Harold Robbins, author of *The Carpetbaggers* (which contained so many four-letter words that the Australian Customs wouldn't let it in). (Four Square, 10/-).

THE SHORES OF NIGHT, by Robert Muller. Fleet Street journalist in a matrimonial triangle. (Four Square, 6/-).

REASON FOR VIOLENCE, by Deanne Doubtfire, tells how Paulette



goes to bed with Gilbert because he threatens to let beetles crawl over her if she doesn't. And she hates beetles. LUST FOR INNOCENCE, by the same author, is a suspense novel involving a child. (Both Pan, 6/- and 4/-).

ADRIFF IN SOHO. Angry young man Colin Wilson (*The Outsiders*) sets his novel among the Soho set. Most readable. (Pan, 6/-).

THE LOSER. Peter Ustinov's excellent story of a Nazi who is all mixed up. (Pan, 6/-).

TOBACCO ROAD and GEORGIA BOY. Reprints of Erskine Caldwell's novels. (Pan, 4/- each.)

Fact:

STRANGE CUSTOMS OF COURTSHIP AND MARRIAGE, by William J. Fielding. (Four Square, 5/6.)

THE ALL-IN-ONE CAMERA BOOK, by W. D. Emanuel, has already gone through 53 editions. Everything the amateur photographer wants to know. (Four Square, 5/6.)

LIFE IS FOR LIVING, by Dr. Eustace Chesser, a British marriage counsellor and lecturer, surveys the main needs of physical and mental fitness with the object of showing you how to obtain a richer, fuller life. (Pan Piper, 6/-).

IMPROVE YOUR ENGLISH, by Hunter Diack, lecturer at Nottingham University, is the title of a series of three books, one each dealing with READING, WRITING and SPEAKING. They are designed to be bought separately. (Four Square, each 6/-).

THE CONCEPT OF THE CORPORATION, by Peter F. Drucker, is a study of General Motors, and explains why it has become a model for other world-wide corporations. (Mentor, 9/9).

THEY ALWAYS TAKE THEIR SECRETS TO A DRUGGIST. Memoirs of American chemist shop proprietor Harry Zane, mostly humorous. (Signet, 5/6.)

PAPERBACK OF THE MONTH

Into the short period of 12 years was packed possibly the most cataclysmic series of events Western civilisation has known—the 12-year life span of the Third Reich, which ended with Hitler's death in 1945. The evil history of that period will never be told better than it has been in William L. Shirer's *THE RISE AND FALL OF THE THIRD REICH*, now available as a Pan paperback.

It's the biggest paperback we've ever had in our hands—two inches and 1,436 pages thick, and selling for a most unpaperbackish 19/- in Australia. But it's first rate value.

For those who want chapter and verse there are 100 pages of notes and an index, but the general reader will find nothing in this big book stuffy or dull—although there will be much to horrify him.

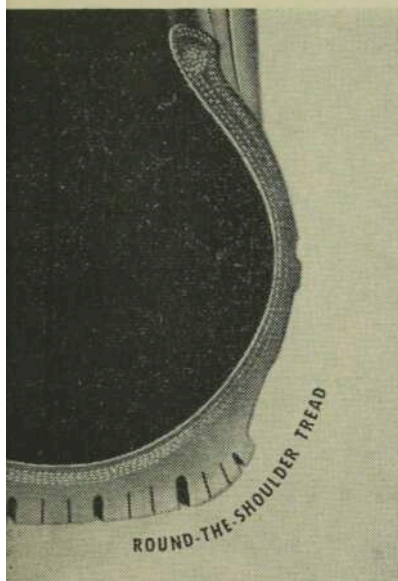
SHAKESPEARE, by Ivor Brown is a revision of a work first published in 1949. It details what is known of Shakespeare's life and brings him and his work into focus. (Fontana.)

THE FALL OF CRETE, by Alan Clark, deals in some detail with the successful German invasion of Crete by parachute in May, 1941. The author is strongly critical of some senior New Zealand commanders, but he has the advantage of 20 years hindsight, and makes little allowance for the fact that an invasion by paratroops was something new to the defenders. There are several irritating small errors, e.g., in his survey of events leading up to the battle he deals briefly with the earlier battle in Greece and says that the first Allied convoy sailed to Greece on April 7. The battle started on April 6, and the first elements of the Allied force were in Greece a month before that. In other parts he refers to some of the New Zealand brigadiers as "brigadier-general", a rank which did not exist in the 2nd NZEF. He refers to Major-General Weston of the Royal Marines as Lieutenant-General but Weston was never more than a Major-General on Crete. There are several other simple errors which inevitably lead to a doubt about the accuracy of many other points, and leave the impression that Clark's story is not strictly dispassionate.—NB. (Four Square, 5/6.)

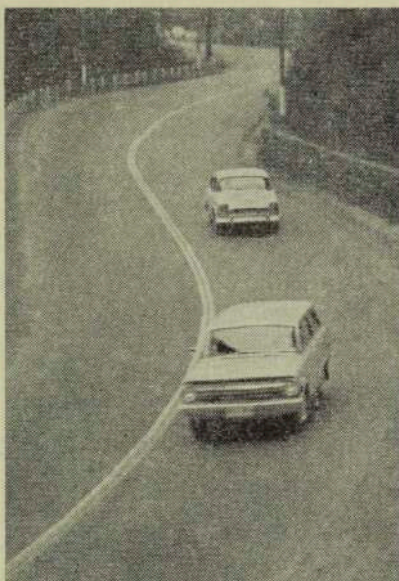
(Fontana and Pan are distributed by William Collins (Overseas) Ltd, and Four Square, Mentor and Signet by Tudor Distributors Ltd., Sydney.)



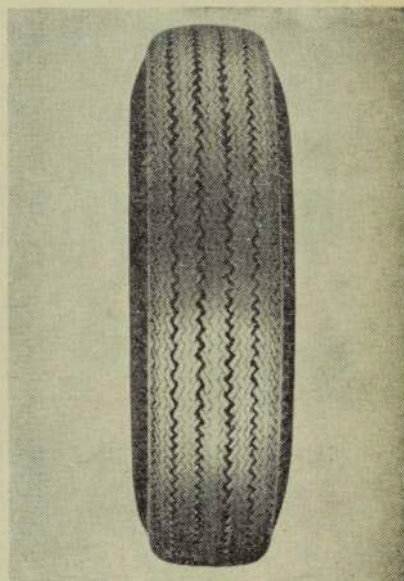
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ing, no-squeal cornering, a quieter ride with a new feeling of control. And G8 by Goodyear offers you real economy because it costs no more than ordinary tyres, yet gives more mileage. See your Goodyear Dealer or Service Station with the Goodyear sign—soon. When it comes to tyres for your family car, look to Goodyear.

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PACIFIC ISLANDS MONTHLY—SEPTEMBER, 1964

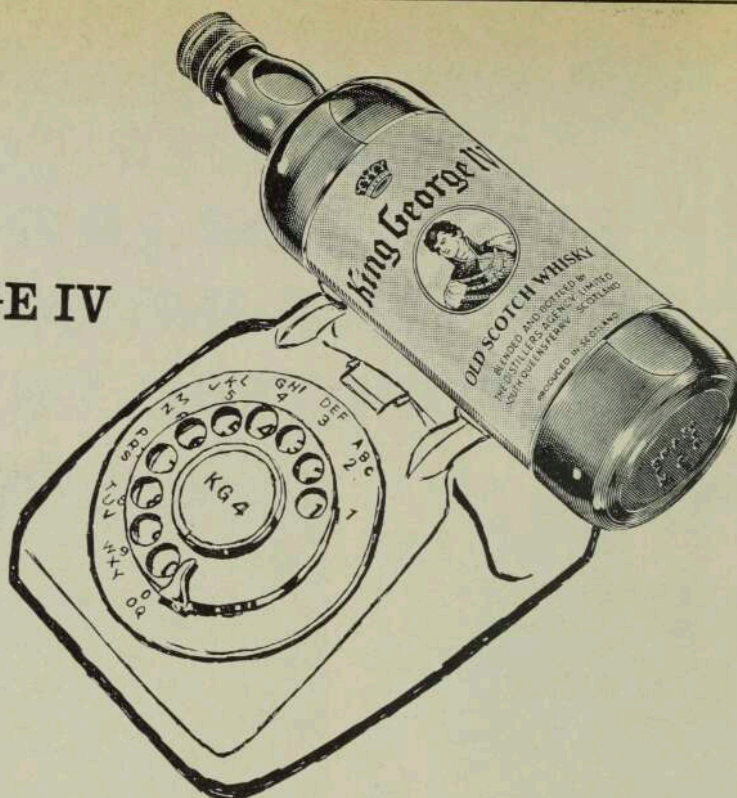
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From the Islands Press

WHY should New Zealand's share of the valuable trade in beer imports to Western Samoa be so small, considering the Treaty of Friendship and the moral obligation to give our trade to New Zealand in return for her banana custom?

The main blame must be on New Zealand for lack of enterprise and promotion. In a few short years Australian beer has built up a wide support from local consumers, and the Customs Department has seen no reason to favour New Zealand in its ordering. [Only the Government has the right to import liquor into Western Samoa.]

Directors of New Zealand's largest breweries could well be asking whether there is scope in this country for a brewery. The (lion's or leopard's) share of £4,000 (the present value of beer imports into Samoa) should be worth investing plant for, and when the present hypocritical attitude to drinking is changed the market for their products could increase enormously.

The change in attitude by the Government can surely not be stalled off for too long. The police force is making an attempt to control home-brewing, but with three houses out of five engaged in brewing the attempt is really futile.

As has been said so often before—it is better to make a good moderate beer available to everybody than to have our people consuming any quantity of dangerous home-brews, or our young men beginning to drink methylated spirits before they are even 21.—*Editorial in "Samoa Bulletin", Apia.*

I KNOW dirty play does exist in Rugby, but this should be done so that the spectators and the rest of the team do not see it.—*Letter from I. N. Wasilosilo in "The Fiji Times".*

IN various ways the Administration appears to be in a haste to increase its revenue before the Budget session begins in September. Water and telegraph charges are the latest and most impressive of these pre-Budget excesses. By raising internal telegram charges by 30 per cent. and abolishing the lower Press rate

charges (an increase of 300 per cent.) the Administration is setting quite a record . . . Mr. Peckover, Acting Director of Posts and Telegraphs, states that in the seven or eight years since the 1½d a word Press rate commenced in the Territory comparatively little use has been made of it. In a matter of about 13 years the number of working journalists in Papua New Guinea has risen from one to 28 and is still continually rising.

But if, as Mr. Peckover states, the usage of the Press rate is so relatively small, why increase it so drastically? It cannot be important from the revenue viewpoint. It is simply another decision which puts us out of step with the Commonwealth and the rest of the free world.—*Editorial in the "South Pacific Post", Port Moresby.*

WOULD residents please note that such items as gauze dressings, sticking plaster, cotton wool and aspirin tablets, will not be issued from the hospital, except when prescribed for an existing condition for which treatment at home has been recommended by the patient's medical attendant. Supplies of simple dressings, aspirin, etc., which may be required for first aid for minor conditions for which medical advice and attention are not necessary, are stocked by local commercial stores.—*Health Department notice in the "Niue Newsletter".*

I. T. MADHOJI, wish to thank Suman Dayal Sharma (s/o Mr. G. D. Sharma, editor Shanti Dut), who has found my £65 cash in a wallet and very kindly returned it to me. I really admire his honesty.—*Advertisement in "The Fiji Times".*

SAMOANS under bondage in Eastern Samoa are not American citizens, in fact only nationals and therefore counted as inferiors in American eyes. Other nations too, of course, have been guilty of similar crimes, but as a whole today they are trying to make amends. The US is not.

We make one big mistake here in Western Samoa when we refer to our Eastern area as American

Samoa. At all times we should refer to it as Occupied Samoa. The assembly should be enlarged to include representatives from Tutuila and Manu'a, and each time the Assembly sits these representatives should be marked as "absent under duress".

World and free Samoan opinion will eventually triumph and it will be "Yanqui gone home". The puppet Assembly in Tutuila is, of course, a farce.—*Letter from "Liberty" in "Samoa", Apia.*

THE people of New Zealand are going to find it strange to be dealing with their projected decimal currency, but when it appears on Pitcairn it will not cause as much concern because dollars and cents are almost as common as pounds, shillings and pence, either sterling or New Zealand.

The growing emphasis on decimal systems will mean little expense to Pitcairn (a few modifications to typewriters) and a minor re-appraisal of the school work plan.—*Editorial in "Pitcairn Miscellany".*

AN extension of the duty-free list, especially to "luxury" goods not usually, or not frequently, bought in Fiji, would bring still greater benefits with no corresponding loss, apparent or real, to the public revenue.

Fur coats, cardigans, fine silver, portable typewriters—these are only some of the things which have been suggested as additions to the list of shopping magnets to attract visitors, and money, to Fiji.

The inexplicable delay in putting such magnets to work means unnecessarily missed opportunities to add to the prosperity within Fiji.—*Editorial in "The Fiji Times".*

BY New Zealand's calendars this was Queen's Birthday observance, so arrangements were made accordingly, but at the last minute it was realised that this was not the appropriate date for this island, so it was a case of back to public work for the men and back to school for the children and Education Officer.—*"Pitcairn Miscellany".*



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Pacific Shipping And Cruising Yachts

Fiji Govt. Officers Criticised Over Orders To Skippers

The Fiji Marine Board in July criticised senior Government officers who brought pressure to bear on ships' masters to move their ships in darkness from safe anchorages to dangerous waters.

THE board "absolutely condemned" the practice of passengers in all vessels, and particularly senior officers travelling in Government vessels, directly or indirectly attempting to influence ships' masters the conduct and navigation of vessels.

Unfortunately, this practice is of frequent occurrence," the board said. "It is most hazardous and must be vigorously discouraged."

The board made its remarks after inquiry into the stranding of the Government motor ship *Cagimaira* Monkey Face Passage, off Vanua Levu, on March 6.

The master, Poasa Talevarua, said evidence that he had left safe anchorage in time to allow the Coconut Island Officer, Mr. J. S. Matheson, to catch an aircraft for Suva.

The board found that the *Cagimaira* stranded because of the master's desire to reach Labasa by a certain time.

It decided that a formal inquiry was neither expedient nor necessary.

In another inquiry, the board censured Edwin William Sandys, master of the Burns Philp (SS) Co. Ltd. trader, *Zephyr II*, for allowing the vessel to run aground in the Navula Passage, off Momi, near Nadi, at 1.35 a.m. on June 5.

Sandys said he was on watch and must have dozed off to sleep—an explanation given by several Fiji skippers for similar accidents over the past few years.

Sandys said he had only had about one hour's sleep on June 4. He was standing at the wheel when he went to sleep and when he awoke, in response to a call, he found himself partly over the chart table.

The board said that Sandys should make better use of his time off duty and take sufficient rest before going to sea. A responsible officer had to take active steps to ensure that he remained awake while on watch.

In The News This Month

Akatere	Maroro
Ashipaka	Maylis
No. 18	Meko
Bodmer	Minerva
Cagimaira	Mistress II
Defiant	Neophyte
Diavolo	Niuvakai
Diogenes	Novia del Mar
Dobiri	Palakana
Easterling	Paraita
Elsie	Sea Call
Europe	Seawylfe
Extended	Seisho Maru No. 12
Adolescence	Sinkiang
Fijian Princess	Sorana del Mar
Fjord III	Stephen Crane
Gannet	Sunbow
George S. Stirling	Tagua
Gorgon	Tarawa Twomey
Hamutana	Te Reva
Heemskerk	Theofano Livanos
Herstein	Tiare
Hunakai	Traveller
Jessica	Trekka
Kochab	Tropic Seas
Langu	Van Heutz
Lunkentuss	Viator
Macdhui	Wanderer
Mamutu	Windsong
Mangana	Yankee
Marius	Zephyr II

Therefore the board had to censure him for his irresponsibility.

INTER-ISLAND SHIP LOST IN FIJI

The Fiji inter-island auxiliary cutter, *Fijian Princess*, foundered in heavy seas in Nasoata Passage, off Nasilai Point, early on August 14. The 13 passengers and crew of 14 went ashore in lifeboats.

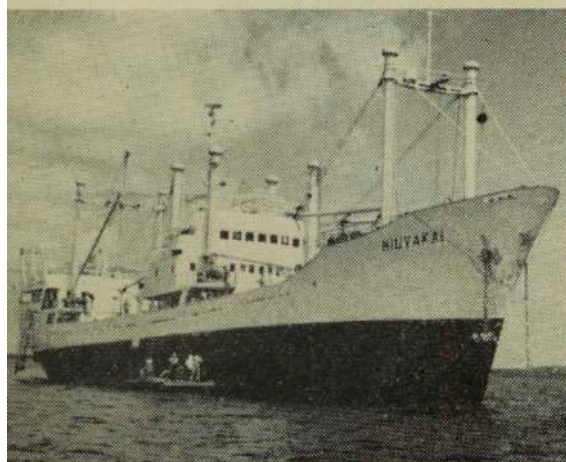
The ship sprang a leak after being battered by heavy seas about five hours after leaving Suva for Labasa.

The master, Sunia Vosaki, 54, in an effort to save his ship, took it through the passage into calmer waters. However, the inrush of water was more than the pumps could cope with, and the cutter sank a few minutes after she was abandoned.

Later people living on the coast near the scene of the sinking picked up wreckage and cargo.

The Customs Department immediately advised that cargo or wreckage was to be handed over to the Comptroller of Customs in his capacity of Receiver of Wrecks.

The *Fijian Princess* was owned by the Princess Shipping Co.



FOR SURVEY: The Tonga Government ship "Niuvakai" left Nukualofa in July for Japan for her annual survey in dock. She carried a load of 1,510 tons of copra. She was expected back in Tonga early this month with a cargo of cement and other building materials for the new hotel at Nukualofa.

Seen at every port

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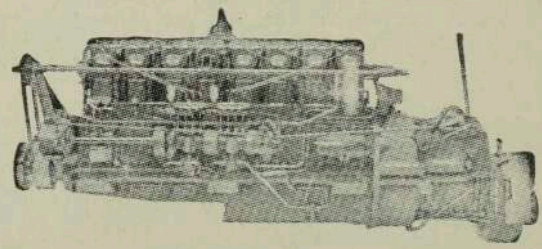
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98 SEPTEMBER, 1964 — PACIFIC ISLANDS MONTHLY

IN TO AID TUAMOTU FISHERMEN

The schooner *Paraita*, which has storage facilities, will be used to carry fish from Rangiroa Atoll, Tuamotus, to Tahiti, under a development plan. The Department of Stock and Fisheries has built a deep-freeze refrigerating plant on Rangiroa, which can hold up to 10 tons of fish. Under the plan, Tuamotu fishermen will be able to sell their catches in the Papeete market.

SET-UP ON HARBOUR PROJECT AT ASAU, SAMOA

A survey team on the harbour project at Asau, Savaii, Western Samoa, ran into trouble early in the month when a small group of people from Utulua pulled up survey markers. The people then announced they expected compensation for the markers being put in on their

The survey group, from Merritt-Fletcher, the contractors for the harbour project, went back to work with their work unfinished.

The matter eventually reached a ministerial level and a conference, which it was hoped to iron out differences, was called.

Meanwhile, work is proceeding rapidly on Western Samoa's other harbour project, at Apia. At the main site, the wall for the town mooring area is being pushed well into the harbour.

NAVAL VESSEL RETERED AS TRADER

Mr. Athol Rusden, of Vila, whose New Hebrides trading vessel *Sorana del Mar* was gutted by fire on July 14 after leaving Santo for Vila, via Norsup (PIM, Aug., p. 5), has recently chartered the former French naval vessel *Tiare* for trading in the area.

Mr. Rusden also runs the motor vessels *Darnley* and *Nikau*.

In a note to PIM on the loss of *Sorana del Mar*, Mr. Rusden said the vessel was insured for £100,000, but the owner's cargo of copra and general goods valued at £100,000 was not.

He added: "The loss of this vessel was a sad blow to local planters and traders as she was in continual service between Tanna, Vila, Levuka and Santo".

COAST GUARD ORDERS FISHING VESSEL IN UK

The Tonga Government has ordered a Fairisle long line fishing vessel from Fairmile Construction

Popular Port For Yachtsmen

Every year about this time, PIM's yachting columns begin to get that bursting-at-the-seams feeling as cruising yachts meander from one side of the Pacific to the other, free from the menace of hurricanes.

Papeete, Tahiti, as always, is among the most popular ports of call at this season, and when a PIM representative strolled along the waterfront there on August 1 he found no less than 11 sleek yachts tied up.

From east to west, they were: *Minerva* (San Francisco), *Maylis*, *Wanderer* (San Francisco), *Viator* (San Francisco), *Jessica* (Honolulu), *Diavolo* (Long Beach, California), *Meko* (Papeete), *Diogenes* (Costa Rica), *Te Reva*, *Seawyffe* (Seattle) and *Sea Call* (San Diego).

● For other yachting news, see page 105.

Co. Ltd. of Great Britain. Delivery is expected in about 15 months.

The ship will have an overall length of 73 ft 9 in. and a deadweight of 80 tons.

It will have a hold capacity of 50 tons of refrigerated space. Advance hopes are that the ship will supply Tonga with an abundance of fresh fish, and that enough will be left over to sell to the Pago Pago

cannery, and possibly the new Levuka cannery.

It may also be used to carry bananas from Niuafo'ou and Niuaatapu to Vavau to connect with USS Co. ships for transport to New Zealand.

CUSTOMS POST RE-ESTABLISHED AT LEVUKA

With increased activity in overseas shipping at Levuka, chiefly through the establishment of a base for a Japanese fishing fleet, Fiji's old capital has retrieved some of its importance as a port of entry.

The increased activity in the port has resulted in the re-establishment of the Customs post, with a Senior Collector of Customs, plus staff.

Previously, the Customs Department sent staff to Levuka only as required to clear the odd ship which called at the port for copra.

NEW COOK ISLANDS TRADER IN SERVICE

A new trading ship for the Cook Islands, the *Tagua*, arrived at Rarotonga on July 23 on her delivery voyage from Hong Kong, under the command of Captain G. W. Dunsford, of Auckland. She was welcomed by a big crowd. The *Tagua*, a motor vessel, cost about £28,000.

She belongs to Messrs. Boyd and Silk, who operate a trading business at Rarotonga. Built to Lloyds' 100 A1 specifications, she is 85 ft long, 100-ton, single-crew, and is powered by a 250 hp Gardner engine.

The *Tagua* is broad in the beam, and has comfortable accommodation

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NEW HARBOUR TUG FOR HONG KONG

A new Kort Rudder tug, "WHAMPOA", built by the Hongkong & Whampoa Dock Company Limited for their own use and constructed under Lloyd's Special Survey for Classification + 100 A1 "For Service in Hong Kong Colony waters, was taken into service on May 19, 1964.

This vessel had been designed at the yard to serve the purpose of a relatively powerful, yet highly manoeuvrable tug to handle ships during berthing, drydocking and harbour towages. She is 96 ft. 6 in. in length overall, 25 ft. in breadth and 12 ft. moulded depth: her mean draft is 9 ft. 3 in. The tug, of all welded construction (except for rivetted main frame connections), has been specially designed to have a bollard pull of 18 tons. The free running speed is 11 knots. Ample stability in all conditions was considered of primary importance and a G.M. in excess of 2 ft. in the worst condition has been achieved.

Main propelling machinery is a Crossley HGP6/60 turbo-charged marine oil engine, developing 1,150 B.H.P. continuously under tropical conditions running at 600 r.p.m. The engine is coupled by means of a flexible coupling to a Hindmarch/MWD oil operated reverse-reduction gearbox, type M2WR size 5A, incorporating a reduction ratio to give a propeller speed of 200 r.p.m.

The engine has been arranged for bridge control by means of Chadburns system of mechanically operated remote engine control system combined with mechanical telegraph, all complete with

suitable linkages between bridge, engine and gearbox and have disconnecting clutch so that orders can be signalled from bridge to engine room telegraph as a straight forward non-reply telegraph system.

Electrical power at 220 volts D.C. is provided by a Gardner engine driving 20 K.W. auxiliary generator, which also drives air compressor of 18 cu. ft. per minute at 350 lbs. per sq. inch. A second identical Gardner set also drives a self priming G.S. pump of 45 tons/hour against a head of 75 ft.

The electrically operated anchor and mooring windlass with independent cable lifters is fitted with warping drums on each end: The windlass operates singly and the warping ends operate independently of the cable lifters. It is capable of breaking and bringing home two anchors at an average speed of 30 per minute. The after electric warping capstan is capable of pulling from the barrel of 1 ton at 50 ft. per minute. Supplied by Thos. Reid & Sons (Paisley) Ltd.

Electro-Hydraulic Steering Gear, supplied by Frydenbo is of "Hydrapilot Super" rotary vane type: this gear incorporates automatic and immediate change over arrangement at the helm for emergency transfer to hand-hydraulic operation.

A patent Towing Hook manufactured at the yard is installed on aftermost portion of the engine casing and has remote control pneumatic releasing mechanism.

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14 passengers, and a single cargo for 100 tons. She has a diesel engine. Her speed is almost nine knots.

One of the ship's predecessors in Cooks, the auxiliary schooner *Tagua*, was one of the best known vessels in the Pacific.

The new *Tagua* is the third of the ships licensed to trade in the Pacific. The others are the *Akatere* and the *Bodmer*.

The new ship started her first trading voyage on July 27 when she sailed for Mangaia, Mauke, Mitiaro and return.

UNDER CALLED FOR MADANG WHARF

A group tender for the construction of a road between Madang and Mowan, and for the building of an overseas wharf at Madang was issued in July.

According to the works manager P-N.G.'s Department of the Administrator, Mr. E. Flower, the wharf tender will be about £800,000, and will be one of the biggest engineering contracts ever let in P-N.G. The road will open up a rich timber area in the Gogol Valley, and will give timber contractors easy access to shipping at Madang.

The new Madang wharf will be on a site known as Hospital Point, close to the present wharf. The contract provides for a wharf, 450 ft long by 40 ft wide, of concrete piers built on tubular steel plates, paved roads in the wharf area, a sprinkler system, water supply, security fences and a Customs shed, 100 ft by 80 ft.

Mr. Flower said that work would start on both the wharf and the road as soon as contracts had been let.

THE WORLD WAR II SHIPPING CASUALTIES

Three merchant ships were sunk and six were damaged, some extensively, through enemy action in New Guinea waters in World War II, Australia's Minister for the Navy, Mr. F. C. Chaney, said recently.

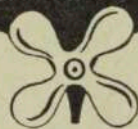
Mr. Chaney, who was replying to a questioner in Federal Parliament, said the casualties were:

Herstein (Norwegian), bombed and sunk, Rabaul, February-March, 1942, all lives lost; *Macdhui* (Australian), bombed and burnt out, Port Moresby, June 17-18, 1942, 10 lives lost; *Mamutu* (British), sunk, off Port Moresby, August 8, 1942, seven lives lost; *Van Heemskerk* (Dutch), bombed and damaged, Merauke, December 27, 1942, three lives lost; *De Heutz* (Dutch), bombed and extensively damaged, Oro Bay,



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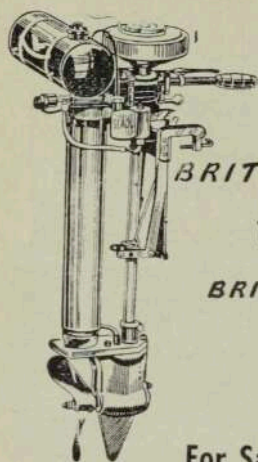
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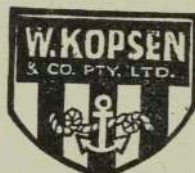
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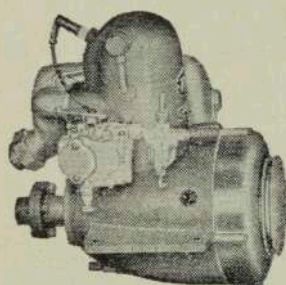
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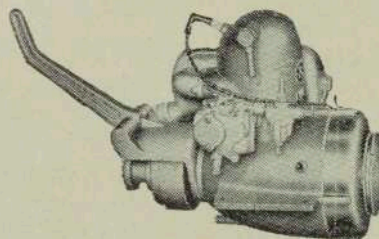
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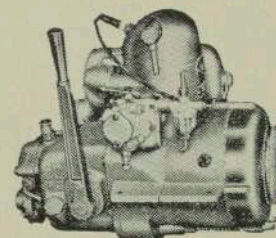
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January 1, 1945, two lives lost; *John Crane* (United States), bombed and damaged, Langemak Bay, January 31, 1944, one life lost; *Gorgon*, torpedoed and sunk, New Bay, April 14, 1943; *Theofano* (Greek), bombed and damaged, Buna, September 9, 1943; *George S Stirling* (United States), bombed and damaged, at Megum, Langemak, January 29, 1944.

PIPELINES LAYING JOB AT HONIARA

Captain Stan Brown, a team of divers, and a boilermaker, all from Australia, made the normal periodical inspection of the Shell Company's marine pipeline and mooring buoys at Point Cruz, Honiara in August.

The pipeline is laid at a depth of 100 feet at the seaward end. The divers went down in two cages like those used by Captain Terry Hardy at Pelope Shoal about two years ago. The two big buoys were brought in for scraping and painting, and replaced.

Captain Brown will be in the commons again next year with his auxiliary vessel *Maroro*, which has been chartered by a Royal Society scientific expedition from July 1.

The leader of the expedition is E. J. H. Corner, a Cambridge University botanist, who will also lead a land party of botanists and zoologists to study inland areas. A marine party, led by Professor J. E. Arton, will study shallow water shoreline biology.

Shipping News In Brief

● P-NG VESSEL AGROUND:

The P-NG Administration boat *Langu*, which ran aground near Cape Hoskins, New Britain, on July 20, was towed off on July 22 by the Government ship, *Mangana*, which was sent from Rabaul to help.

The *Langu* was seriously damaged and had to be towed to Rabaul. No one was hurt.

● INTER-ISLAND TRADER

RENAMED: The *Dobiri*, a small Fiji inter-island trader, has been renamed *Viani Princess*. She can carry a pay load of 100 tons. The *Viani Princess* will be operated by the Princess Shipping Co., of which Mr. A. Evans is managing director. Other ships which the company operates are the *Tai Valevadra* and *Asha*. Another ship, the *Fijian Princess*, foundered on August 14 (see p. 97).

● TONGAN CUTTER SINKS:

The Tongan cutter *Palakana*, owned by Tongatu'a, of Foa Island, Tonga, sank at Tofua early in July. The ship had anchored for the night and Tongatu'a and the four passengers were ashore. During the night the wind changed direction and smashed the *Palakana* against the rocks. As the anchor held fast there were

hopes that the cutter could be salvaged.

● WAHOO RECORD:

Mr. "Boots" Langham, a Texas oilman, broke a world record for game fish recently with a 118 lb wahoo off Korolevu, Fiji. He beat the record for the species and class by 6 lb. Mr. Langham used a 50 lb line. With him, when he landed the wahoo, was Mr. Graham Wallace, fishing guide of the launch *Mistress II*, from which the fish was caught.

● SHIP ABANDONED:

The Japanese fishing ship *Ashipaka Maru No. 18* was abandoned after she went aground off Rossel Island, at the eastern tip of Papua, on August 1. The crew was taken into another Japanese fisher, *Seisho Maru No. 12*, on August 3.

● FOR MEDICAL WORK:

A 15 ft jet boat has been shipped from Lyttelton, NZ, to Tarawa for use by doctors on leper and other medical work in the GEIC. The boat, which has been named *Tarawa Twomey*, after the "Leper Man", the late Mr. P. J. Twomey, will seat six.

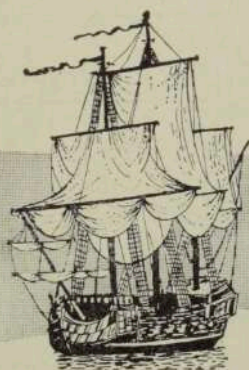
● INDONESIANS RESCUED:

Twelve Indonesians wrecked north of New Guinea early in August were rescued by the China Navigation Steamship Co.'s vessel *Sinkiang* while she was steaming from Hong Kong to Nauru. They were taken to Madang for transfer to Sukarnopura.

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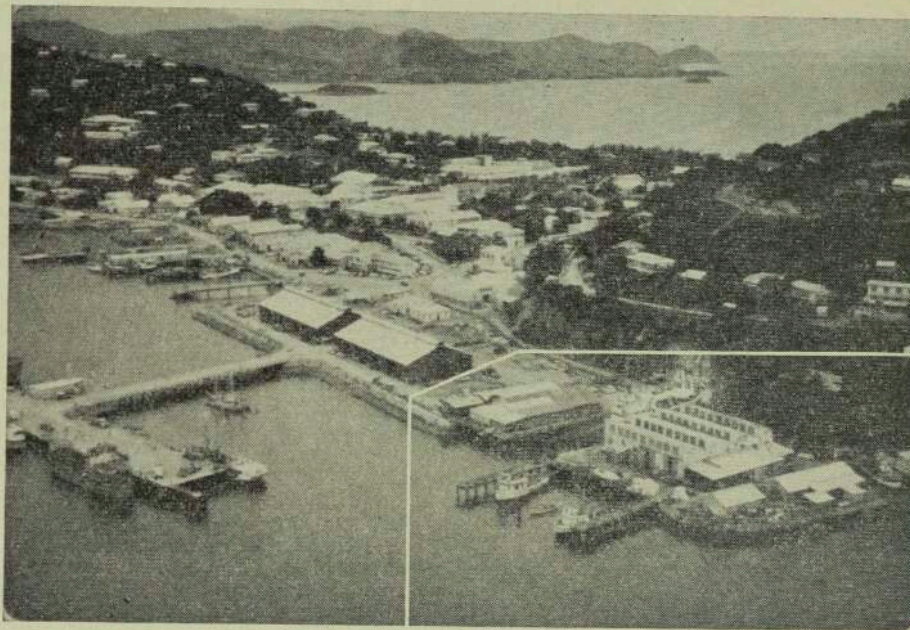
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Cruising Yachts

● **DEFIANT**, 60 ft sloop-rigged ocean-going ketch, owned by well-known Auckland shipbuilder Roy Lidgard, left Suva for Auckland on August 7 after several weeks in Fiji.

Mr. Lidgard made Suva his headquarters for three trips to Kadavu to see old friends at the villages of Bulia and Dravuni, near the Astrolabe lagoon.

On board with him were Mrs. Lidgard, his son Jim, brothers Bob and Ben Sklenars, Boer War veteran Frank Peal, and an Auckland surgeon, Mr. Lester Aitkin.

The Lidgards have taken an interest in reviving canoe building at Kadavu. In 1961, they organised a regatta and Mr. C. V. Young, a Suva businessman, presented a cup for the winner of the sailing canoe race. There were only three canoes then. Now there are 12.

The Lidgards organised the regatta again this year with the help of Mr. Young. The canoe race was won by Toji Kovelali.

● **ELSIE**, yacht, sailed solo by Frank Caspar, arrived at Rarotonga on July 15 from Bora Bora. She was due to leave for Pago Pago and Auckland on August 3.

● **EXTENDED ADOLESCENCE**, 22 ft ketch-rigged trimaran, was towed into Nawiliwili, Hawaii, on June 3 after a hazardous trip from Tahiti.

She had left Tahiti on January 5 on what was supposed to be a 30-day voyage, but in March the Coast Guard was out looking for her, and found her 165 miles south-west of Honolulu (*PIM*, April, p. 107).

The three men on board when she arrived at Nawiliwili, James H. Thompson, skipper, of Salinas, California, David Meigs, of Atherton, California, and George Balben, of Helena, Montana, were all reported in "good shape".

On the voyage she lost her mast and had to sail under jury-rig. She also took water in the after-cabin, with water filling part of the outboard motor well.

● **FJORD III**, 49 ft cutter, has been sold to Messrs. George and John Knowlton, of the United States.

Her previous owner was Dr. George Lapin, who was drowned in Ousey's Gully on the reef at Korotogo, Fiji, on January 27. Dr. Lapin's parents, Dr. and Mrs. M. Lapin, arrived in Fiji in August to dispose of the yacht.

A Chilean, Georges de Giorgio, will sail *Fjord III* to the United States on behalf of the new owners. The yacht left the slip at Suva on August 5, and the skipper then considered her in excellent order for her voyage. He planned to sail via Tonga, Rarotonga, Tahiti and either the Galapagos or Honolulu.

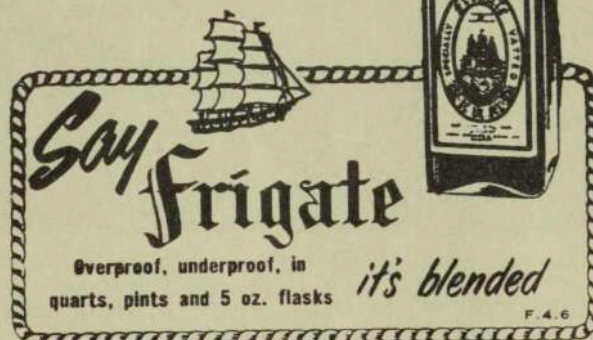
● **GANNET**, yacht, arrived at Rarotonga on July 15 from Bora Bora with a crew of two, Ronald Russell and Richard Pane.

● **HAMUTANA**, 89 ft all-steel ketch, escort vessel for the Whangarei-Noumea yacht race in April, sailed 4,000 miles before returning to her home port of Tauranga early in July.

After the race, *Hamutana* cruised in New Caledonian and New Hebrides waters.

● **HUNAKAI**, 36 ft Block Island

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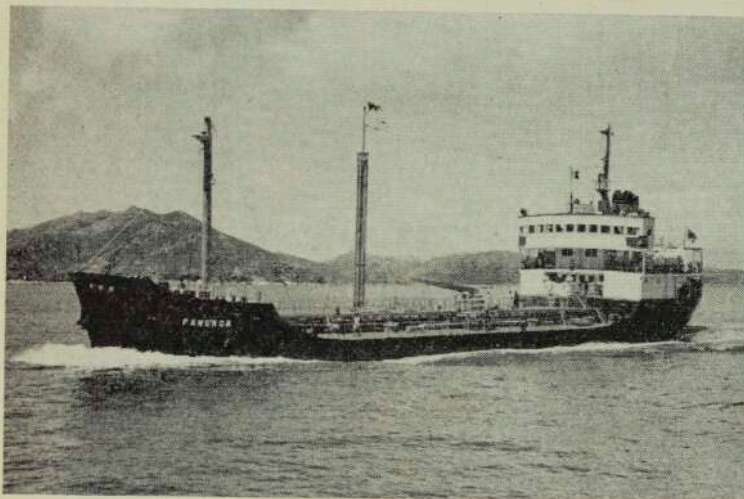
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ketch, arrived in Honolulu on May 30 from Tahiti, skippered by Chris Christopher. On board were his two sons, Corey, 14, and Dane, 12.

Seven hundred miles out of Tahiti, *Hunakai* lost the top of the mast through a broken shroud, and the Christophers sailed to Kona coast, Hawaii, jury-rigged.

● **KOCHAB**, 40 ft yacht, skippered by John Evans, arrived at Nukualofa on July 31 from Rarotonga. Also on board were Rudd Paul, of Takapuna, NZ, and Makau Masters, who joined her at Rarotonga.

● **LUNKENTUSS**, 26 ft cutter, with two young Swedes, Gunnar Dahlgren and Dag Ekholm, arrived at Port Moresby from the New Hebrides in mid-July.

They left Sweden early in 1962 on a world cruise, and do not expect to return home for another year.

Since entering the Pacific, they have called at the Galapagos and Marquesas, Tahiti, Tuamotus, Cook Islands, Samoa, Fiji and the New Hebrides. They spent 4½ months in Tahiti.

● **MARIS**, 36 ft yawl, arrived at San Francisco recently after a 17-day voyage from Mahaina, Maui, Hawaii. On board were Jack Earl (skipper), his son Mick, and Honolulu postman Bill Horton. *Maris* arrived in Honolulu on August 18, 1963, from Tahiti (*PIM* October, 1963, p. 111). Earl, a well-known Sydney marine artist, executed many fine oils in Hawaii.

● **EASTERLING**, an American yacht, arrived in Tahiti from the Marquesas early in August with skipper Bruce Katter, Alan Forsythe and Richard Anderson.

The yacht had patches over a couple of holes in the hull caused by a 50 ft whale, which, according to *Le Journal de Tahiti*, had "experienced the need to scratch its back" on their vessel. *Le Journal* says it was thanks to the coolness and skill of the yachtsmen that they were able to save their vessel and reach the Marquesas to make repairs.

● **TROPIC SEAS**, a yacht, from Port Macquarie, NSW, left Lord Howe Island on July 27 for New Zealand. The yacht was to have left earlier, but waited for a navigator to arrive by air from Sydney. The navigator did not turn up so one of the crew took instruction from Mr. E. Rhoades, of Lord Howe. *Tropic Seas* is owned by five young adventurers.

● **NOVIA DEL MAR**, 90 ft ketch, arrived in Nukualofa on August 8 from Tahiti Bora Bora and Rarotonga, and sailed for Vavau and Samoa on the 10th. *Novia del Mar* was second in the recent yacht race from San Francisco to Tahiti. (*PIM*, Aug., p. 141). On board are owner John Paul Scripps, of San Diego, sailing master Fred J. Allen, and 14 others, including a woman doctor.

● **WHITE CLOUD**, 48 ft cutter, reached Yokohama, Japan, on August 14 after an eight-month voyage from Thursday Island via Port Moresby, Rabaul and Guam, during which many typhoon-lashed seas were encountered.

On board were owner-skipper Yorke Davis, his wife, their five-month-old daughter Carolyn, who was born while the cutter was in Port Moresby, John Drew, 22, of Perth, and Geoff Wight, 18, of Melbourne.

● **EUROPE**, 75 ft yacht, with a crew of three, arrived in Vila on August 10 from Apia. She will spend several weeks in the New Hebrides. The yacht is on a cruise round the world. The skipper is Rene Corpel.

● **YANKEE**, 96 ft brigantine, was wrecked on the reef at Avarua, Rarotonga, on July 24 (see p. 63). At the beginning of August, her skipper, Captain Derek Lumbers, was



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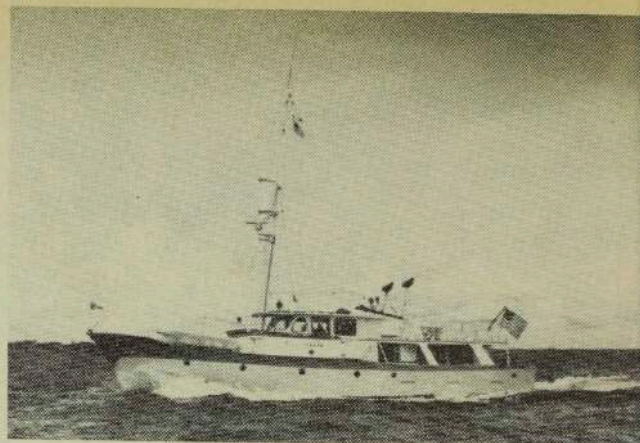
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● **NEOPHYTE**, 45 ft ketch, arrived at Nukualofa late in July from Auckland with owner-skipper Lee Quinn and his all-girl crew of three New Zealanders and two Australians. Quinn's wife and her three children joined him at Nukualofa.

Pat Seedman, one of the Australian girls, had a narrow escape from death

when the *Neophyte* was nine days out of New Zealand.

She was swept overboard by a big wave.

Everyone else was below when they heard her call out to Quinn, who went on deck to find her grasping one of the poles at the stern. The rest of the crew quickly pulled her back on board.

● **SUNBOW**, 65 ft steel motor-yacht, which is one of the swankiest pleasure craft afloat, called at Suva in July on her maiden voyage from Singapore to her port of registry, Honolulu.

Her owner is Mr. James V. Guthrie, who is accompanied by his wife Virginia ("Call me Ginger").

Mr. Guthrie is a former rancher of California who "hankered after a life at sea", sold his ranch and achieved his ambition by building *Sunbow*.

The Guthries plan to live in the *Sunbow* for five years.

The yacht is full of gadgets, including an electric can opener, and the latest in navigation equipment.

Mr. Guthrie is lean and rangy, like the novelists' idea of a cattleman. During the years he ran his ranch at Colton, Southern California, he spent most of his spare time in boats.

The Guthries spent nine months in Singapore while the *Sunbow* was being built. The launching took place on May 1 and 12 days later they left for Timor.

From Timor they sailed to Thursday Island, Cairns (Queensland), and Vila (New Hebrides) and then Suva.

From Suva they were to go on to Apia, Pago Pago and Papeete. They will spend several months in Tahiti and hope to get to Honolulu by Christmas.

A 21-year-old Suva man, Parnell

● The Guthries (left), in Suva, and the motor yacht "Sunbow".—Photo left Stan Whippy.

Morgan, joined the yacht in Suva for the voyage to Papeete.

● **TRAVELLER**, 30 ft sloop, has been in Hawaii recently following a single-handed voyage with Le Woyshner from Whangarei, NZ.

Woyshner left Whangarei on March 18, and 24 days later arrived at Rarotonga. From there he reached Tahiti in 12 days; and he then sailed to Hilo, Hawaii, in 22 days, arriving on June 27. *Traveller* was built in 1959.

● **TREKKA**, 20 ft yawl, which was single-handed round the world in 1954-58 by John Guzzwell, was expected to leave Honolulu in mid-August for Samoa, Fiji and New Zealand.

Trekka arrived in Honolulu on August 1 with her new owners, Clifford and Marian Cain, after a 25-day voyage from Monterey, California, to Hilo.

Twenty-one days of the crossing were made self-steering by the use of twin staysails.

● **WINDSONG**, 48 ft ketch, arrived in Honolulu at the end of July after a 15-day passage from the Marquesas.

Windsong left Melbourne on January 12 and called at Auckland and Rarotonga before reaching Tahiti, where she stayed for five weeks. She then cruised among the leeward islands of the Society Group before heading for the Marquesas.

On board were the builder, Jack Walker (skipper), owner Phillip Weate, and Clive O'Connor, all of Melbourne; and Kerry Walshe, of New Zealand.

Walker planned to leave the ketch at Honolulu and fly back to Australia, and the others planned to sail about mid-August for San Francisco.

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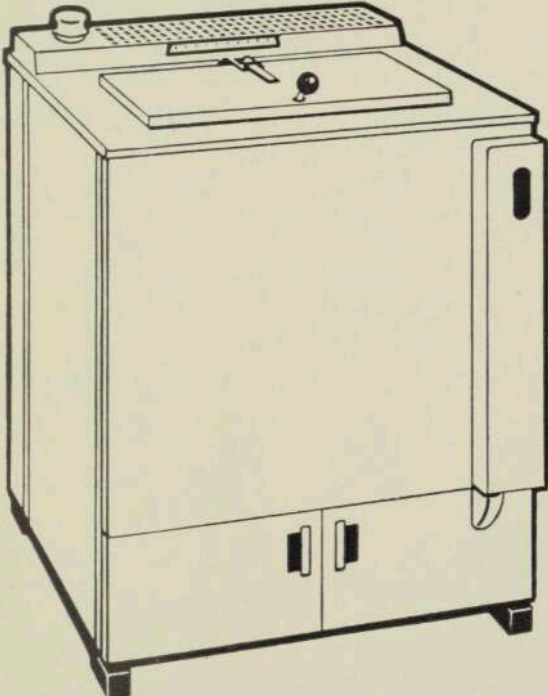
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SEPTEMBER, 1964 — PACIFIC ISLANDS MONTHLY

The Editors' Mailbag

RESIDENTIAL QUALIFICATIONS IN COOK ISLANDS

—I regret that the letter which appeared over my signature in the last issue of *PIM* contained some incorrect information.

While it is true that the residential qualifications for electors and candidates in the Cook Islands are contained in New Zealand regulations, and not, as stated by your Tonga correspondent, in a local ordinance, these qualifications are 12 months residence in the case of electors and three years for candidates for the Legislative Assembly.

During their discussions last year Constitutional advisers recommended that these qualifications be brought into line with those in force in New Zealand, but the Legislative Assembly declined to accept the suggestion.

Although this Article will, no doubt, be the subject of further consideration both in the New Zealand and Cook Islands legislatures this time the Constitution Bill has been passed in accordance with the Legislative Assembly's recommendation.

I am sorry that my previous letter caused the issue.

Yours, etc.,

L. J. DAVIS

Assistant Secretary,
Department of Island Territories,
Wellington, N.Z.

ANGAU ASSOCIATION

—It may be of interest to you to know that we have formed an association of war-time members of ANGAU, FELO and M and Z Special Forces. As members of the Royal Australian Constabulary were a section of the Australian New Guinea Administration Unit (ANGAU) during the war, they, too, are eligible to join our association.

The association came about through an invitation to former members of ANGAU by Mr. Ian McDonald, now Chairman of the Copra Marketing Board, last year to a reunion dinner at his home. A similar dinner was held here in July at the CWA, when McDonald was on an overseas tour, and it was decided to form the association. We hope to hold an annual dinner and to prepare an album to be displayed in a prominent place.

The association's office-bearers are:

President, Mr. C. Normoyle, vice-president, Mr. K. Chambers; secretary, Mr. H. Jackman; treasurer, Mr. K. Atkinson.

As Mr. Normoyle will retire in September from the Public Service, Mr. Chambers will act as president and we shall have to find a vice-president. We have just placed an advertisement in the two local newspapers, inviting eligible persons to join, and I hope to send an application form and a copy of our constitution to all inquirers.

Anything you can do to pass this information on to interested persons in Sydney will be much appreciated. I shall send you a copy of the constitution and the committee's statement as soon as we have them printed. —Yours etc.

HARRY JACKMAN.

Co-operatives Dept.
Konedobu, Port Moresby.

WHAT'S IN A MEGAPODE?

Sir,—Re your article headed "A Dove in the Megapode's Nest" (*PIM*, July, p. 15), the reason Megapode was chosen as the name for our airline in the Solomons is because this is its natural habitat and, secondly, because it can fly the day it is born.

Pat Williams, Crowley Airways' secretary, designed the insignia and painted it on the aeroplane with her own hands.

Megapode, which means "bigfoot", lives on Savo Island across Iron Bottom Sound from Honiara, overlooking the scene of the desperate naval battles of 1942.

The natives have the hatcheries divided and owned by families who are responsible for their welfare. The eggs, bigger than a domestic fowl's, are laid in holes scratched in the warm, damp sand, covered over and left to hatch. This is a first-class example of adapting to environment and general sagacity. There is no loss of time and dignity by having to go "broody" or "clucky" to accomplish something that Nature has provided better facilities to do.

When the young bird is hatched, it comes to the surface and immediately flies away into the jungle. It is fully feathered in a lovely soft, matt-black colour. The ability to fly the moment it is born is unique among birds or man. Their flight is strong. One evening at Murray Falconer's house on the ridge overlooking Honiara, six

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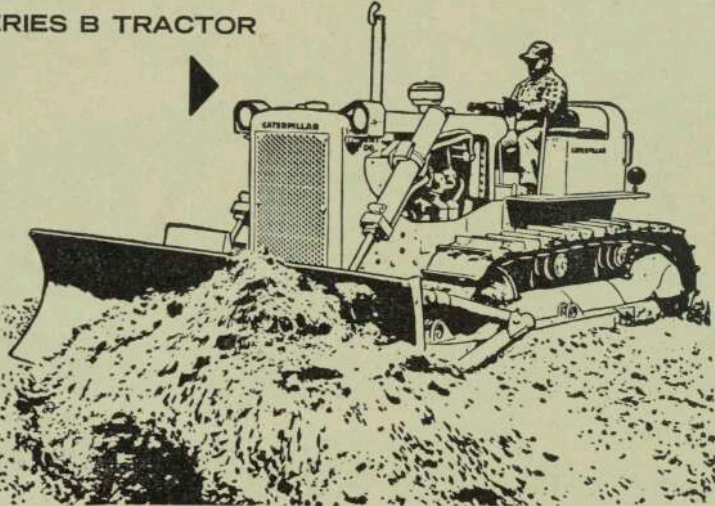
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these beautiful little birds flew into the house. Their angle of climb was at least 45 deg. up the hill.

Although most of their time is spent in the jungle scratching for worms and grubs, they still continue to fly. After laying their eggs they fly away from the hatchery with a winged flight similar to the crow.

This is a very un-technical description based on my own observations and I would like to hear more about the bird from someone better qualified than I.

The main point is that Megapode Airways, like its namesake, did fly the way it was born and continues to do so.—Yours, etc.

HARRY MOSS.

Megapode Airways,
Honiara, BSIP.

OF MANY THINGS

Sir,—I notice that in the article "Pleasant Legends" (PIM, March) Captain Cook is credited with having brought the tortoise Jonathan to St. Helena, but in three years residence here, I have never heard of any connection between the two.

Captain Cook spent about six years here in 1775 when *Resolution* visited the island, but according to records, Jonathan did not arrive until about 1820, having been brought here by a master mariner, according to the Lowe Papers, and presented to the Governor, Sir Hudson Lowe, together with two other smaller tortoises, long since dead.

Jonathan still has free use of the grounds of Plantation House, the residence of the Governors of the island, and is the only living link with Napoleon. He has been classified by an officer of the British Museum as *elephantina*, a species possibly from the Aldabra Islands, to the north of Madagascar, but even if this is correct, Jonathan is much larger than any Aldabra tortoise I remember having seen in Seychelles, when I was living there. He is more the size of a Galapagos tortoise and is considerably larger than Tui Lalila in Nukualofa, Tonga, which I have not seen since 1929.

In Tolala's *Talk-Talk* (April) the pronunciation of Papua has cropped up again. It is certainly a Malay word, but the Malay-English dictionary of a former Malayan civil servant, late R. J. Wilkinson, later Governor of Sierra Leone, gives the spelling as *Pepuah*, with the vowel "e" being almost completely elided, and having the sound of "a" as in *ago*. The second syllable would then be stressed. I am sure this will be of great interest to your Motu, Suva, Oaribari and Orokaiva readers. I

do not remember hearing the word "pepuah" in use in Malaya. The word "kereting", in reference to the hair, was more commonly used.

Former Solomon Islands man, Bill Baverstock of Mosman, is very well remembered, and I did appreciate the news of former days contained in his letter *PIM* published in April.—Yours, etc.

A. H. GREEN.

Jameston,
St. Helena Island.

BOUGAINVILLE'S CATS

Sir,—I am writing to you to know if you could possibly look into a matter which I heard on the BBC

London recently, when it was indicated that the Administration of BSIP was asking Australia to provide 1,000 fierce cats to transport to one of the Solomon Islands suffering from a plague of rats.

I have written to the Secretary of State for the Colonies about this, but you are on the spot and perhaps you could publish an article giving the full facts, which would set my mind at rest.

I was a member of the Administration during the period 1956-1958, during which time I came to love Honiara more deeply than any place I have ever known.

What I do know, though, is that a

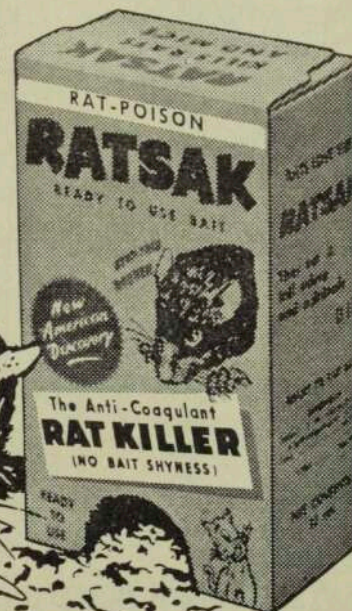
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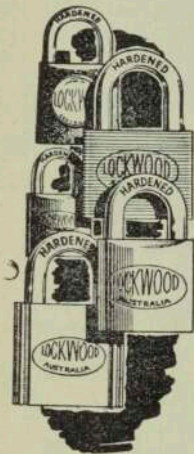
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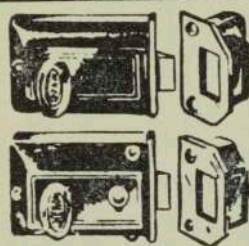
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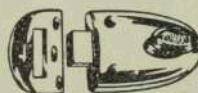


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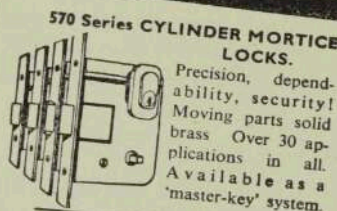
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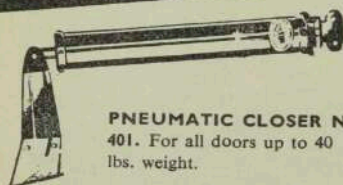
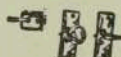
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cat can have one hell of a time if is just let loose to wander, and wh they have killed all the rats and ca find food, what then?

I believe that the Americans i ported toads to combat the mosq toes during the war—now, of cour the place is literally running ali with them. This could happen unle they send all neutered cats, or all ca of one sex—in which case they wou rend each other to bits.

I get the magazine each mon through your agent, H. A. Mackenz of London, and I enjoy it thorough —particularly any information abo the Solomons. Unfortunately the never seems enough of it, but occ sionally I come across a name or face well-known to me.

I am afraid I am not likely go out that way again until I reti and can perhaps manage a trip, which case I also look forward to stay in Australia. I have made sho stops in various parts of Austral and thought it was a wonderf country.

I love the *PIM*. Please get all th news you can about BSIP for tho of us who are heartsick in Englan will you? My issue gets passe around, as there are quite a few c us who would like to be bac there.—Yours, etc.

(Miss) MARGARET E. COLI St. Albans, Herts., England.

• The place that wanted the cat was Bougainville, TPNG, and no BSIP. Those appealed to in Australia including the RSPCA, came to the same conclusion as Miss Cole—that the wholesale importation of cat would not work—and, as far as w know, none were sent.—Ed. PIM.

JAPANESE WRECK

Sir,—The ship that Mrs. Stephenso, referred to in her letter (*PIM*, July p. 62) is the *Tenyo Maru*. It was, I think, one of the ships which were carrying troops and supplies to Buna. She was caught in an air raid and hit and her skipper tried to beach her but a bomb on her stern stopped that, and she lies on the edge of the deep water shelf. Nobody while I was in Lae went aboard her. It was said that she carried troops, and that the holds were full of bodies. However, apart from that there was very little of her that you could get at, plus the fear that she might slide right under. Another, the *Myoko Maru*, was beached and burnt out at Malahang.—Yours, etc.

C. L. DAVIES.

Rabaul, New Guinea.

People

● The Methodist Church in Fiji July accepted seven candidates for the ministry, and ordained four Fijian ministers. The new ministers are the Revs. Isireli Caucau, Onesimo Vuniqqa, Aminiasi Qalo and Isimeli Melalala.

● Mrs. Raywatti Tulsi, a Fijian-Indian, has been appointed a full-time court clerk and reporter in South Australia. She is the first woman to hold such a post. Her parents are Mr. and Mrs. P. D. Ramswarup, of Suva.

● The South Pacific has a role in the New York World Fair through a group of American Samoans who are attracting big crowds to their dances in the Polynesian Building. Mr. Edward Johnson and his wife, of Pago Pago, recently took in the fair during a tour of the United States.

Mr. Johnson says the Samoans have won many friends "because they are young, amateur, and always ready to smile".

● The president of the Malaita Council, BSIP, Mr. Mariano Kelesi,



WEDDING: Mr. Douglas Guise, of Suva, and Miss Losa Felix, of Suva, were married recently at the Sacred Heart Cathedral, Suva. The bride is the daughter of Mrs. C. Felix, of Suva, and the groom is the son of Mr. John Guise, MHA, of the Bay, Papua, and of Mrs. Guise. Douglas is a dentistry student at the Fiji School of Medicine.

has been awarded a United States foreign leader grant. He will spend about three months in the U.S.

● Miss Mary Edwell-Burke, an artist who has been living in Fiji for the last seven years, left for Vancouver in the *Lakemba* in August. She plans to settle in Canada.

In the last 30 years she has made 22 arrivals at Suva, and has been a painter in the islands since she was 21.

● Mr. J. Golson, Senior Fellow in Anthropology at the Australian

National University, visited Fiji in August to inspect archaeological sites in Viti Levu. He is at present engaged in excavations in Tonga.

● The Rev. Allan Dutton became the first European member of a fully-elected local government council in the BSIP on July 22 when he won the seat in Belaga ward in the Gela local government council elections. In Haleta Ward, the sitting member, Father John Bosmata, and Dr. C. E. Fox were defeated by ex-Sergeant Dudley Gorosi. Dr. Fox, who is nearly 86, has been a missionary in the Solomons since 1908.



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Married In Adelaide

The Rev. Lance Sutcliffe, a member of a well-known New Guinea family, was married recently to Miss Helen Elder at St. Andrews Church, Walkerville, South Australia, where he is assistant curate. The bridegroom was one of the first European children born at Salamaua. His father was a flier in New Guinea for 10 years during the Morobe goldfields era.



● Visitors to Sydney in August with an eye to the future were Mr. and Mrs. H. P. Seale, of Goroka, New Guinea, and Mr. and Mrs. Robin McKay, of Aropa plantation, Bougainville. Mr. Seale, formerly District Commissioner, Eastern Highlands, has bought a modern home

unit in Cremorne, but is not certain of his future movements. If a suitable posting shows up he may return to the Territory. Mr. McKay has sold Aropa, and his family is currently occupying a house (with swimming pool) at Killara while he decides on his future plans. He does

not expect these will involve severance of his Territory connections after 29 years there.

● New South Wales members of the Council of New Guinea Affairs which is linked with the New Guinea Corporation, were announced August by the chairman, Mr. Norman Cowper, a Sydney solicitor. The Council will eventually appoint a permanent executive director and will encourage seminars and discussion on NG, stimulate contact between New Guineans and Australians, and produce an independent journal. (PIM June, p. 11).

NSW council members are: Mr. Steven Rich, chairman of the New Guinea Corporation and chairman of Pacific Islands Timbers (Holdings) Ltd.; Mr. John Crawford, former permanent head of the Department of Trade and Professor of Economics at the Australian National University; Mr. C. R. Darvall, general manager of the ANZ Bank; Mr. A. F. Deer, managing director of Mutual Life and Citizens Assurance Co. Ltd.; Mr. Merlin Hansen, director of Development Finance Corporation Ltd.; Mr. F. M. Hewitt, MLC (NSW), chairman of Huvei Plantation Ltd.; Mr. John R. Kerr, QC; Mr. L. Short, secretary of the Federated Ironworkers' Association; and Major General Ian Dougherty, Director of Civil Defence in NSW.

● Judge Cameron Smith, of the NSW District Court, has been appointed an acting judge of the Supreme Court of P-NG. The appointment, for about four months is to relieve pressure on the remaining judges following the illness of the Chief Justice, Sir Alan Mann.

● Napoleon Onzem, of Lae, is the first New Guinean to hold a private pilot's licence. He hopes to become a commercial pilot. Napoleon, 23, was formerly a school teacher.



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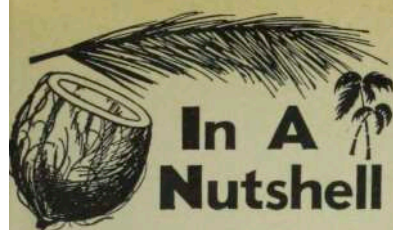
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IN the presence of a large audience, Queen Salote of Tonga, on August 17, opened a new arcade in Nukualofa's main street, Faufaahau Road.

The £60,000 building had been under construction by the Tonga Construction Co., a subsidiary of the Tonga Copra Board, since November.

It was built entirely by Tongan labour under Tongan supervision.

The modern spacious design of two floors, totalling 40,000 square feet contains 36 units available as shops or offices while the foundation includes a 100,000 gallon water storage tank. The building is Tonga's most glamorous.

● The P-NG Administration will have its fourth broadcasting station in operation soon—at Daru—and hopes that a fifth will be operating before the end of the year, at Goroka.

Call sign of the Daru station will be VL8VD, operating on a frequency of 3304 kilocycles.

Initially Radio Daru will use a 250-watt transmitter, but later a more powerful transmitter will be installed. The P-NG Administration operates local broadcasting stations separate from the Australian Broadcasting Commission stations in Port Moresby and Rabaul, which cover the Territory with a stronger signal.

● As Honiara grows it is providing more amenities in keeping with its status. The latest addition will be a fish market, complete with freezer room and refrigeration machinery, and an icemaking plant to produce ice for fishing ships. The BSIP Government has offered the council a grant of £6,500 for the project.

● The Fiji Legislative Council on September 14, will meet for the first time since the Member system was introduced on July 1.

● A new broadcasting studio building for the ABC in Port Moresby will be officially opened on September 5. The new building cost £190,000 and the Australian PMG's Dept. installed equipment worth £75,000.

● Although many Vietnamese were repatriated in the last year or so, there are still 972 in New Caledonia, of whom 837 live in Noumea, according to a recent census of Vietnamese in that territory. The breakdown of the 972 was 288 men, 197 women and 487 children.

Of the Vietnamese born in New Caledonia, 435 have asked to become naturalised French, or have shown interest in acquiring French nationality.

● A P-NG Lands Department survey team, working with a helicopter, has completed a detailed geodetic survey of 10,000 square miles of mountainous country in the Western and Southern Highlands in four months. Without the use of a helicopter the work would have taken two years.

● A cocktail party was held on the night of August 1 to mark the re-opening of Tahiti's Hotel Taaone, which was almost completely destroyed by fire on August 29, 1963. The rebuilt hotel has 70 rooms, erected at a cost of 30 million Pacific francs (£150,000).

● In two years the P-NG Department of Agriculture expects to know if a new predator insect, the *platymerus*, will be an effective

check against the rhinoceros beetle, which causes extensive damage to coconuts, and other coconut pests. The department in 1962-63 imported the insects from Zanzibar, the only known place where they are found. They were kept at the Keravat Lowlands Agricultural Experiment Station where they flourished.

The adult *platymerus* are black and are about an inch long. They live in the crown of coconut palms among the fronds, and attack any insect which feeds on the palms.

● In November, 339 P-NG secondary school children will sit for the Territory Intermediate Certificate examination. It will be the first Intermediate examination based on a Territory syllabus to be held in P-NG.

● The Australian Government plans to fence off part of the P-NG border with West New Guinea to stop diseased stock crossing from West New Guinea into clean areas.

● The RSL national congress, to meet at Hobart in October, is expected to amend the League's constitution to admit former New Guinean servicemen. The decision will raise an interesting situation in those P-NG RSL clubs which do not admit New Guineans as members (Over)

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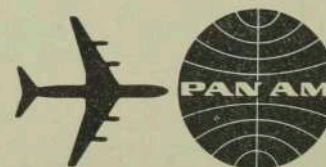
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ON HOLIDAYS: Mr. and Mrs. G. R. H. Bentley, of Suva, were snapped at a social gathering of the Polynesian Association in Sydney recently. Mr. Bentley is an engineer in Fiji's Posts and Telegraphs Department. He and his wife have been spending holidays in Australia.—Telephotos.

Membership of the RSL does not automatically confer club rights.

● The possibility of basing troop transport aircraft permanently in P-NG will be investigated by the Minister for the Army, Dr. Forbes. Dr. Forbes, on his return to Canberra after a visit to the Territory, said the Pacific Islands Regiment could be used more effectively if aircraft were available permanently. The aircraft, if they are stationed in the Territory, will be tactical airlift capacity planes—probably Caribous or Dakotas. An RAAF Caribou recently made test landings on a big number of P-NG airstrips, including some near the West New Guinea border.

● The Fiji Amateur Athletic Association has planned a 150-mile relay from Lautoka to Suva with the runners carrying a message for presentation to Miss Hibiscus, 1964, after she is crowned by the Governor, Sir Derek Jakeway, on September 26. The message will be from the Mayor of Lautoka, Cr. R. B. Ingleton. The last runner will be escorted through Suva by torch-bearing athletes.

● An anthropological team from the Australian Museum in Sydney plans to acquire a *haus tambaran* from the Sepik District of New Guinea during an expedition to the territory in the next few weeks.

A *haus tambaran* is a steeple-like structure used in religious ceremonies.

The museum team will leave Sydney on September 29. It will comprise Mr. Douglas Miles, Assistant Curator in Anthropology, and Mr. Malcolm Cameron, of the exhibition department.

In New Guinea they will join Mr. Barry Craig, who has been working in the Telefomin area, and who has almost finished a comprehensive survey of the native culture of the region.

Mr. Miles told *PIM* in August that the museum did not want an existing *haus tambaran*, because it would have religious significance. So it was proposed to get the natives to erect one in Maprik, then systematically dismantle it and transfer it to Sydney for re-erection in the museum's Melanesian Gallery.

As no-one in Sydney is capable of reconstructing it, it is planned to employ two Maprik villagers for the job. These men will be fed and clothed by the museum during their stay in Sydney.

● The tourist industry of Papua-New Guinea may get official encouragement from the Australian Government, which is gathering reports from the P-NG Administration.

The Government is also consulting tourist organisations about the industry. On top of the official interest private groups, including Ansett, are making surveys, particularly in the New Guinea Highlands, to assess the potential of the industry.

● The East-West Center, Hawaii, in collaboration with the Trust Territory Government, recently held a three-week Pacific coconut production and processing course in Ponape, Eastern Carolines.

● Members of the Rabaul Town Advisory Council are upset about alleged amplifying of Press reports of Territory matters "when something bad happens".

Recently, Councillor R. Neale complained that the newspapers took no notice of anything good done. But as soon as something happened it hit the headlines.

During the recent police disturbances relatives of his in Australia had written to him asking him to send his children back to Australia immediately for safety.



HENNESSY

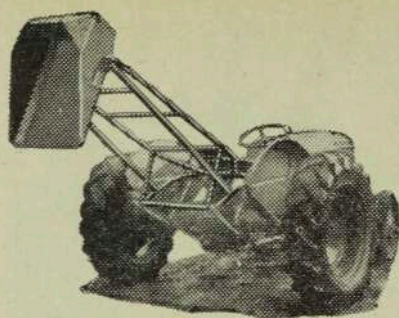
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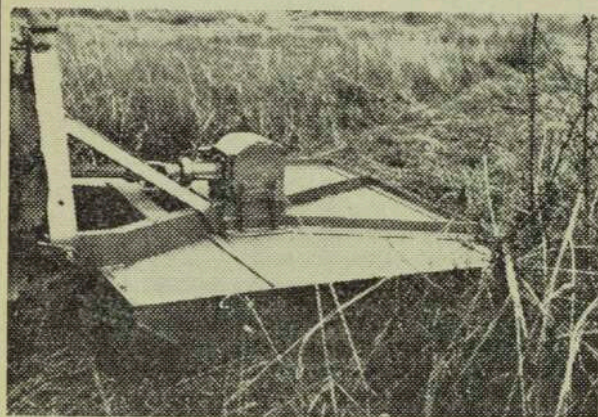
Vi-Stim To restore Vim and Vigour



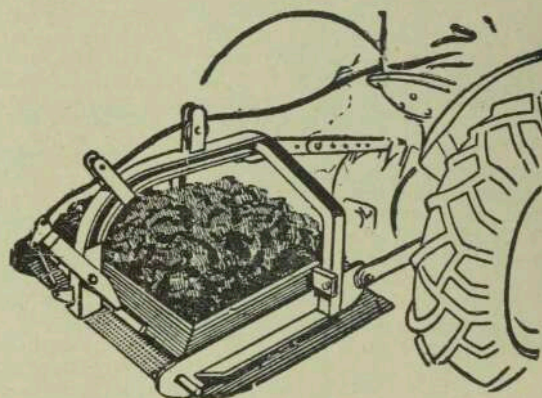
REAR END LOADER



ROTARY DRAIN DIGGER



MEDIUM COVERED SLASHER—LINKAGE MOUNTED



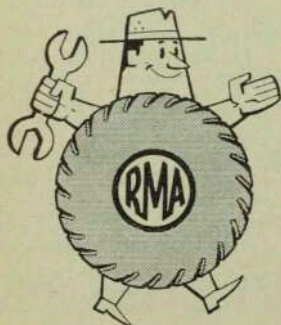
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Pacific Commerce and Produce

£25M. EXPANSION PROGRAMME FOR NICKEL INDUSTRY

Le Societe le Nickel, the French company that operates New Caledonia's nickel industry, is to undertake a £25 million (Australian) expansion programme in New Caledonia.

THE company's director-general, Mr. Jean Guillard, outlined details of the programme recently to members of the Noumea Chamber of Commerce.

The programme will be financed principally by loans from various credit institutions, banks, etc. But at least one-fifth of the cost will be borne by shareholders of the company.

New shares will be offered on the French stock markets, and some will be offered to New Caledonian investors.

It is hoped that new equipment to be installed in Noumea will double the production of ferro-nickel matte within three years, bringing production to 50,000 tons a year.

New Mining Centres

New mining centres on the east and west coasts of New Caledonia will be created, each with ore treatment plants costing about £400,000. These plants will transform the ore from the mines into "pellets", which will go to the furnaces on arrival in Noumea with hardly any other preparation.

Treatment of the ore in this manner means that it will be possible to make use of ore with a lower nickel content than that currently used.

About 600 workers will be needed in the new mining centres, and about 500 more will be required in the Noumea smelters when the expansion programme is completed.

In outlining these plans, Mr. Guillard raised the point—a sore one with local unions and the majority party, Union Caledonienne—that the company would probably have to bring in specialised personnel from France "as a good deal of mechanisation will be introduced with the new set-up."

He also raised the touchy point that New Caledonia would have to help the Nickel Company by foregoing customs revenue on much of the equipment to be imported for the expansion programme.

He added: "I hope that my company will be accorded a little relief from the heavy tax burden it carries. The export tax paid by the company will, of course, increase, but I hope that it will not be doubled."

PIM's Noumea correspondent says that the controversial points raised by Mr. Guillard will be bitterly thrashed out at future meetings of the local Territorial Assembly, which will "certainly be hostile to them".

Increased Profits For Burns, Philp

THE consolidated net profit of Burns, Philp and Co. Ltd. for the year ended March 31 was £1,661,176. The actual increase was £304,031 (23.8 per cent.) and was the highest in the company's history.

The gain in net profit in the previous financial year was £241,190.

The capital of the company will rise to £9 million with a proposed further bonus issue of one-for-four this year.

The group trading profit rose by £556,068 to £2,671,994. The investment income was £929,826, a rise of £49,712.

The dividend of 10 per cent. (steady for 12 years) required £720,000, an increase of £60,000.

The accounts showed a sharp increase in the market value of the group's investments.

While the book value of investments in listed companies rose by only £249,075 to £10,846,125, the market value of the holdings went up by £4,101,959 to £24,294,713.

The directors reported that the company's ships continued to be well supported, but expenses connected with their operation again rose disproportionately.

To minimise losses, the Australian-Malaysia service was curtailed by the sale, after balance date, of the *Burnside* at any "acceptable price".

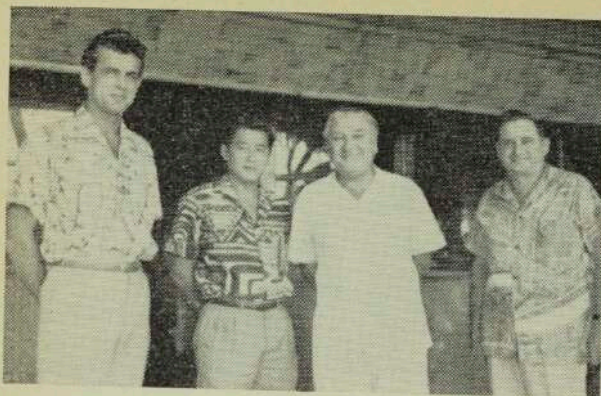
By comparison with previous years there was "a gratifying increase" in merchandising sales, through both the wholesale and retail branches. But rising costs again absorbed much of the advantage.

Revenue from investments and



ON SOUTH SEAS BUSINESS

Mr. and Mrs. Vernon Rice, of Lautoka, (top picture), were among the passengers in the Matson liner "Mariposa" when she sailed from Sydney in August for the United States via the Pacific Islands. Mr. Rice, who has lived in Fiji for the last 40 years, is manager of the Shell agency in Lautoka. He and Mrs. Rice were returning from leave in Sydney. In the middle picture are Mr. Graham Grant, of Sydney, with his daughters, Kathy and Kristine, who were among the relatives and business associates who farewelled him on the "Mariposa". Mr. Grant is sales manager of the mining company, Gilbert Gray and Co. Pty. Ltd., and was on his way to the Superior Gold Mines at Vatukoula, Fiji, on a sales mission. Below are Mr. A. W. Russell (left) and Mr. David Tucker, both of Sydney, who were to disembark from the "Mariposa" at Pago Pago. They represent the flour milling companies of George Fielder and Co., Tamworth, NSW, and Brunton and Co. and the Great Eastern Milling Co., both of Dulwich Hill, Sydney. They planned to spend a few days in Samoa and then to visit Tonga and Fiji before going home.



Mr. Alfred Poroi (third from left) with members of the import-export section of his business, Agence Tahiti Poroi. They are (from left) Messrs. William Baker, Robert Wan and Guy Dupont. (See story below.)

plantation interests was up to expectations, although production on some properties was slightly lower because of dry weather.

The cocoa tonnage showed a further increase, and while prices were somewhat lower than last year, the markets remained profitable for the better grades of produce.

The company has made four bonus issues in the last six years:

1958, one-for-four; 1959, one-for-five; 1962, one-for-five; 1964, one-for-four.

Tonga Looks At Sugarcane

TONGA may follow Western Samoa's example and try to grow sugarcane to save overseas exchange. The Tonga Copra Board has started an investigation into the possibility of establishing cane.

In July Mr. Carl Riechelmann, a member of the board, went to Apia to see at first hand what is being done in Western Samoa. While there he discussed the crop with Mr. Van de Goes, the FAO expert who is advising and helping Western Samoa to establish a sugar industry.

Tonga already has a mill, bought two years ago for experiments in milling sugar and other crops.

It has been estimated that a crop of 130 to 150 acres of cane would be needed to meet local requirements.

Tonga's 1963 sugar imports were 519 tons, worth £38,992.

Fiji Fertiliser Discovery

DEPOSITS of fertiliser have been found in some of the Lau islands of Fiji, and now the Colony is making inquiries about them.

Samples of the deposits are being tested by the Department of Agriculture, and the results should be known by the end of the year.

But indications are that some of the deposits could be used to supply phosphates for fertilisers for local agriculture.

All the islands have been closed to prospectors for the time being to prevent speculative staking of claims. The position will be reviewed when the tests of the sulphate deposits are finished.

Tahiti Firm Moves From Historic Site

AGENCE Tahiti Poroi, one of Tahiti's leading travel, shipping and import-export firms, moved in August from its old Quai du Commerce quarters in Papeete, to temporary premises a block away in the new Gregory Lau Building. Within 18 months, it will occupy its permanent new office in a building now under construction at the corner of the Quai du Commerce and the Rue des Ecoles.

There were some sentimental regrets for its owner, Mr. Alfred T. Poroi, on quitting the old office which occupied the downstairs corner por-

tion of the block-long, blue-painted building known locally as Fare Tor (or Chez Tony, in its French version), and owned by the late Tor Bambridge.

The building fronts the Quai B Hackheim, where there are always a dozen overseas yachts moored bow on to the Quai.

The premises were once occupied by the old South Seas firm of S. F. Maxwell & Co. Maxwell's office was managed for years by a Mr. T. Bunkley, an American who arrived in Tahiti in the early 1890's. Alfred Poroi got his first job with Bunkley and worked with him for many years while S. R. Maxwell & Co. were agents for the Union Steam Ship Co. of NZ.

S. R. Maxwell & Co. was liquidated in 1936 and the Union Steam Ship Co. established its own branch office with J. S. Coster as manager and Alfred Poroi as his assistant. Mr. Poroi became manager in 1951 when Coster retired and when the USS Co. closed its Papeete branch in 1955 he carried on under his own steam as a travel and shipping agent and importer-exporter.

His firm has the agency for Fiat cars and MAN trucks as well as other important French lines.

Mr. Poroi these days mixes politics with business. He has been Mayor of Papeete for years and since 1962 has been Senator for French Polynesia in the French Senate.

The import-export section of his business is managed by Mr. Robert Wan, a young Chinese; the travel and shipping department is run by Mr. William Baker, an Englishman, and the Fiat agency by Mr. Guy Dupont, a Frenchman.

Scheme To Increase BSIP Cattle Herds

A SUBSIDY scheme to increase the number of cattle in the BSIP and to improve the quality of breeding herds has been announced by the BSIP Government.

Under the scheme, the Government will spend up to £10,000 in subsidising freight paid for cattle shipped from the New Hebrides, Australia, New Zealand and Fiji.

A subsidy of £16/10/- per beast, or such lesser sums as may actually be payable for freight, will be granted for heifers, and £55, or the actual cost of freight, whichever is the less, will be granted for bulls.

The maximum subsidy payable to any one company or owner will be £3,000.

The scheme is part of the

A. B. S. WHITE & CO.

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K. H. WATERHOUSE, P. C. WOLFE.

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Directorate's development plan, and funds allocated will come from proceeds of the sale of the British Solomon Islands Trading Corpora-

the ultimate object of the scheme to reduce the Protectorate's dependence on imported meat supplies and to make greater use of cattle on coconut plantations.

Malolo's Falling Profit

MALOLO Gold Dredging Ltd. net profit for the year ended May 1964, was 285,300 Canadian dollars, compared with 440,235 dollars in the previous financial year. Some from investments, other than Commonwealth-New Guinea Timbers, fell slightly from 187,000 dollars to 161,600 dollars.

The company now has only one mine in operation and the report of the president and managing director, Mr. J. W. Austin, said that as the lower economic operation of that dredge which was the principal reason for the profit fall. Mr. Austin said that legal action is still pending on the writ issued against the Commonwealth Government over outstanding subsidy payments concerning Australian duty

Development of Misima Mine

PACIFIC Island Mines Ltd. has signed an agreement with Cultus Operations Ltd., Canada, to develop Misima gold mine in Papua New Guinea (August, p. 8).

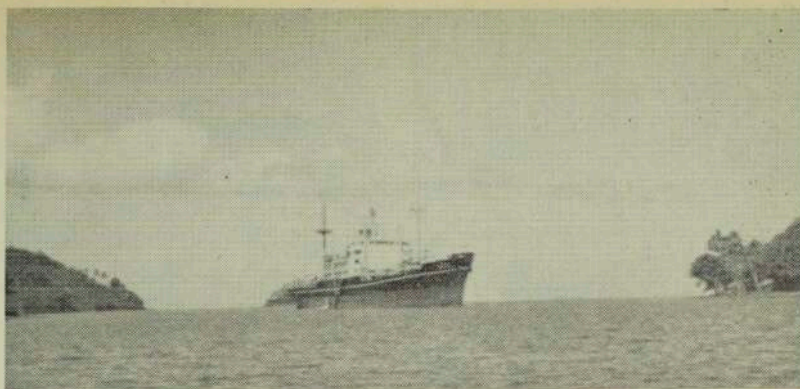
The agreement provides that the company will spend £400,000, which entitles it to a 60 per cent. interest in the mine. Pacific Island Mines finished its exploratory drive on the island in July.

Kauri Co. Quits Vanikoro

THE Kauri Timber Company has ceased operations on Vanikoro and all native and European employees have left the island.

All equipment and stores were shipped to Honiara by the *Philkari* owned by D. & J. Gubby, of Santo, the BSIP Government vessel, fisher.

An auction sale of this equipment is to be held at Honiara on September 10.



An official of the Kauri Timber Company said in Melbourne that Japanese and other timber interests will not at present resume the operations at Vanikoro.

The last shipment of logs was made on August 15 by the *Fiji Maru* to Japan.

The meteorological section conducted at Vanikoro by the Commonwealth Bureau of Meteorology on behalf of the South Pacific Air Transport Council is being re-equipped and it is understood that it will continue operations for some time.

Buoyant BSIP Revenue

THE revenue position in the BSIP in the first six months of 1964 was most encouraging, according to the Financial Secretary, Mr. L. M. Davies. Imports and exports were running at higher levels than ever before.

Preliminary figures showed that to June 30 the yield from import duty of £191,000 was about 3 per cent.

above the estimate. Export duty had yielded £150,000, about £23,000 above the estimate, because of the high world price of copra.

The Protectorate's copra production from January to June was 12,997 tons, 218 tons less than the output for the first six months of 1963. In every month except January, production was high, but it will have to remain that way if last year's production is to be exceeded.

"HIDDEN" TIMBER PORT

About 2,000 tons of timber were lifted for Japan recently from Sewa Bay, the "hidden" harbour at Normanby Island, P-NG, by the Japanese ship "Akiura Maru", seen here entering the harbour. The Japanese are reported to have been "very pleased" with the timber and "amazed" at the Sewa Bay harbour. Normanby Island is in the D'Entrecasteaux Group, north-east of Milne Bay.

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Concern Over NG Coffee Exports

THE Papua-New Guinea Coffee Marketing Board is seriously worried that P-NG is in danger of losing its £A1,250,000 coffee export trade to Australia.

A statement made in August by the board's chairman, Mr. Ian Downs, who is also an elected member for the Territory's House of Assembly, said the board had "paid very close attention to present trends in coffee exports to Australia and to overseas and that as a result it was most concerned at the declining percentage of Territory exports going to Australia.

The Territory supplies Australia with about 30 per cent. of its total coffee needs.

Mr. Downs said the board was concerned about this decline because of the special value attached to a firm market with such a near and friendly neighbour and because the level of sales to Australia could be of great importance to the Territory in later years of the International Coffee Agreement.

Under the international agreement the Territory's exports to Australia are exempt from the general quota system.

The board had decided, Mr. Downs said, that after a careful study of the situation it would take firm steps in the coffee year starting October 1 this year to ensure 60 per cent. of Territory exports went to Australia.

He added that an important factor in the present situation was the rapid growth of Australian import consumption of coffee which now appeared likely to reach 14,000 tons in the coffee year 1963-1964.—AAP-REUTER.

Samoa Soap Industry

THE Western Samoa Trust Estates Corporation has ordered equipment for a soap factory which it hopes to establish at Vailele within the next 12 months.

The machinery will be capable of producing any kind of soap, from plain laundry soap to luxury toilet soap. Initially production will be confined to laundry soap, and the output is expected to be about two tons a day.

Toilet soap and soap powder production will follow later. It may also be possible to manufacture toothpaste, shampoos, and hair preparations.

In the last financial year Western Samoa spent £69,244 on imported soaps and detergents.

The Stock Market

SYDNEY

	July 22	Aug Sel
Bali Plantations . . .	6/3	6
Burns Philp . . .	114/-	121
Burns Philp (SS) . . .	65/-	63
Choiseul Plntn. . . .	97/-	110
C.S.R. Co.	82/-	80
Dylup Plantations . . .	8/6	9
Fiji Industries	19/6	20
Hackshall's	19/-	17
Kerema Rubber	4/3	3
Koitaki Rubber	18/-	16
Lolorua Rubber	8/6	8
Makurapau Plntn. . . .	4/7	4
Mariboi Rubber	6/9	6
Pacific Is. Timbers . . .	5/-	4
Palgrave	2/4	2
Plantation Holdings . . .	3/6	3
Queensland Insurance . .	88/-	87
Rubberlands	4/-	4
Sogeril Rubber	7/6	7
Sthn. Pac. Insurance . . .	31/-	29
Steamships Trading . . .	15/4	15
W. R. Carpenter	38/9	39
Watkins Consolidated . .	2/5	2

OIL AND MINING SHARES

	Dec. 4, 1958	July 22, 1964	Aug. 1964
Emperor	b9/-	b4/1	b4/
Loloma	b30/-	b19/6	b19/
Bulolo G.D.	b32/-	b49/9	b48/
N.G.G. Ltd.	b2/3	b3/-	b3/-
Oil Search	b9/9	b2/9½	b3/-
Ent. of N.G.	s11d	s3d	b1d
Pac. I. Mines	—	b3/11	s4/
Ditto New	—	—	b4/
Papuan Apin.	b4/6	b4/3	b4/
Placer Dev.	b91/-	b337/6	b337/

Sydney Stock Exchange share price index for "Ordinaries" on August 21 v 376.01, on July 22, it was 375.26.

EXCHANGE RATES

FIJI.—Through BANK OF NSW, A BANK and BANK OF NZ. Australia Fiji, basis £100 Fiji: Buying, £A111/2; Selling, £A113. Fiji-London, basis £1 London: B, £110/15/-; S, £112. NZ-F basis £100 NZ: B, £111/11/9; £110/4/3.

SAMOA.—Through BANK OF NZ. Australia on Samoa, basis £100 Samoa: T. B. £A123/12/6; S. £A124/10/9. Samoa London, basis £100 London: B. £99/7/8; S. £101/10/-. Samoa-NZ, basis £100 NZ B. £100; S. £100/10/-. Samoa-Fiji basis £100 Samoa: B. £111; S. £110.

NORFOLK IS.—Commonwealth Bank quotes exchange rate Australia-Norfolk Island: 5/- per £A100.

PAPUA-NG.—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, Kavieng, Madang, Wewak), BANK OF NSW (branches: Port Moresby, Lae, Bulolo, Rabaul, Madang, Samarai, Goroka, agencies: Wau, Boroko, Kokopo), AUSTRALIAN BANK (Port Moresby, Lae, Rabaul) and NATIONAL BANK OF ASIA. Port Moresby, Lae) quote exchange rate Australia-Papua-NG: 10/- per £A100.

FRENCH PACIFIC COLONIES.—Pacific francs (CPF) are used in New Caledonia, New Hebrides, and Fr. Polynesia. FRENCH BANK (Comptoir National D'Escompte de Paris, Sydney), in August 1964, quoted: Selling, Noumea, 196 Pacific francs to £ Aust.; Papeete 196 (nominal) Pacific francs to £ Aust.; 247 Pacific francs to £ Stg., 96.5 Pacific francs to US \$; Noumea 18 Pacific francs to 1 French franc (conversion rate: 1 Pacific franc equals 0.055 French franc), Paris-London Selling 13.660 francs to £Stg.

Produce Prices

Unless otherwise stated, quotations are Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. a; 18/- Fiji; 20/- Tonga, Solomons PHC areas; 196 Pac. Frs.; \$US2.25.)

COPRA

PAPUA-NEW GUINEA:—All production delivered to Copra Marketing Board, controlled by six members, including three producers' representatives; and the Board makes distribution and sales, and makes payments to the producers. Production mainly to (a) Unilever, in UK, (b) Shell for local consumption, (c) Japan for Japan, and (d) Japan (as available). Prices generally with ruling rate in Philippines, with surcharges for hot-air dried.

COG Board's Tentative Purchase prices for copra delivered main ports are: Air Dried, £61/10/- per ton; FMS, 1/- per ton; Smoke-Dried, 1/- per ton.

FIJI:—No Government control—producers sell where they wish. Bulk of copra goes to crushing-mills in Suva. Latest 17 prices were: HAD £F58/10/-, F56/-.

EASTERN SAMOA:—Official Copra Board takes all production, sells same makes payments to producers. It is mainly to Abels Ltd., NZ crushers, the open market. Local price received was £56/12/6 Samoan, first grade.

FIJI:—Sales are under Government control. Part of production goes to open market, under arrangement with Unilever controlled by Philippines prices, and part to open market.

FIJI:—All production marketed through official BSI Copra Board, at prices based on Philippines rate. Output goes to Unilever, UK; to Australian producers; and the balance on to the open market. Local price in August was: 1st grade, £60/-/-; 2nd grade, £58/10/-; 3rd grade, £56/-/- per ton, f.o.b., BSIP (Honlana, Yandina and Gizo).

ALBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines prices, less freight, etc. The Copra Board fixes the price at: First Grade £2/2 per ton, Second Grade £2/2/1 ton.

NEW HEBRIDES:—Price on June 24 approximately £A41/-/- (8,200 Pac. Frs.). French price at that time was 196 francs per metric ton, c.i.f., Noumea.

COOK IS.—Copra goes to Abels, Ltd., Auckland, who operate the only NZ crushing mill. Price paid is average London price for previous three months, plus handling charges. Prices for third quarter, July-Sept., 1964, is £NZ59/14/8 grade, £NZ58/9/8 standard grade—f.o.b., Rarotonga.

OTHER PRODUCE

COCOA:—Islands prices are usually based on the rates for Ghana cocoa. Sept. shipment is £Stg.187/10/- per c.i.f., Sydney.

P.N.G.:—Sydney buyers on Aug. 20 reported: Quote No. 1: In store, Rabaul, 1st quality £178 per ton, or on wharf Sydney, according to quality: 0; quote No. 2: Best quality, on wharf Syd., £200-£205, in store, N.G. Frs., £177 (for UK, continent and USA markets).

SAMOA:—Nominal prices quoted in Sydney, August 20, were: Grade 1,

£Stg.180; grade 2, £Stg.165, f.o.b., Apia. **COFFEE:**—P.N.G.: August 20, 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 August 24 as Kenya AA £Stg.405 (good quality), £Stg.390 (f.a.q.); A £Stg.400 (g.q.), £Stg.385 (f.a.q.); B £Stg.390 (g.q.), £Stg.380 (f.a.q.); C £Stg.370 (f.a.q.). Uganda Robusta (standard) £Stg.296. Tanganyika AA NQ, A NQ, B NQ.

PEANUTS.—P.N.G.: Sydney agents reported Aug. 20—f.o.b., Lae; Kernels—white Spanish 1/5 lb.; virginia bunch 1/7 lb.

RUBBER.—P.N.G. price is based on Singapore rate, which on Aug. 24 was: No. 1 RSS, Spot, 66½ Straits cents per lb (23.14d Aust.).

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, reported Aug. 24: White and yellow label processed, standard packs, 32/-, green label 31/3, c.i.f., Sydney.

RICE (Aust.): Prices until May 1, 1965—P.N.G.: Dry brown and dressed, 112 lb bags, £59/10/- per ton, f.o.w. Vitamised and enriched white, 112 lb bags, £65/15/- f.o.w. Other Pac. Islands: Dry, white or brown, etc., £68/-/- (any quantity), f.o.w., Sydney or Melbourne.

PEARL SHELL.—Quotations for Australian M.O.P. Shell on August 20 by Sydney independent shell agents were: Sound £850, D £625, E £335, EE £235 (in store Sydney). Cook Islands: Penrhyn £NZ425 (approx.), f.o.b., Rarotonga.

TROCHUS.—A Sydney buyer on Aug. 20 indicated the following quotations to Islands producers: Papua—nominally £90-£95 per ton, f.o.b., Papuan ports; N.G. and B.S.I.—£85-£90, f.o.b., Islands ports.

GREEN SNAIL SHELL.—Sydney buyers

quoted on Aug. 20: No. 1: £300 per ton, f.o.b., Rabaul; £280 on wharf, Sydney. No. 2: £295-£300 (best quality), on wharf, Sydney; or £295-£300, f.o.b., Islands ports.

CROCODILE SKINS.—On August 20 Sydney buyers quoted for 12 in. and over, first grade quality as follows: P.N.G.—26/- per in., f.o.b. P-NG ports, small scale (salt water); large scale (fresh water) 17/1 per in. B.S.I. 26/- (small scale) del. Sydney.

PAPUAN GUM: £82/15/- f.o.b. Islands port, £95 del. Sydney or Melbourne.

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote F2/- (4 in. to 7 in.) to F3/- (9 in. to 11 in.) lb for well processed commercial varieties.

ICEP Pty. Ltd., Sydney, are interested in offers of well prepared edible varieties.

SHARK FINS: Chang Sing Loong Co., Suva, offer F4/6 per lb for well-dried fins of commercial quality. ICEP Pty. Ltd., Sydney, quote 6/6 to 8/6 lb., ex-store Sydney, according to quality.

London and US Quotations

COPRA: LONDON, Aug. 19, Philippines, in bulk, \$194 US (equal to £Stg.69/13/2) per long ton c.i.f., UK/Nth. European ports. Malayan, FMS, NQ, UK/Nth. European ports. **NEW YORK:** August 19, Philippines, \$180 US per short ton, c.i.f., Pacific Coast ports. **CEYLON:** 960 Rupees per ton, c.i.f.

Cocoon Oil: LONDON, Aug. 20, Ceylon, 1% in bulk, £Stg.111/-/- per ton, c.i.f., UK/Nth European ports. Straits, 3½%, NQ c.i.f.

Rubber: London, Aug. 24, c.i.f., RSS No. 1 Spot, 20-3/16d Stg. lb. Sept. nominal, c.i.f., 19-13/16d Stg. lb. Nov. prompt c.i.f. 20-3/16d Stg. lb.

(£1 Australian is equal to about 2.2 US Dollars or 10½ Rupees.)

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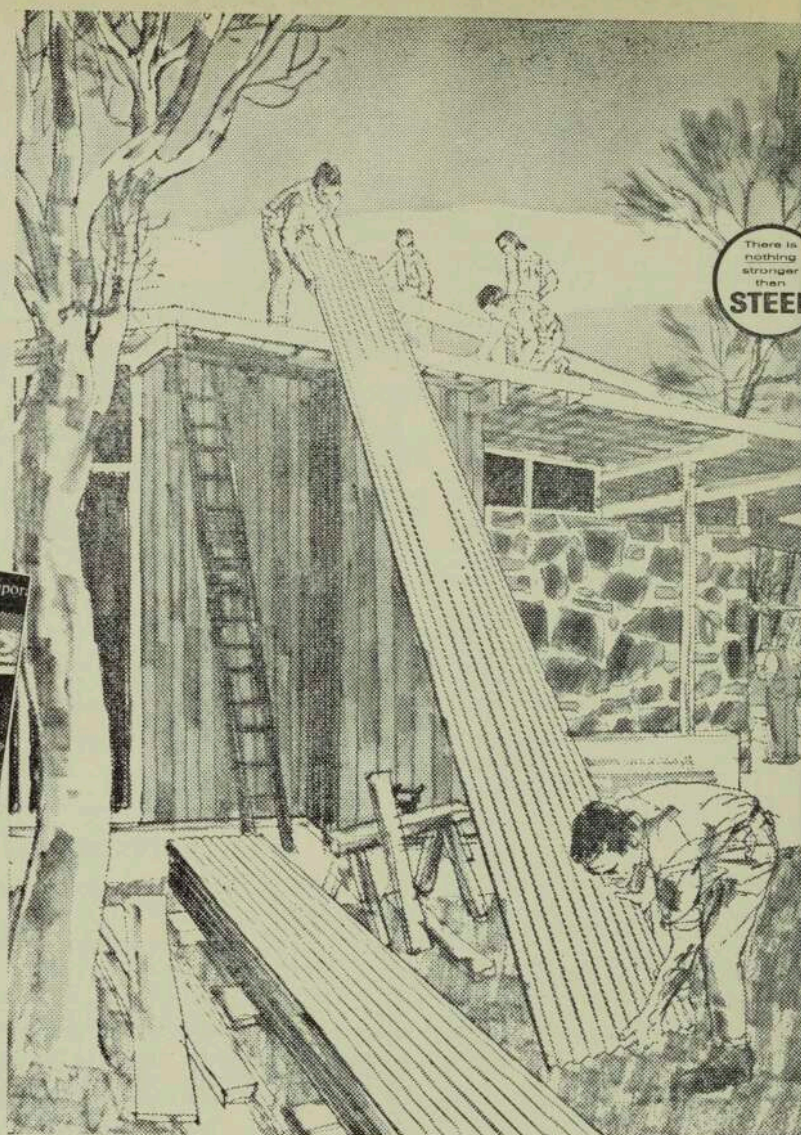
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Enlarged Advisory Council Holds First Meeting

Record New Hebrides Copra Production Forecast

Despite the ravages of pests and a hurricane in the Banks Group and Santo in April, the production and export of copra in the New Hebrides are expected to reach record figures this year.

THE British and French Resident Commissioners, Messrs. A. M. Wilkie and M. Delauney, said this in their joint speech to open the eighth session of the Condominium's Advisory Council in Vila on August

This was the first meeting of the Advisory Council since it was enlarged from an entirely nominated body of 16 members (eight New Hebrideans, four British and four French) to a partly-elected body of 22 members.

The new council comprises the Assistant British Resident Commissioner and the French Chancellor who previously attended meetings only in an advisory capacity; 12 nominated members (six New Hebrideans, three British and three French); and eight elected members (four New Hebrideans, two British and two French).

The Resident Commissioners said in their opening speech that copra production in the New Hebrides for the first six months of this year totalled about 20,400 tons and that 2,145 tons were exported in this period.

There was therefore every indication that both production and exports would reach record figures this year.

Copra Pests

Referring to copra pests, the Commissioners said that a comprehensive commission of the Institut Français d'Océanie which had investigated the loss of copra supposedly due to *Axiagastus* had made a preliminary report which tended to indicate that this pest was on the decline, possibly due to climatological changes.

In any event, the danger from *Axiagastus* had been "rather overshadowed" by the discovery of the scale insect *Aspidiotus destructor*.

Predator lady-birds from Fiji and

elsewhere were being introduced to combat this pest, which so far was confined to Efate.

On other economic questions, the Commissioners made these points.

- The Cie. Francaise des Phosphates de l'Océanie, which exploits the manganese deposits at Forari, has "largely overcome" the marketing difficulties experienced last year, and exports for the first half of 1964 totalled 24,500 tons. Exports for the whole year should be well over 40,000 tons—a satisfactory figure.

- Other products, particularly cocoa, have shown a drop in production and exports.

- The fishing industry run by the South Pacific Fishing Company at Palekula, Espiritu Santo, has been going through "a somewhat difficult time for a variety of reasons". But catches are improving and it is hoped that, with the impending arrival of new ships from South Korea and the diversification of activities by the SPFC, a new and successful period lies ahead.

- Progress made with the beef cattle industry and with regular exports of meat is encouraging.

- The opening of a new hotel in Vila has made "a small but sound tourist industry" possible; and it is of interest to note that "the reactions of the air companies' representatives who attended the hotel opening were very favourable".

Referring to the projected wharf for Vila, the Commissioners said that progress had been slow, but a meeting of the Wharf Committee would be called soon to consider a report by the consultants.

"Once a decision on the site has been taken," they said, "a proper

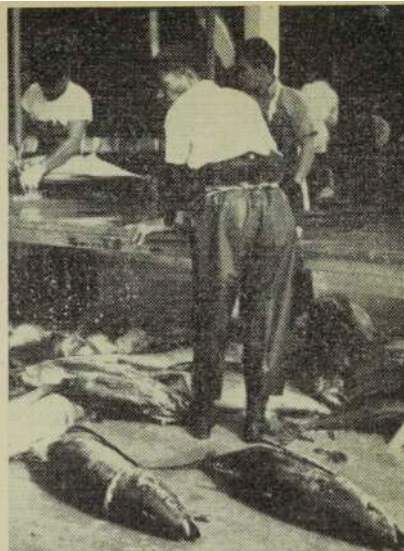
NEW HEBRIDES MAY HOLD FIRST CENSUS SOON

The first census ever held in the New Hebrides may take place soon as a result of a motion presented at the eighth session of the territory's Advisory Council.

The motion was drawn up by Mr. J. Villemot and was signed by all members of the Council after Mr. Villemot presented a paper outlining proposals for the economic development of the Condominium.

The general feeling was that plans for economic and social development would be unrealistic if a census was not held first.

The estimated population of the New Hebrides at the end of 1960 was 60,374.



Tuna being processed at the Palekula factory of the South Pacific Fishing Company which has been undergoing difficulties recently.—Photo: Rob Wright.

scheme can be drawn up, the approval of our Governments obtained, and the project put out to tender."

The Commissioners added that, before the end of the year, it was hoped to enact a Labour Code and to publish a joint regulation to enable a town council to be created in Santo.

The council later received and adopted the report of a special committee on education which was set up at the last council meeting. Among other things, the committee recommended that:—

"Taking into account the increasing efforts made by the two National Governments in the field of education, we think it necessary that the Condominium should similarly increase its share in this task of development by contributing a more and more substantial subvention.

"We appreciate that the subvention has been increased in the last two years, but the 1964 sum of £Stg.38,000 represents less than £3 for each child at present in school. Moreover, the number of children at school can be expected to grow from year to year. We therefore consider that an increase of £Stg.10,000 in the subvention for 1965 would not be unreasonable."

In a debate on education, members stressed the need for technical education and trade training; and the education committee was directed to study these matters further.

The council is due to meet again in early December when the 1965 Budget will be presented.

DEATHS OF ISLANDS PEOPLE

Mr. H. C. Corry

Mr. Harold Claud Corry, a planter in the BSIP for many years, died in Sydney on June 6. He was 65.

Mr. Corry, who was born in Ireland, went to the BSIP about 1913, where he owned Ivatu plantation and Rere Point.

When the Japanese invaded the Solomons in 1942, Mr. Corry was one of the last to leave. In Australia he joined the BSIP Force, and returned to the Islands with the rank of captain to take part in the Battle of Guadalcanal.

He left the BSIP in 1948 to live in Australia.

He is survived by Mrs. Corry, and four children, all of whom live in Sydney.



Mr. Robinson.

Mr. E. C. Robinson

Mr. Enoch Cobcroft Robinson, MBE, died at his home at Rocky Point, Norfolk Island, on August 2, aged 88.

In April Mr. Robinson and his wife had celebrated 65 years of married life (*PIM*, June, p. 113).

As a young man Mr. Robinson was engaged as a whaler round the Norfolk Island coast, but later he turned to farming.

He fought in the Boer War, and later represented his island at the coronation of King Edward VII.

Mr. Robinson served on the Norfolk Island Executive and Advisory Councils for more than 20 years, and four times was Norfolk Island Council president.

He is survived by Mrs. Robinson, one son and four daughters.

Rev. L. Chaize, SM

The Rev. Father Leon Chaize, SM, who died at the Mater Misericordiae Hospital, Sydney, on July 16, was a pioneer of the Marist Fathers Province of Oceania, which embraces the Pacific missions. He was 79.

He was born in France and was ordained in Belgium in 1911. In that year he went to Bougainville, and remained in that area till 1935, when he went to Provincial Headquarters, Hunter's Hill, Sydney.

In 1956 Father Chaize received permission from his superiors to spend his remaining years in the Solomons. He stayed there for eight years, when failing health forced him to return to Sydney.

Mr. H. F. Caine

Mr. Henry Frederick Caine, a member of an old and well-known Suva family, died on July 30. He became ill at Lautoka last year.

He was a son of Mr. F. Caine who founded Caine's Studios.

During World War II, he served in the Solomons with the 1st Fiji Battalion.

He married Miss Joanna Sinclair and they had eight children, one of whom was in the Suva yacht *Sigawale* when she left Suva several months ago for New Zealand and never arrived at her destination.

Miss E. Coward

Miss Elsie Coward, 86, who lived in Fiji for nearly 80 years, died at Mt. Wellington, Auckland, on July 20.

Mr. P. J. Sheehan

Mr. P. J. (Paddy) Sheehan, who died at Auckland on August 19 at the aged of 82, was well known in Fiji before World War I when he was there for the construction of Suva's Grand Pacific Hotel.

A noted New Zealand Rugby player, he is generally credited with having introduced Rugby to the Fijians.

Mr. H. H. Whittaker

Mr. H. H. Whittaker, formerly of Fiji, died in the Solomon Islands on July 10. He was born at Dunedin, New Zealand, and qualified as a surveyor.

He served with the Royal Engineers in the First World War.

Mr. Whittaker, when he lived in Fiji, married Miss Francis Bowerman, a member of a well known Suva family who survives him.

He is also survived by a son, John, and a daughter, Mrs. Olga Hutchinson, of Paraparaumu, NZ.

Mr. O. B. Krause

Mr. Oswald Bertie Krause, who was a merchant in Nukualofa for many years, died at Auckland on July 25.

Mr. G. A. Duncan

Mr. George Albert Duncan, a Boer War veteran, and former trader of Tonga, died at Auckland on July 22 at the age of 89.

Mr. B. T. Storck

Mr. Bernard Thomas Storck, a descendant of a Fiji pioneer, died at Auckland on August 16, after a brief illness. He was 50.

"Pacific Islands Monthly" is a member of the Australian National Travel Association and the Pacific Area Travel Association.

New Sea-Air Travel Plan For Holidays In Fiji

The extension of Air-India's services from Sydney to Nadi, Fiji, has added another carrier to the list of those operating combined air-sea holidays in the South Pacific.

IN association with Matson Lines, Air-India offers a 10-day visit to Fiji for as little as £236, with an itinerary arranged to ensure that no sight is missed.

En route to Fiji, the holiday-maker has a day in Noumea.

The Matson liners, *Mariposa* and *Monterey*, which make Pacific cruises, leave Sydney on Mondays and Thursdays, so there are slight variations in the Fiji programme.

In the next few weeks the liners will leave Sydney on September 24, October 15, November 9, November 21, and December 24.

Free Time In Noumea

Noumea is reached three nights and two and a half days out from Sydney. Here the liner stops for most a full day which gives the visitor plenty of time to explore the city and sample French cuisine.

To leave everyone free to follow personal interests, no activities are arranged for Noumea, but the tour operator's office will arrange trips for those who want to go sightseeing.

Two more nights and a day and half later, the Matson liner arrives Suva, where employees from the Matson Travel Service meet the visitors to help them through customs and immigration formalities.

The arrival at Suva is early enough in the morning to enable everyone to get to their hotels—either the Grand Pacific or the Club—rest, and do the shops for duty free goods before lunch.

Nothing is organised for daylight hours on the day of arrival, but in the evening the visitor gets to grips with Fijian life at Tamavua Village. Here, after a traditional Fijian welcome, there is a *magiti* (feast) and Fijian dances in full ceremonial costume.

Next day, there is a post-breakfast cruise on Suva Harbour and out to the coral reef.

After lunch there are trips by private car to Korolevu, 65 miles along the south coast through lush

tropical scenery.

At Korolevu accommodation is available in self-contained *bures* (native houses) or in the main wing.

If the visitor is at Korolevu on a Wednesday he will be a guest at a Fijian welcome ceremony, followed by a feast under the coconut trees.

The next day is one for leisure—swimming, reef exploring, horse-riding, bowls, or just lazing on the sand.

After lunch next day, cars leave for the Mocambo Hotel at Nadi, 73 miles away.

This trip is through the dry zone of the island, where much of Fiji's sugar is grown.

Modern Hotel

At the Mocambo Hotel, near Nadi Airport, all rooms are air-conditioned and all have private facilities.

The hotel has a swimming pool and a nine-hole putting course.

The 10-day tour ends next day when Air-India's Boeing 707 takes off for Sydney at 8.40 a.m. (Fiji time), arriving at Sydney at 11 a.m. (AEST).

The cost of the tour includes first-class sea travel from Sydney to Suva (two-berth cabins), economy class air travel from Nadi to Sydney, twin-bedded rooms with private facilities, all meals in table d'hôte style, transfer of passengers and baggage (maximum two cases a person) by private car, guide fees, surface transport provided in the itinerary, hotel taxes and service charges applicable to services given as part of the itinerary, and services of escorts when used.

The tour rates don't include the cost of passport, laundry, personal spending money, drinks or beverages not normally provided with meals, single room charges, excess baggage fees, room service charges, or any service not mentioned in the itinerary.

Costs of the return tour from Australian capital cities other than Sydney are: Melbourne, £255/4/-; Brisbane, £256/4/-; Adelaide,

£273/4/-; Perth, £327/10/-.

The tourist may, of course, extend his stay to include, for example, more time at Korolevu, and a tour of the Yasawa Islands or Mamanuca Islands from Lautoka, which is about 20 miles from Nadi Airport.

Rates for extended holidays are obtainable from travel agents.

TRAVEL TALK

IT'S THE LITTLE THINGS THAT COUNT

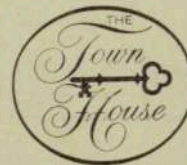
In an hotel, it's those little extra services which **don't** show on the bill that bring guests back again.

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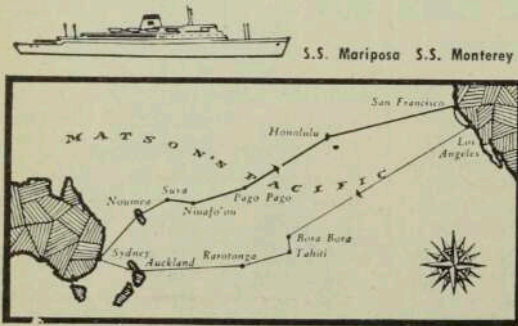
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When Air-India inaugurated its Nadi-London service in August it carried a number of guests from Pacific Islands on the first flight. Among them were this group from Fiji (left to right), Mr. G. D. Sharma, editor of the Hindi language newspaper, "Shanti Dut"; Mr. H. B. Singh, of the Pacific Travel Service, Ba; Mrs. L. G. Usher, a Suva schoolteacher; Mr. Usher, editor and publisher of the "Fiji Times"; Mr. C. A. Stinson, Mayor of Suva; and Mr. G. N. Dean, proprietor of the Oceania Printery, Suva. Mrs. Stinson, who is not in the picture, also made the trip.

FOR A TASTE OF FIJI VILLAGE LIFE

TOURISTS in Fiji who would like a taste of Fiji village life could try the Nasilai Tropicana, a "primitive" hotel venture launched by Englishman, Mr. Martin Summers, in association with the Fijians of Nasilai and Vadrail villages on the coast of Viti Levu.

The Nasilai Tropicana is about 26 miles from Suva. To reach it, you travel 14 miles by road from Suva to Wainibokasi, and the rest of the way launch along the waterways of the Suva Delta. The launch runs three times a week.

Nasilai Beach, one of the finest stretches of sand in Fiji, is the place in which Kingsford Smith took off when he touched down in Suva on his flight across the Pacific in 1928.

Mr. Summers, who used to run a restaurant and filling station in Wainibokasi, got the idea of building an hotel on this beach when a Fijian from Nasilai took him to his village about two years ago.

After discussing the matter with the people of Nasilai and Vadrail, a company with a capital of £1,000 was formed—the Fijians getting half the shares for building the hotel.

The hotel now consists of a meeting house and six *bures* with overnight accommodation for 16 people. The proceeds from the running of the hotel are shared 50-50 by Mr. Summers and the Fijians.

"The *bures*", says a leaflet put out by Mr. Summers, "are typically Fijian in every way. It must be emphasised that except for the luxury of a comfortable bed, and electric light (providing the generator be-

haves), there will be few of the comforts of a modern hotel.

"But you will have bathing by sunlight or moonlight on a perfectly safe beach, fishing on the reef, troling, surf riding, horse riding along the three-mile stretch of firm sands, lovely walks and the hospitality warmly extended by the Fijians.

"Every evening there will be *mekes*, Fijian dances, songs by part-singers and dancing to the Tropicana dance band. Occasionally you may watch or take part in Fijian fish drives."

Accommodation at the Nasilai Tropicana may be booked through Viti River Tours Limited, Box 633, Suva, or agents for this company.

Cars pick up visitors in Suva at 10 a.m. and take them to Wainibokasi. The boat trip to the hotel lasts about an hour. A European-style lunch is served at 1 p.m. and at 7 p.m. there is a Fijian feast.

Visitors returning to Suva next morning leave at 10 o'clock and reach Suva about 11.15.

The inclusive price for a 24-hour visit to the Nasilai Tropicana is £6 a head for doubles. Day trips, leaving Suva at 10 a.m. and returning at 4 p.m., cost £4 a head.

MORE FIJI-NZ FLIGHTS

TEAL services between Auckland and Nadi with 76-passenger Electras will be increased from one a day to eight a week from October 1. The additional service will operate on Thursdays.

TEAL's Fiji manager, Mr. John Wisdom, said in August that there had been a 30 per cent. increase in passenger traffic between April 1 and August 1 this year compared with the same period last year.

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SHIPPING TIMETABLES

All sailings are approximate and may vary by as much as two weeks.

Sydney-Fiji

MV Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva and Lautoka with cargo and passengers. Next Sydney sailings: Sept. 26, Oct. 20. 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 Sept. 25 (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: Early December (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 Sept. 19-22, Vila Sept. 29-30, Noumea Oct. 1-4, arr. Sydney Oct. 7.

Caledonien: Taiohae Nov. 9, Papeete Nov. 11-14, Port Vila Nov. 21-22, Noumea Nov. 23-26, arr. Sydney Nov. 29.

Next outwards voyages, ex-Sydney: Oceanien: Dep. Sydney Sept. 6, Noumea Sept. 9-12, New Hebrides Sept. 13-21, Noumea Sept. 22, Papeete Sept. 28-Oct. 2, Tahiti: Dep. Sydney Oct. 10, Noumea Oct. 13-16, New Hebrides Oct. 17-25, Noumea Oct. 26, Papeete Nov. 1-5, Taiohae Nov. 8.

Polynesie maintains monthly passenger sailings between Sydney, Noumea, Vila, Pt. Sandwich (occasionally), and Santo.

Next Sydney sailings: Sept. 18, Oct. 16. 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 Sept. 9-11, Wellington Sept. 14-16, Auckland Sept. 18, Tahiti Sept. 23-24, thence via Panama to Southampton, arr. Oct. 21.

Southern Cross: From Southampton (UK) via South Africa at Sydney Oct. 14-16, Wellington Oct. 19-21, Auckland Oct. 23, Fiji Oct. 26, Tahiti Oct. 30-31, thence via Panama to Southampton, arr. Nov. 25. 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).

● 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.

Next sailing: Colorado del Mar fr Sydney Sept. 10 (approx.). Details from F. H. Stephens Pty. Ltd., 13 Bridge St., Sydney (27-8311).

Sydney-Norfolk Is.-New Hebrides-BSI-Bougainville

MV Tulagi leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports.

Next Sydney sailings: Oct. 2, Nov. 7. 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, Samarai, Rabaul, Alexishafen, Madang, Lae, Samarai, Pt. Moresby, Brisbane, Sydney. At present undergoing special survey. Next Sydney sailing: Oct. 30 (approx.).

Malaita sails from Sydney for Brisbane, Pt. Moresby, Wewak, Lombrun, Lorengau, Kavieng, Rabaul, Bougainville ports. Next Sydney sailing: Sept. 10 (approx.).

Bulolo sails about every six weeks Sydney, Brisbane, Pt. Moresby, Samarai, Lae, Madang, Rabaul, Samarai, Pt. Moresby.

Australia-NZ-Fiji-Canada-USA

		ARCADIA	ORONSAY	ORSOVA	ARCADIA
SYDNEY	depart	Sept. 14	Oct. 7	Nov. 16	Jan. 2
AUCKLAND	arr/dep	Sept. 17	thence via Far East	Nov. 19	Jan. 5
SUVA	arr/dep	Sept. 20*		Nov. 22	Jan. 8
HONOLULU	arr/dep	Sept. 26	Oct. 31-Nov. 1	Nov. 27	Jan. 13
VANCOUVER	arr/dep	Oct. 1-2	Nov. 6	Dec. 2-3	Jan. 18-19
SAN FRANCISCO	arr/dep	Oct. 4-5	Nov. 8-9	Dec. 5-7	Jan. 21-22
LOS ANGELES	arr/dep	Oct. 6	Nov. 10	Dec. 8	Jan. 23
HONOLULU	arr/dep	thence via	Nov. 15	Dec. 13	Jan. 28
SUVA	arr/dep	West Indies	Nov. 22	Dec. 20	Feb. 4
AUCKLAND	arr/dep	to UK	Nov. 25	Dec. 23	Feb. 7
SYDNEY	arrive		Nov. 28	Dec. 26	Feb. 10

* Thence to Pago Pago, arr. Sept. 21.

Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 55 Hunter St., Sydney (2-0317)

USA-Eastern Pacific-NZ-Sydney-Central Pacific-Hawaii

		MARIPOSA	MONTEREY	MARIPOSA	MONTEREY
SAN FRANCISCO	depart	Aug. 30	Sept. 20	Oct. 15	Nov. 5
LOS ANGELES	arr/dep	Aug. 31	Sept. 21	Oct. 16	Nov. 6
BORA BORA	arr/dep	Sept. 8	Sept. 29	Oct. 24	Nov. 14
PAPEETE	arr/dep	Sept. 9-11	Sept. 30-Oct. 2	Oct. 25-27	Nov. 15-17
RAROTONGA	arr/dep	Sept. 12	Oct. 3	Oct. 28	Nov. 18
AUCKLAND	arr/dep	Sept. 17-18	Oct. 8-9	Nov. 2-3	Nov. 23-24
SYDNEY	arr/dep	Sept. 21-24	Oct. 12-15	Nov. 6-9	Nov. 27-30
NOUMEA	arr/dep	Sept. 27	Oct. 18	Nov. 12	Dec. 3
SUVA	arr/dep	Sept. 29	Oct. 20	Nov. 14	Dec. 5
NIUAFOOU	arr/dep	Sept. 30	Oct. 21	Nov. 15	Dec. 6
PAGO PAGO	arr/dep	Sept. 30	Oct. 21	Nov. 15	Dec. 6
HONOLULU	arr/dep	Oct. 3-6	Oct. 26-27	Nov. 20-21	Dec. 11-12
SAN FRANCISCO	arrive	Oct. 11	Nov. 1	Nov. 26	Dec. 17

Details from Matson Lines, 50 Young St., Sydney. (BU 4272)

esby, Brisbane, Sydney. Next Sydney
ings: Sept. 11, Oct. 23 (approx.).
ontoro sails from Melbourne for
ey, Brisbane, Pt. Moresby, Samarai,
ara, Rabaul, Kavieng, Wewak, Alexiss-
n, Madang, Lae, Pt. Moresby, Sydney.
t Sydney sailing: Sept. 18 (approx.).
raeside sails about every six weeks:
bourne, Sydney, Brisbane, Pt. Moresby,
aul, Madang, Lae, Pt. Moresby,
ey. Next Sydney sailing: Oct. 9
rox.).
etails from Burns, Philp and Co. Ltd.,
ridge Street, Sydney (B 0547).

sochow and Shansi leave Sydney about
y four weeks for Brisbane, Pt.
esby, Samarai, Sydney.
ext Sydney sailings: Soochow Sept. 14;
nsi Sept. 28.
etails from New Guinea Australia Line
ire and Yuill Pty., Ltd., agents), 8
ing Street, Sydney (BU 4701).

etholm: Leaves Sydney approximately
y five weeks for Brisbane, Pt.
esby, Lae, Madang, Wewak, Sydney.
t Sydney sailing: Oct. 6 (approx.).
letta: Leaves Sydney approximately
y five weeks for Brisbane, Rabaul,
wak, Madang, Lae, Sydney. Next
ney sailing: Mid-Oct. (approx.).
etails from Karlander NG Line (F.
Stephens Pty., Ltd., agents), 13 Bridge
et, Sydney (BU 8311).

ustasia Line's vessel Makati runs be-
en Australian ports (turn round at
bourne) and Papua-New Guinea.

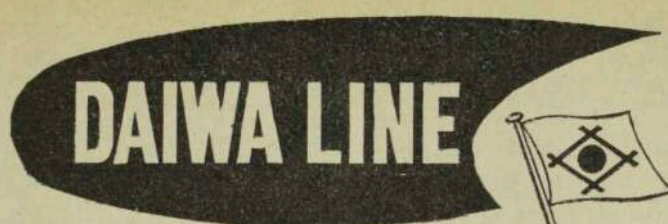
Makati: Dep. Melbourne Aug. 24, Sydney
t. 1, Brisbane Sept. 4, Pt. Moresby
t. 8, Lae Sept. 12, Madang Sept. 13,
aul Sept. 16.
etails from Blue Star Line (Aust.) Pty.,
., 17-19 Bridge St., Sydney (BU 1271).

Sydney - P-NG - Far East

Australia-West Pacific Line's Motor-
sels maintain services between Aus-
alia and Hong Kong via Islands ports.
outhbound vessels call at: NG, BSI
arterly), New Hebrides (irregularly),
d Australian ports. Northbound vessels
m Sydney call regularly at NG ports.
ros: From Adelaide and Melbourne,
., Sydney Oct. 7, Brisbane Oct. 9-10,
baul Oct. 14-16, Lae Oct. 17-19,
dang Oct. 20-21, thence Hong Kong
d Manila.
enos: From Far East, Rabaul Oct.
12, Madang Oct. 13-14, Lae Oct. 15-17,
sbane Oct. 21-23, Sydney Oct. 25-29,
nce Melbourne and Adelaide.
ilos: From Melbourne, dep. Sydney
t. 16, Brisbane Oct. 18-20, Rabaul Oct.
26, Lae Oct. 27-29, Madang Oct. 30-31,
nce Hong Kong.
etails from Wilh. Wilhelmsen Agency,
Bridge St., Sydney (BU 6301).

China Navigation Co. Ltd. vessels
king, Ashun and Kweilin call at Rabaul,
their way north from Sydney to Hong
ng. Next vessels:
Ashun: Dep. Sydney Sept. 21 for
isbane, Rabaul, thence to Manila and
ng Kong.
Kweilin: Leaves Melbourne Oct. 14, for
dney Oct. 21, Rabaul Oct. 28, thence
anila.
etails from Swire and Yuill Pty. Ltd.,
ents, 8 Spring St., Sydney (BU 4701).

Dominion Navigation Co. Ltd. (UK)
ssels maintain monthly service between



DIRECT SERVICE

JAPAN / SOUTH PACIFIC

M.V. "DAISEI MARU" Voy. No. 19
(D/W 6,058 Tons)

Dep. YOKOHAMA, JAPAN,
August 28.

GUAM Sept. 3.

APIA Sept. 16-17.

PAGO PAGO Sept. 18.

*NUKUALOFA Sept. 21.

SUVA Sept. 23-25.

LAUTOKA Sept. 26-28.

NOUMEA Oct. 1-2.

VILA Oct. 4.

SANTO Oct. 5-6.

HONIARA Oct. 10.

* Subject to inducement.

Heavy lift and passenger accommodation available.

SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE.

The Daiwa Navigation Co., Ltd.

OSAKA: "DAILINE"

TOKYO: "FUNEDAILINE"

AGENTS:

GUAM: Atkins and Kroll (Guam) Ltd.

APIA: Burns Philp (South Sea) Company, Ltd.

PAGO PAGO: B. F. Kneubuhl.

NUKUALOFA: Tonga Shipping Agency.

SUVA: Banno Oceania Ltd.

LAUTOKA: Banno Oceania Ltd.

NOUMEA: Agence Maritime Pentecost.

SANTO: South Pacific Fishing Co. (N.H.) Pty. Ltd.

VILA: Burns Philp (New Hebrides) Ltd.

HONIARA: British Solomons Trading Company Ltd.

PAPEETE: Etablissements Baldwin.

Sydney and Japan (via Manila, Hong Kong and Keelung), return via Guam and Rabaul.

Francis Drake: Japan Sept. 7-14, Guam Sept. 18-19, Rabaul Sept. 23-24, arr. Sydney Sept. 30

George Anson: Dep. Sydney Sept. 12, arr. Brisbane Sept. 14-15, Manila Sept. 26-27, Hong Kong Sept. 29-Oct. 1, Japan Oct. 7-15, Guam Oct. 19-20, Rabaul Oct. 24-25, Sydney Oct. 31.

Details from H. C. Sleigh Ltd., 115 York Street, Sydney. Tel. (2-0253).

Europe-Tahiti-New Caledonia BSI-P-NG-West NG

A regular service from the Continent and UK, via Panama, to Tahiti, New Caledonia, BSI, P-NG and West NG is operated jointly by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Schelde Lloyd (RL): From Continent and London, arr Papeete Sept. 28, Noumea Oct. 7, Honiara Oct. 12, Pt. Moresby Oct. 15, Rabaul Oct. 18, Lae Oct. 20, Madang Oct. 22, Alexishafen Oct. 23, Wewak Oct. 24, Sukarnopura, Biak, Manokwari, Sorong.

Details from Royal InterOcean Lines, 261 George St., Sydney (2-0573).

Europe-Tahiti-New Hebrides- New Caledonia-Australia

Messageries Maritimes cargo vessels run monthly between France and Noumea via

East Africa and Australia. From Sydney, vessels go to Brisbane and Noumea; return to France via Australian coastal ports.

Next sailings from Sydney: Vosges Sept. 21 (Noumea Sept. 22); Vivarais Oct. 19 (Noumea Oct. 25).

Other MM vessels run between France and Sydney, via Panama Canal and Pacific ports.

Next vessel: Maori (Papeete Sept. 8, Vila Sept. 19, Santo Sept. 21, Noumea Sept. 23, Australia Oct. 1).

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 at Suva-Lautoka Oct. 6-8; Van Noort at Suva-Lautoka Nov. 13-15; Van Neck at Suva-Lautoka Dec. 7-9.

Details from Royal InterOcean Lines, 261 George St., Sydney (2-0573).

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.

Herbjorn: From Japan and Hong Kong due Pt. Moresby Sept. 23, Suva/Lautoka Sept. 29, Noumea Oct. 7, retiring from

this service when she reaches Japan Oct. 29.

Chungking: From Japan and Hong Kong due Rabaul Sept. 11, Kavieng Sept. 15, Wewak Sept. 18, Madang Sept. 19, Lae Sept. 25, Pt. Moresby Oct. 4, Suva Oct. 8, Suva/Lautoka Oct. 12, Noumea Oct. 19, thence to Japan, arr. Nov. 7.

Details from China Navigation Co., Ltd. (Swire and Yuill Pty., Ltd., agents), Spring St., Sydney (BU 4701).

Japan-Samoa-Tonga-Fiji- N. Cal.-N. Heb.-BSI

The Daiwa Navigation Co. Ltd. runs regular service from Japan, calling at Guam, Sukarnopura (opt.), Apia, Pago, Nukualofa (opt.), Suva, Levu, Lautoka, Noumea, Vila, Santo, Honiara, thence returning to Japan.

Current voyage: Daisei Maru dep. Japan Aug. 10.

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 other Cook Islands when cargo warrants.

Details from NZ Department of Islands Territories, Wellington (Tel. 45-117), any office of Union SS Co. of NZ, Ltd.

NZ-Fiji-Tonga-Samoa

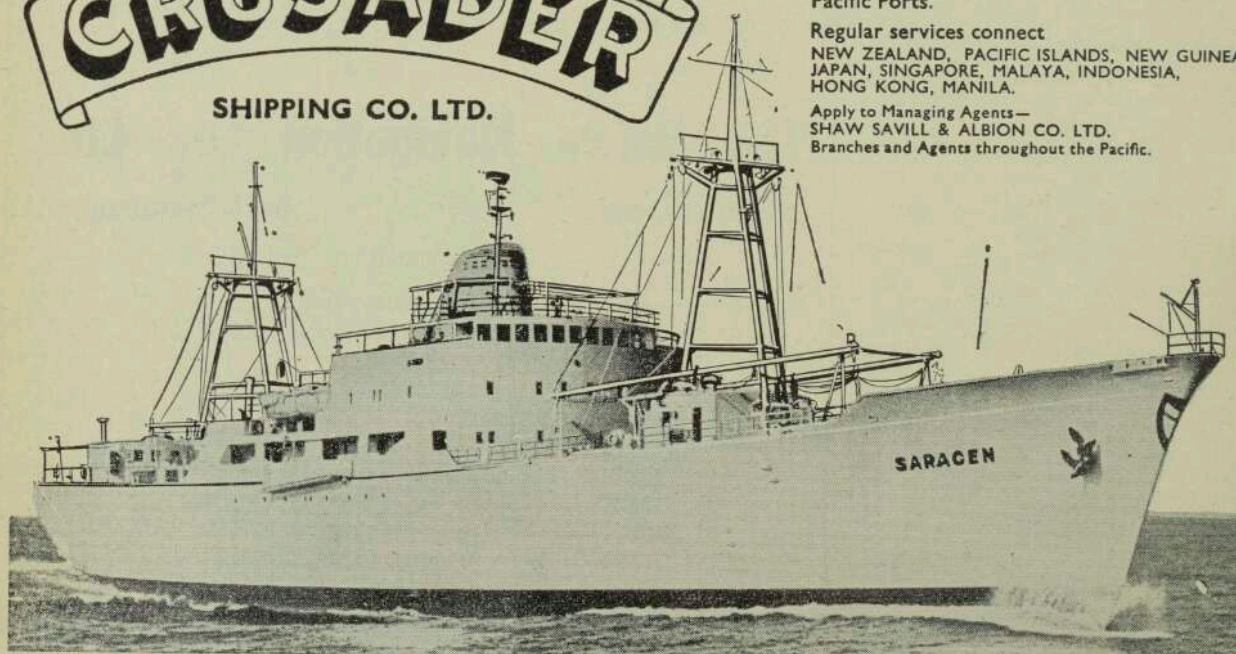
Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return Auckland. Next Auckland sailings: Sept. 29, Oct. 27.

The Pacific's Most Modern Cargo Fleet ...

23

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.

Latua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Suva, and return to Auckland. At Auckland sailings: Sept. 15, Oct. 13. Details from Union Steam Ship Co. NZ, Quay and Commerce Sts., Auckland. (Tel.: 49-430).

NZ-New Caledonia - P-NG-Far East

Crusader Shipping Co.'s cargo vessels, sailing between NZ and the Far East, at New Caledonia and Papua, and, in some instances, Guam. Next voyages: Crusader: Dep. NZ Oct. 21, for Noumea 24, Pt. Moresby Oct. 28, thence Singapore, Pt. Swettenham, Manila and Hong Kong.

Details from Shaw, Savill Line, agents, Queen St., Auckland. (Tel.: 30-310).

New Zealand-Tahiti

New Zealand Shipping Co. Ltd. vessels, sailing between NZ and UK, via Samoa, make a call every two months at Tahiti, northbound and southbound.

Next northbound voyage: Remuera, Wellington Sept. 12, due Papeete 17.

Next southbound voyage: Ruahine, London, due Papeete Sept. 28.

Details from NZ Shipping Co. Ltd., Commerce Quay, Wellington, NZ.

Tonga-Fiji-Samoa

Tonga Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Apia, Rotuma) with MV Aoniu. Calls also made as required at Apia (Western Samoa) and Pago Pago (American Samoa). A round in Suva is usually two days, the agents there are Morris Hedstrom.

UK-Panama-Samoa-Fiji

The Fiji Direct Service is maintained by Conference vessels, sailing at regular intervals out of London, via Samoa, for Apia, Suva and Lautoka, and, Gwyn and Co., Ltd., act as Load-Brokers in London.

Next sailings: ex-London: Sept. 10, Oct.

UK-Papua-NG-BSI

Bank Line operates a direct service from Europe to P-NG and BSI, vessels going to Australia for cargo-loading and returning to UK via Suez. Next vessels:

Overbank: From Continent and London, arr. Pt. Moresby Sept. 28, Samarai Sept. 30, Lae Oct. 2, Madang 6, Wewak Oct. 8, Kavieng Oct. 11, Rabaul Oct. 12, Honiara Oct. 14.

Overbank: From Continent and London, arr. Pt. Moresby Oct. 27, Samarai 29, Lae Oct. 31, Madang Nov. 4, Wewak, Nov. 6, Rabaul Nov. 9, t/ships Rabaul, Honiara Nov. 12.

Details from Bank Line (A/asia) Pty., 269 George St., Sydney (BU 2041).

USA-Tahiti-Am. Samoa-Fiji-Australia

Matson-Oceanic Line operates a five-days passenger-cargo service from Los Angeles with the Sonoma, Sierra and

● PIM's shipping and airways timetables are correct to time of publication.

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 Sept. 15 (approx.); Sierra Oct. 15 (approx.); Ventura Nov. 15 (approx.).

Details from Matson Lines, 82 Elizabeth St., Sydney (BU 4272).

USA-Tahiti-Australia

American Pioneer Line ships on US Atlantic Coast-Panama-Sydney service make periodical calls at Tahiti on southbound voyage. Next Papeete calls: Pioneer Isle Sept. 16; Pioneer Glen Nov. 11.

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: From US, at Noumea Sept. 9-10, Apia (open), Pago Pago Sept. 14-15, due Los Angeles Sept. 29, San Francisco Oct. 1.

Thor I: Dep. San Francisco Sept. 16, Los Angeles Sept. 19, arr. Papeete Sept. 29-Oct. 1, Pago Pago Oct. 5-8, Apia Oct. 9-10, Suva Oct. 13-14, Noumea Oct. 16-18, Pago Pago Oct. 30-31, due Los Angeles Nov. 13, San Francisco Nov. 15.

Details from General Steamship Corporation Ltd., 1 Bush St., San Francisco, USA and Islands Agents.

AIRWAYS TIMETABLES

TRANS-PACIFIC SERVICES

Sydney-Brisbane-Honolulu-Nth. America

By Qantas Empire Airways, with Boeing 707 V-Jets

NORTHBOUND

Weekly from Sydney, dep. 5 p.m. every Sat., arr. Brisbane 6.15 p.m., dep. Brisbane 7 p.m., arr. Honolulu 7.30 a.m. Sat. Dep. 9 a.m., arr. San Francisco 4.40 p.m.

SOUTHBOUND

Weekly from San Francisco, dep. 8 p.m. every Sat., arr. Honolulu 9.50 p.m., dep. 11.59 p.m. Sat. Arr. Brisbane 5 a.m. Mon., dep. Brisbane 5.45 a.m., arr. Sydney 7.05 a.m.

Sydney-Fiji-Hawaii-USA

BY QANTAS EMPIRE AIRWAYS (Boeing 707 V-Jets)

NORTHBOUND

Tues., Thurs. and Sun.: Sydney (dep. 7 p.m.), Nadi (arr. 12.40 a.m., dep. 1.25 a.m.), Honolulu, San Francisco.

Mon., Wed. and Sat.: Sydney (dep. 7 p.m.), Nadi (arr. 12.40 a.m., dep. 1.25 a.m.), Honolulu, San Francisco, New York.

Fri.: Sydney (dep. 7 p.m.), Nadi (arr. 12.40 a.m., dep. 1.25 a.m.), Honolulu, San Francisco (extends to Vancouver alternate weeks; from Sydney (Sept. 11, 25, Oct. 9, 23, Nov. 6, 20, etc.).

SOUTHBOUND

Mon., Wed. and Fri.: New York, San Francisco, Honolulu, Nadi (arr. 3.25 a.m., Wed., Fri., Sun., dep. 4.15 a.m.), Sydney (arr. 6.30 a.m.).

Tues., Thurs. and Sun.: San Francisco, Honolulu, Nadi (arr. 3.25 a.m., Thurs., Sat., Tues., dep. 4.15 a.m.), Sydney (arr. 6.30 a.m.).

Sat.: San Francisco (service begins from

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.

Vancouver alternate Sats. (Sept. 12, 26, Oct. 10, 24, Nov. 7, 21, etc.)
Honolulu, Nadi (arr. 6.55 p.m., Sun., dep. 7.45 p.m.), Sydney (arr. 10 p.m.).
(International Dateline is crossed between Nadi and Honolulu.)

BY CANADIAN PACIFIC AIRLINES
(Bristol Britannia and DC8 Jet)

NORTHBOUND

Alt. Sat. (Sept. 19, Oct. 3, 17, 31, Nov. 14, 28, 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. (Sept. 8, 22, Oct. 6, 20, Nov. 3, 17, etc.): Dep. Auckland 1.05 p.m. for Sydney (arr. Tues. 3.55 p.m.).
(International Dateline crossed between Nadi-Honolulu.)

Sydney-Fiji (or Am. Samoa)
Hawaii-USA

BY PAN AMERICAN AIRWAYS
(Intercontinental Jet Clippers)

NORTHBOUND

Sat., Thurs.: Dep. Sydney 7 p.m. for Nadi (arr. 12.45 a.m., dep. 1.30 a.m.), Honolulu and Los Angeles, arr. Sat., Thurs., 7.10 p.m.
Mon.: Dep. Sydney 7 p.m. for Pago Pago (arr. 2.55 a.m., dep. 3.40 a.m.), Honolulu and Los Angeles (arr. 7.10 p.m. Mon.).

SOUTHBOUND

Tues., Thurs.: Dep. Los Angeles 9.45 p.m. for Honolulu, Nadi (arr. 5.15 a.m., Thurs., Sat., dep. 6.15 a.m.), and Sydney (arr. Thurs., Sat. 8.35 a.m.).
Sat.: Dep. Los Angeles 9.45 p.m. for Honolulu, Pago Pago (arr. 5.10 a.m., dep. 5.55 a.m.), and Sydney (arr. 8.55 a.m. Mon.).
(International Dateline crossed between Nadi-Honolulu, and Sydney-Pago Pago.)

AUSTRALIA-NEW ZEALAND

Auckland-Brisbane

QANTAS-TEAL with Electra Mk. II's
Sat.: Dep. Auckland 11 a.m., arr. Brisbane 1.20 p.m.
Sun.: Dep. Brisbane 1 p.m., arr. Auckland 6.55 p.m.

Auckland-Melbourne

QANTAS-TEAL with Electra Mk. II's
Wed., Fri.: Dep. Auckland 8.30 a.m., arr. Melbourne 11.30 a.m.
Thurs., Sat.: Dep. Melbourne 12.30 p.m., arr. Auckland 7 p.m.

Christchurch-Melbourne

QANTAS-TEAL with Electra Mk. II's
Thurs.: Dep. Christchurch 9 a.m., arr. Melbourne 11.40 a.m.
Sat.: Dep. Christchurch 7 p.m., arr. Melbourne 9.40 p.m.
Wed., Sun.: Dep. Melbourne 12.30 p.m., arr. Christchurch 6.40 p.m.

Sydney-Auckland

QANTAS-TEAL, with Electra Mk. II's.

Daily: Dep. Auckland 9 a.m., arr. Sydney 11.05 a.m.
Daily: Dep. Sydney 1 p.m., arr. Auckland 6.45 p.m.

Sun., Mon., Wed., Thurs.: Dep. Auckland 1.30 p.m., arr. Sydney 3.35 p.m.
Tues., Fri.: Dep. Sydney 12.30 a.m., arr. Auckland 6.15 a.m.

†Sun., Wed., Fri.: Dep. Sydney 4.30 p.m., arr. Auckland 10.15 p.m.
Sept. 28: Dep. Auckland 8 p.m., arr. Sydney 10.05 p.m.

† Does not operate on Sept. 18, 25.

BOAC, with Comet IV's.

Tues., Sat.: Dep. Auckland 8.30 a.m., arr. Sydney 10 a.m.
Mon., Thurs.: Dep. Sydney 9.45 a.m., arr. Auckland 2.45 p.m.

Sydney-Christchurch

QANTAS-TEAL, with Electra Mk. II's

Tues., Wed., Thurs., Fri., Sat.: Dep. Sydney 12.15 p.m., arr. Christchurch 6 p.m.

Tues., Wed., Thurs., Fri., Sun.: Dep. Christchurch 7.30 p.m., arr. Sydney 9.35 p.m.

Sydney-Wellington

QANTAS-TEAL, with Electra Mk. II's

Daily: Dep. Sydney 9.30 a.m., arr. Wellington 3.25 p.m.

Daily: Dep. Wellington 4.30 p.m., arr. Sydney 6.50 p.m.

Sat.: Dep. Sydney 12.30 a.m., arr. Wellington 6.25 a.m.

Sat.: Dep. Wellington 8 a.m., arr. Sydney 10.20 a.m.

Wellington-Brisbane

TEAL, with Electra Mk. II

Sun.: Dep. Wellington 9.15 a.m., arr. Brisbane 12.05 p.m.

Sat.: Dep. Brisbane 2.15 p.m., arr. Wellington 8.35 p.m.

Wellington-Melbourne

TEAL, with Electra Mk. II

Sat.: Dep. Wellington 8.45 a.m., arr. Melbourne 11.45 a.m.

Fri.: Dep. Melbourne 12.30 p.m., arr. Wellington 7 p.m.

AUSTRALIA-PACIFIC ISLANDS

Sydney-Fiji

Air-India with Boeing 707

Tues.: Dep. Sydney 1.30 p.m., arr. Nadi 7.05 p.m.
Wed.: Dep. Nadi 8.40 a.m., arr. Sydney 11 a.m.

Sydney-Lord Howe Is.

Airlines of N.S.W. (Sandringham Flying-boats).

Return flight from Rose Bay base every Tues. and Sat. Departure time from Sydney is dependent on time of high tide at Lord Howe Is.

Sydney-New Caledonia

QANTAS-UTA with Electra

Thurs.: Dep. Sydney 10.10 a.m. for Noumea (arr. 2.40 p.m.), dep. 4.10 p.m. for Sydney, arr. 7 p.m.

Sydney-Norfolk Is.

QANTAS, with Skymaster DC4 Aircr

Fri.: Dep. Sydney 8 a.m., arr. NI p.m. Flight extends NI-Auckland (See "Inter-Territory Services").
Sun.: Dep. NI 2.45 p.m., Sydney arr. p.m.

Sydney-Papua-New Guinea

Trans Australia Airlines and Ansett operate from Sydney to Lae and return with DC6B's. TAA runs the service Mondays, Wednesdays, Fridays Saturdays; Ansett-ANA Sundays, Tuesdays, Thursdays and Fridays.

NORTHBOUND

TAA: Mon., Wed., Sat. dep. Sydney p.m., arr. Brisbane 11.50 p.m. Brisbane 12.40 a.m. next day, arr. Moresby 6.10 a.m., dep. Pt. Moresby 7 a.m., arr. Lae 8 a.m.

Fri.: Dep. Sydney 9.30 p.m., Brisbane 11.35 p.m., dep. Brisbane 12.25 p.m. Sat., arr. Pt. Moresby a.m., dep. Pt. Moresby 6.45 a.m., Lae 7.45 a.m.

Ansett-ANA: Sun., Tues., Thurs., dep. Sydney 9.45 p.m., arr. Brisbane 11.45 p.m., dep. Brisbane 12.40 p.m. next day, arr. Pt. Moresby 6.10 a.m., dep. Pt. Moresby 7 a.m., arr. Lae 8 a.m.

SOUTHBOUND

Ansett-ANA: Dep. Lae Wed., Fri., Sun., 9.15 a.m., arr. Pt. Moresby 1 a.m., dep. Pt. Moresby 11 a.m., Brisbane 4.10 p.m., dep. Brisbane p.m., arr. Sydney 6.55 p.m.

TAA: Tues., Thurs., Sun. dep. Lae a.m., arr. Pt. Moresby 10.15 a.m., 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. 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

TAA, with Fokker Friendship Prop.

Alt. Mon.: Dep. Townsville 1.50 p.m., Cairns, arr. 2.45 p.m., dep. 3.50 p.m., arr. Pt. Moresby 6.10 p.m. (Sept. 28, Oct. 12, 26, Nov. 9, 23, etc.).
Alt. Wed.: Dep. Lae 12.30 p.m., 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. (Sept. 16, Oct. 14, 28, Nov. 11, 25, etc.).

CAIRNS-PT. MORESBY-CAIRNS

Ansett, with Fokker Friendship Prop.

Alt. Sat.: Dep. Cairns 3.35 p.m., arr. Moresby 5.55 p.m. (Sept. 19, Oct. 17, 31, Nov. 14, 28, etc.).
Alt. Sun.: Dep. Pt. Moresby 9.05 a.m., arr. Cairns 11.25 a.m. (Sept. 20, Oct. 4, 18, Nov. 1, 15, etc.).

INTER-TERRITORY SERVICE

Fiji-Am. Samoa

PAA, with DC7C Aircraft

Sun.: Dep. Nadi 12 noon, cross International Dateline, arr. Pago Pago 4 p.m. Sat.

Tues.: Dep. Pago Pago 4 p.m., cross International Dateline, arr. Nadi 6 p.m. Wed.

Fiji-Am. Samoa-NZ

TEAL, with Electra Mk. II.

Dep. Auckland 8.30 p.m., arr. Nadi 2.15 a.m. Mon. Dep. Nadi 2 a.m., cross International Dateline, arr. Pago Pago Sun. 5.45 a.m.
Dep. Pago Pago 10 a.m., cross International Dateline, arr. Nadi Mon. 1.40 a.m. Dep. Nadi 12.30 p.m., arr. Auckland 4.20 p.m.

Fiji-Gilbert & Ellice Islands

Airways Ltd., with Heron Aircraft
Mon. (Sept. 14, 28, Oct. 12, 26, Nov. 23, etc.): Dep. Suva 7.45 a.m., arr. Nadi 8.25 a.m., dep. 9.10 a.m., Funafuti arr. 1.05 p.m. Next day (alt. Tues.) dep. Funafuti 7 a.m., Tarawa arr. 11.40 a.m.
Wed. (Sept. 16, 30, Oct. 14, 28, Nov. 25, etc.): Dep. Tarawa 7 a.m., Funafuti arr. 11.40 a.m., dep. 12.40 p.m., Nadi arr. 4.35 p.m., dep. 5.20 p.m., Suva arr. 6.05 p.m.

Fiji-New Hebrides-BSI

Airways, Ltd., with Heron Aircraft
Thurs.: 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.
Sat.: Dep. Honiara 6.45 a.m., Santo arr. 10.40 a.m., dep. 11.10 p.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

Thurs.: Dep. Nadi 6.45 a.m. for Auckland, arr. 11.30 a.m.
Thurs.: Dep. Auckland 6.30 p.m. for Nadi, arr. 11.10 p.m.

TEAL, with Electra Mk. II's.

Dep. Auckland 8.30 p.m., arr. Nadi 12.15 a.m.

Wed., Thurs., Sat.: Dep. Nadi 5.45 p.m., arr. Auckland 9.35 a.m.

Fri.: Dep. Nadi 8.45 a.m., arr. Auckland 12.35 p.m.

Dep. Nadi 12.30 p.m., arr. Auckland 4.20 p.m.

Tues., Wed., flights ex-Auckland and Nadi are operated by Qantas under charter to TEAL.
Sept. 16, 23, 30.

Fiji-Tonga

Airways, Ltd., with Heron Aircraft
alt. Thurs. (Sept. 17, Oct. 1, 15, 29, Nov. 12, 26, etc.): Dep. Suva 7 a.m., arr. Nukualofa 11.15 a.m. Dep. Nukualofa 12 noon, arr. Suva 2.15 p.m.
Flights from Fiji Airways, Ltd., Victoria Falls, Suva.

Fiji-Western Samoa

Airways, Ltd., with Heron Aircraft
Thurs. (Sept. 10, 24, Oct. 8, 22, Nov. 5, 19, etc.): Dep. Suva 7.45 a.m., cross International Dateline, arr. Apia 25 p.m., Wed. (Sept. 9, 23, Oct. 7, 11, Nov. 4, 18, etc.).
Thurs. (Sept. 10, 24, Oct. 8, 22, Nov. 5, 19, etc.): Dep. Apia 10 a.m., cross International Dateline, arr. Suva 4.40 p.m., Fri. (Sept. 11, 25, Oct. 9, 13, Nov. 6, 20, etc.).

New Caledonia-Fiji-Tahiti-Fiji-New Caledonia

UTA-Air France with DC8 Jet

Wed.: Dep. Noumea 8.50 a.m. for Nadi, arr. 11.35 a.m., dep. 2 a.m. Thurs. for Papeete (cross International Dateline) arr. 8.05 a.m. Wed.

Sun.: Dep. Papeete 6.30 a.m. for Nadi (cross Dateline) arr. Mon. 9.15 a.m. Dep. Mon. 10.15 a.m., arr. Noumea 11.20 a.m.

New Caledonia-New Hebrides

UTA, with DC4 Aircraft

Tues., Sat.: Dep. Noumea 8 a.m. for Vila (arr. 9.55 a.m., dep. 10.30 a.m.), Santo (arr. 11.45 a.m., dep. 1.15 p.m.), Vila (arr. 2.30 p.m., dep. 3.05 p.m.), Noumea (arr. 5 p.m.).

New Caledonia-NZ

TEAL, with Comet 4 Jet

Fri.: Dep. Noumea 1 p.m. for Auckland, arr. 4.25 p.m.

Fri.: Dep. Auckland 10 a.m. for Noumea, arr. 12 p.m.

New Caledonia-Wallis Island

UTA, with DC4 Aircraft

Monthly service (second Wednesday)
Wed. (Sept. 9, Oct. 14, Nov. 11, etc.): Dep. Noumea 8 a.m. for Wallis Is., arr. 3.30 p.m.
Fri. (Sept. 11, Oct. 16, Nov. 13, etc.): Dep. Wallis Is. 8 a.m. for Noumea, arr. 1.30 p.m.

Norfolk Is.-New Zealand

TEAL, by Qantas Skymaster (Charter)

Fri.: Dep. NI 4 p.m., Auckland, arr. 7.45 p.m.

Sat., Sept. 5, 19: Dep. NI 2.15 p.m., arr. Auckland 6 p.m. Dep. Auckland 10 a.m., arr. NI 1 p.m., Sept. 5, 19.

Sun.: Dep. Auckland 10.30 a.m., arr. NI 1.30 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. (Sept. 21, Oct. 5, 19, Nov. 2, 16, etc.).

Alt. Wed.: Dep. Honiara (DC3) 7.30 a.m. for Yandina, Munda, Buka, Rabaul, Lae, arr. 3.45 p.m. (Sept. 9, 23, Oct. 7, 21, Nov. 4, 25, etc.).

Alt. Tues.: Dep. Lae (Fokker) 9 a.m. for Rabaul, Buka, Munda, Honiara, arr. 4.20 p.m. (Sept. 15, 29, Oct. 13, 27, Nov. 10, 24, etc.).

Alt. Wed.: Dep. Honiara (Fokker) 6.45 a.m. for Munda, Buka, Rabaul, Lae arr. 12 noon (Sept. 16, 30, Oct. 14, 28, Nov. 11, 25, etc.).

P-NG - West NG

TAA, with DC3 Aircraft

Alt. Tues. (Sept. 15, 29, Oct. 13, 27, Nov. 10, 24, etc.): Dep. Lae 10 a.m. for Madang, Wewak, Sukarnopura, arr. 2.35 p.m.

Alt. Wed. (Sept. 16, 30, Oct. 14, 28, Nov. 11, 25, etc.): Dep. Sukarnopura 11.35 a.m. for Wewak, Madang, Lae, arr. 5.05 p.m.

BIAK (WEST NG)-LAE

Garuda Indonesian Airways (DC3).

Alt. Tues. (Sept. 22, Oct. 6, 20, Nov. 3, 17, etc.): Dep. Biak 6.15 p.m., Sukarnopura, arr. 8.25 a.m., dep. 9.25 a.m., arr. Lae 1.30 p.m.

Alt. Wed. (Sept. 23, Oct. 7, 21, Nov. 4, 18, etc.): Dep. Lae 9.15 a.m., Sukarnopura, arr. 12.15 p.m., dep. 1 p.m., arr. Biak 3.10 p.m.

Tahiti-(Hawaii)-USA

UTA, with DC8 Jet Aircraft

Wed.: Dep. Papeete 6 p.m. for Honolulu, arr. 11.35 p.m. Dep. Honolulu 12.20 a.m. Thurs. for Los Angeles, arr. 8.35 a.m. Dep. Los Angeles 12.30 p.m. Thurs., arr. Papeete 6 p.m.

Fri.: Dep. Papeete 8.30 a.m. for Los Angeles, arr. 7.25 p.m. Dep. Los Angeles 1 a.m. Sat., arr. Papeete 6.30 a.m.

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Tahiti-USA

Pan American Airways, with Intercontinental Jet Clippers
 Mon.: Dep. Los Angeles 9 a.m., dep. Honolulu 1 p.m., arr. Papeete 6.25 p.m.
 Tues.: Dep. Papeete 8.25 a.m., dep. Honolulu 3.30 p.m., arr. Los Angeles 11.25 p.m.
 Sat.: Dep. San Francisco 10 p.m., dep. Los Angeles 11.59 p.m., arr. Papeete 5.15 a.m. Sun.
 Sun.: Dep. Papeete 8.45 p.m., arr. Los Angeles 7.45 a.m., arr. San Francisco 9.45 a.m.

W. Samoa-Am. Samoa

Polynesian Airlines Ltd., with DC3 Aircraft
 Between Western Samoa and American Samoa—flight time: 45 minutes.
 Dep. Faleolo (W. Samoa): Sun. 5 a.m., 7.45 a.m., 3.30 p.m.; Tues., Thurs., Sat. 3.30 p.m.
 Dep. Pago Pago (American Samoa): Sun., 6.30 a.m., 9 a.m.; Mon. 9 a.m., Tues. 3.15 p.m.; Thurs., Sat. 4.45 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, arr. Aitutaki 2 p.m., dep. 2.30 p.m., arr. Rarotonga 3.35 p.m.
 Dep. Rarotonga 8 a.m. every Sat., arr. Aitutaki 9.05 a.m., dep. Aitutaki 9.40 a.m., arr. Faleolo 2.10 p.m.

W. Samoa-Fiji

Polynesian Airlines Ltd., with DC3
 Alt. Wed. (Sept. 16, 30, Oct. 14, 28, etc.): Dep. Faleolo 10 a.m., arr. Nadi next day 2.04 p.m.
 Alt. Fri. (Sept. 18, Oct. 2, 16, etc.): Dep. Nadi 2.45 a.m., arr. Faleolo alt. Thurs. (Sept. 19, Oct. 3, 17, etc.), 8.25 a.m.
 International dateline crossed between Faleolo and Nadi.
 Agents: Polynesian Booking Office Terminal, Air-Centre Buildings, Beach St., Apia; R. E. Pritchard, Pago Pago; Qantas Empire Airways Ltd., Nadi Airport.

INTERNAL SERVICES

Fiji

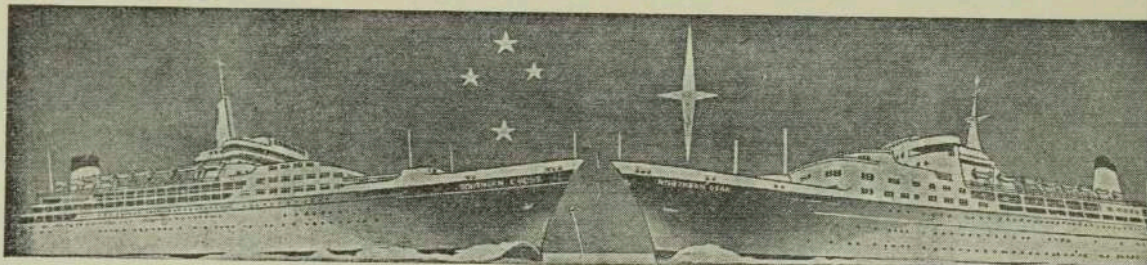
Fiji Airways, Ltd., with Heron and Drover Aircraft
 Suva-Nadi-Suva: Two flights daily: Dep. Suva 7.30 a.m., arr. Nadi 8.15 a.m., dep. Nadi 8.45 a.m., arr. Suva 9.35 a.m.; and dep. Suva 3 p.m., arr. Nadi 3.45 p.m., dep. Nadi 4.10 p.m., arr. Suva 5 p.m. Mon. only: Dep. Suva 7.30 a.m., arr. Nadi 8.15 a.m., dep. Nadi 10 a.m., arr. Suva 10.50 a.m.—all Heron flights.
 Suva-Nadi: Dep. Suva Mon., Wed., Thurs., Fri. and alt. Thurs. 4 p.m., arr. Nadi 4.50 p.m.
 Nadi-Suva: Dep. Nadi Tues., Thurs., Fri., Sat. 6.15 a.m., arr. Suva 7.05 p.m.
 Suva-Labasa-Suva: Dep. 10.30 a.m. Wed., 10.30 a.m. Tues.

Suva-Labasa-Savusavu-Labasa-Suva: 10.30 a.m. Tues.
 Suva-Savusavu-Matei-Suva: Dep. 10.30 a.m. Mon.
 Suva-Savusavu-Matei-Suva: Dep. 11.30 a.m. Mon.
 Suva-Ura-Savusavu-Suva: Dep. 7.20 a.m. Wed.
 Suva - Savusavu - Labasa - Savusavu: Dep. 10.30 a.m. Thurs., 10.30 a.m. Sun.
 Suva-Ura-Suva: Dep. 7.20 a.m. Sun.
 Suva - Labasa - Matei - Labasa - Suva: 10.30 a.m. Mon.
 Suva-Matei-Labasa-Matei-Suva: Dep. 10.30 a.m. Fri.
 Suva-Savusavu-Suva: Dep. 10.30 a.m. Wed.
 Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

French Polynesia

RAI, with DC4 Aircraft
 Services to the Leeward Group (Ouvéa, Sous le Vent), Society Islands.
 Mon., Wed., Thurs., Sat.: Dep. Papeete 7 a.m., Raiatea, arr. 8.55 a.m., dep. 9 a.m., Bora Bora, arr. 9.35 a.m.
 Tues.: Dep. Papeete 7 a.m., Huahine, 7.50 a.m., dep. 8.10 a.m., Raiatea, 8.30 a.m., dep. 8.50 a.m., Bora Bora, arr. 9.10 a.m.
 Fri.: Dep. Papeete 7 a.m., Raiatea, 8 a.m., dep. 8.20 a.m., Bora Bora, 8.40 a.m.
 Mon., Wed., Sat.: Dep. Bora Bora 4 p.m., Raiatea, arr. 4.20 p.m., dep. 4.40 p.m., Papeete, arr. 5.30 p.m.
 Tues.: Dep. Bora Bora 9.30 a.m., Tikeh, arr. 11.20 a.m., dep. 3.15 p.m., Papeete, arr. 4.30 p.m.

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L.: Dep. Bora Bora 9 a.m., Tikehau, arr. 10.50 a.m., dep. 2.10 p.m., Rangiroa, arr. 2.35 p.m., dep. 3.5 p.m., Papeete, arr. 4.30 p.m.

Thurs.: Dep. Bora Bora 5 p.m., Papeete, arr. 6.10 p.m.

Details from RAL, Qual Bir Hakeim, Papeete, or any UTA office.

New Caledonia

TRANSPAC, with Heron and/or Dragon and/or Aztec

Noumea-Mare: Tues. dep. Noumea 2.30 p.m. for Mare, Noumea, arr. 4.30 p.m. Fri. dep. Noumea 2.30 p.m. for Mare, Noumea, arr. 4.30 p.m.

Noumea-Lifou: Tues., Wed., Fri. dep. Noumea 8 a.m. for Lifou, Noumea, arr. 10 a.m. Mon. dep. Noumea 8.15 a.m. for Lifou, Noumea, arr. 10.15 a.m. Noumea-Isle of Pines: Mon., Wed., Fri., Sat. dep. Noumea 10.45 a.m. for Isle of Pines, Noumea, arr. 12 noon. Sun. dep. Noumea 8 a.m. for Isle of Pines, Noumea, arr. 5 p.m.

Noumea-Ouvea: Tues. dep. Noumea 10.45 a.m., Noumea, arr. 2 p.m. Sat. dep. Noumea 8 a.m., Noumea, arr. 10 a.m. Noumea-Houailou-Poindimie: Tues., Wed., Fri., dep. Noumea 9 a.m. for Houailou and Poindimie, Noumea, arr. 10.50 a.m. Sat. dep. Noumea 1.30 p.m. for Houailou and Poindimie, Noumea, arr. 3.20 p.m. Sun. dep. Noumea 3 p.m. for Houailou and Poindimie, Noumea, arr. 4.50 p.m.

Noumea-Kone-Koumac: Mon. dep. Noumea 7.45 a.m. for Kone and Koumac, Noumea, arr. 10.15 a.m. Fri. dep. Noumea for Kone and Koumac, Noumea, arr. 4.30 p.m. Wed. dep. Noumea 2 p.m. for Kone only, Noumea, arr. 3.40 p.m.

New Hebrides

New Hebrides Airways, with Drovier.

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 or Erromanga before the scheduled departure for Vila).

Sat.: 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, a.

Papua-New Guinea

Operated by TAA

PT. MORESBY-LAE (Fokker Prop-Jet)

Tues.: Dep. Pt. Moresby 6.40 a.m., arr. Lae 7.40 a.m. (Sept. 15, 29, Oct. 13, 27, Nov. 10, 24, etc.).

LAE-RABAUL-LAE (Fokker Prop-Jet)

Tues. Dep. Lae 9 a.m., Rabaul arr. 10.55 a.m. (Sept. 15, 29, Oct. 13, 27, Nov. 10, 24, etc.).

Alt. Wed.: Dep. Rabaul 10.10 a.m., Lae arr. 12 noon (Sept. 16, 30, Oct. 14, 28, Nov. 11, 25, 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. (Sept. 18, Oct. 2, 16, 30, Nov. 13, 27, etc.).

PT. MORESBY-WEST. PAPUA (Catalina)

Wed.: Dep. Pt. Moresby 8 a.m. for Kerema, Baimuru, Kikori, Paibuna, Kerema, Pt. Moresby, arr. 3.25 p.m.

Alt. Thurs.: Dep. Pt. Moresby 8 a.m. for Daru, Lake Murray, Daru, arr. 3 p.m. (Sept. 10, 24, Oct. 8, 22, etc.).

Alt. Fri.: Dep. Daru 9 a.m. for Pt. Moresby, arr. 11.15 a.m. (Sept. 11, 25, Oct. 9, 23, 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. (Sept. 21, Oct. 5, 19, Nov. 2, 16, etc.).

Fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Deboyne, Samarai, Pt. Moresby, arr. 4.30 p.m. (Sept. 14, etc.).

Fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Pt. Moresby, arr. 4.30 p.m. (Sept. 28, etc.).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Mon., Fri.: 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, arr. 12.50 p.m. Sat.: Dep. Lae 9 a.m. for Madang, Wewak, arr. 11.55 a.m.

Sun., Tues.: Dep. Wewak 6 a.m. for Madang, Lae, arr. 8.45 a.m.

Wed.: Dep. Kavieng 6.30 a.m. for Rabaul, arr. 7.35 a.m.

Tues.: Dep. Rabaul 12.45 p.m. for Kavieng, arr. 1.50 p.m.

CENTRAL HIGHLANDS (DC3)

Wed.: Dep. Madang 8 a.m. for Wabag, Wapenamunda, Baiyer R., Hagen, Banz, Minj, Goroka, Lae, arr. 2.15 p.m.

Thurs.: Dep. Lae 9 a.m. for Goroka, Minj, Banz, Hagen, Baiyer R., Wapenamunda, Wabag, Madang, arr. 3.20 p.m.

Sat.: Dep. Mt. Hagen 7.20 a.m. for Banz (opt.), Lae, arr. 9 a.m.

Sun.: Dep. Lae 9 a.m. for Goroka, Minj, Banz, Mt. Hagen, arr. 12.05 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 a.m. for Goroka, Minj, Banz, Hagen, Madang, arr. 1.30 p.m.

Mon.: Dep. Madang 9.50 a.m. for Hagen, Banz, Minj, Goroka, Lae, arr. 2.15 p.m.

PT. MORESBY-GOROKA-MADANG (DC3)

Sun., Tues., Thurs.: Dep. Pt. Moresby 8 a.m. for Goroka, Madang, arr. 10.50 a.m.

Sun., Tues., Thurs.: Dep. Madang 7.30 a.m. for Goroka, Pt. Moresby, arr. 10.20 a.m.

LAE-RABAUL-LAE (DC3)

Tues., Thurs., Sat., Sun.: Dep. Lae 9.30 a.m., arr. Rabaul 12.05 p.m.

Sat., Sun., Tues., Thurs.: Dep. Rabaul 6 a.m., arr. Lae 8.35 a.m.

Thurs.: Dep. Lae 10 a.m. for Finschhafen, Cape Gloucester (on request), Kandrian, Talasea, Hoskins, Jacquinot Bay, Rabaul, arr. 1.45 p.m.

Sat.: Dep. Rabaul 9 a.m. for Jacquinot Bay, Hoskins, Talasea, Kandrian, Cape Gloucester (on request), Finschhafen, Lae, arr. 2.10 p.m.

LAE-FINSCHHAFEN-LAE (Cessna)

Tues.: Dep. Lae 7 a.m. for Finschhafen, Lae, arr. 8.15 a.m.

RABAUL-BUIN-RABAUL (DC3)

Wed., Fri.: Dep. Rabaul 8 a.m. for Buka, Wakunai, Aropa, Buin, Kieta, Wakunai, Buka, Rabaul, arr. 3.40 p.m.

RABAUL-TALASEA-RABAUL

Mon.: Dep. Rabaul 8 a.m. for Hoskins, Talasea, Rabaul, arr. 11.30 a.m.

Operated by Ansett-MAL (with DC3's)

Mon.: Dep. Lae 6.30 a.m. for Goroka, Madang, Rabaul, arr. 11.35 a.m.

Dep. Goroka 7.45 a.m. for Kainantu, Lae, Wau, Pt. Moresby, Wau, Lae, Goroka, Mt. Hagen, arr. 5 p.m.

Tues.: Dep. Rabaul 7 a.m. for Wewak, Madang, Goroka, Lae, arr. 3 p.m.

Wed.: Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul, arr. 4 p.m.

Dep. Lae 8.55 a.m. for Goroka, Madang, Wewak, arr. 12.15 p.m.

Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.

Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.

Dep. Madang 7 a.m. for Goroka, Lae, arr. 8.45 a.m.

Dep. Mt. Hagen 6.30 a.m. for Banz, Goroka, Wau, Pt. Moresby, Wau, Lae, Goroka, Madang, arr. 3.45 p.m.

Dep. (Piaggio) Wewak 6.15 a.m. for Goroka, Wewak, Vanimo, Wewak, arr. 2.45 p.m.

Dep. Madang 8 a.m. for Mt. Hagen, Banz, Minj, Madang, arr. 11.45 a.m.

Dep. (Piaggio) Goroka 8.15 a.m. for Mt. Hagen, arr. 8.50 a.m.

Dep. (Piaggio) Mt. Hagen 6.30 a.m. for Banz, Goroka, arr. 7.30 a.m.

Dep. (Piaggio) Wewak 8.30 a.m. for Lumi, Nuku, Wewak, arr. 11.05 a.m.

Dep. (Piaggio) Wewak 1 p.m. for Maprik, Yangoru, Wewak, arr. 2.45 p.m.

Dep. (Piaggio) Mt. Hagen 9.30 a.m. for Mendi, Erave, Ialibu, Kagua, Mt. Hagen, arr. 12 noon.

Thurs.: Dep. Madang 7.30 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka arr. 2.30 p.m.

Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae, arr. 4.40 p.m.

Dep. (Cessna or Piaggio) Mt. Hagen 1.30 p.m. for Banz, Minj, Goroka, arr. 2.50 p.m.

Dep. (Piaggio) Wewak 8.30 a.m. for Telefomin, Wewak, arr. 11.40 a.m.

Dep. (Cessna) Wewak 8.30 a.m. for Aitape, Sissano, Vanimo, Dagua, Wewak, arr. 12.15 p.m.

Dep. (Cessna or Piaggio) Wewak 3 p.m. for Angoram, Wewak, arr. 4 p.m.

Fri.: Dep. Lae 8.55 a.m. for Goroka, Madang, arr. 10.35 a.m.

Dep. (Piaggio) Lae 9.05 a.m. for Kainantu, Goroka, Minj, Banz, Mt. Hagen, Wabag, Mt. Hagen, arr. 1.10 p.m.

Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.

Dep. Wewak 6.15 a.m. for Madang, Lae, arr. 8.50 a.m.

Dep. (Piaggio) Goroka 7.30 a.m. for Lae, arr. 8.25 a.m.

Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.
 Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul, arr. 4 p.m.
 Dep. Goroka 7.45 a.m. for Wau, Pt. Moresby, Wau, Lae, Goroka, arr. 2.40 p.m.
 Dep. Madang 8 a.m. for Mt. Hagen, Banz, Minj, Goroka, Minj, Banz, Mt. Hagen, Madang, arr. 3.30 p.m.
 Dep. (Piaggio) Mt. Hagen 9.30 a.m. for Mendi, Kagua, Erave, Ialibu, Mt. Hagen, arr. 12 noon.
 Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang, arr. 10.35 a.m.
 Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.
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 Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.
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 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, Woiwape, Tapini, Bereina, Kairuku, Aroa (opt.), Rorona (opt.), Pt. Moresby, arr. 1.30 p.m.
 Dep. (Piaggio) Pt. Moresby 8.20 a.m. for Tapini, Woiwape (opt.), Pt. Moresby, arr. 9.50 a.m. (30 min. later if call made at Woiwape).
 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, Ballimo, 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 Woiwape, Tapini, Pt. Moresby, arr. 10.30 a.m.

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Dep. (Piaggio) Pt. Moresby 1.45 p.m. for Rorona (opt.), Aroa (opt.), Kairuku, Bereina, Pt. Moresby, arr. 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, Woiwape, Pt. Moresby, arr. 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 8.30 a.m. for Woiwape, 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, arr. 3.35 p.m. (35 min. later if call made at Rorona and Aroa).
 Alt. Thurs. (Sept. 10, 24, Oct. 8, 22, Nov. 5, 19, etc.): Dep. (DC3) Pt. Moresby 7 a.m. for Popondetta, Embi, Wanigela, Vivigani, Losuia, Popondetta, Pt. Moresby, arr. 1.45 p.m.
 (Aug. 20, Sept. 3, 17, 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. 9.30 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, Woiwape, Pt. Moresby, arr. 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.
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 Tues., Thurs. (in Fokker week): Dep. Honiara 9.30 a.m., arr. Yandina (Rusell Is.) 9.55 a.m., dep. Yandina 10 a.m., arr. Honiara 10.40 a.m.
 Fri. (in Fokker week): Dep. Honiara 8 a.m., arr. Munda (New Georgia) 9 a.m., dep. Munda 9.25 a.m., arr. Barakoma (Vella Lavella) 9.45 a.m., dep. Barakoma 10 a.m., arr. Munda 10.30 a.m., arr. Honiara 11.45 a.m.
 Fri. (in DC3 week): Dep. Honiara 8 a.m., arr. Yandina 8.25 a.m., dep. 8.40 a.m., arr. Munda 9.25 a.m., dep. 9.45 a.m., arr. Barakoma 10.15 a.m., dep. 10.30 a.m., arr. Munda 11.05 a.m., dep. 11.20 a.m., arr. Yandina 12.10 p.m., dep. 12.30 p.m., arr. Honiara 1 p.m.
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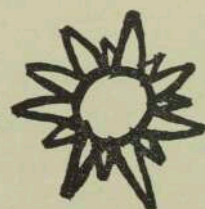
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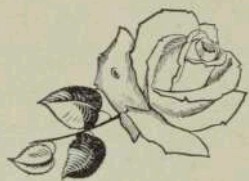
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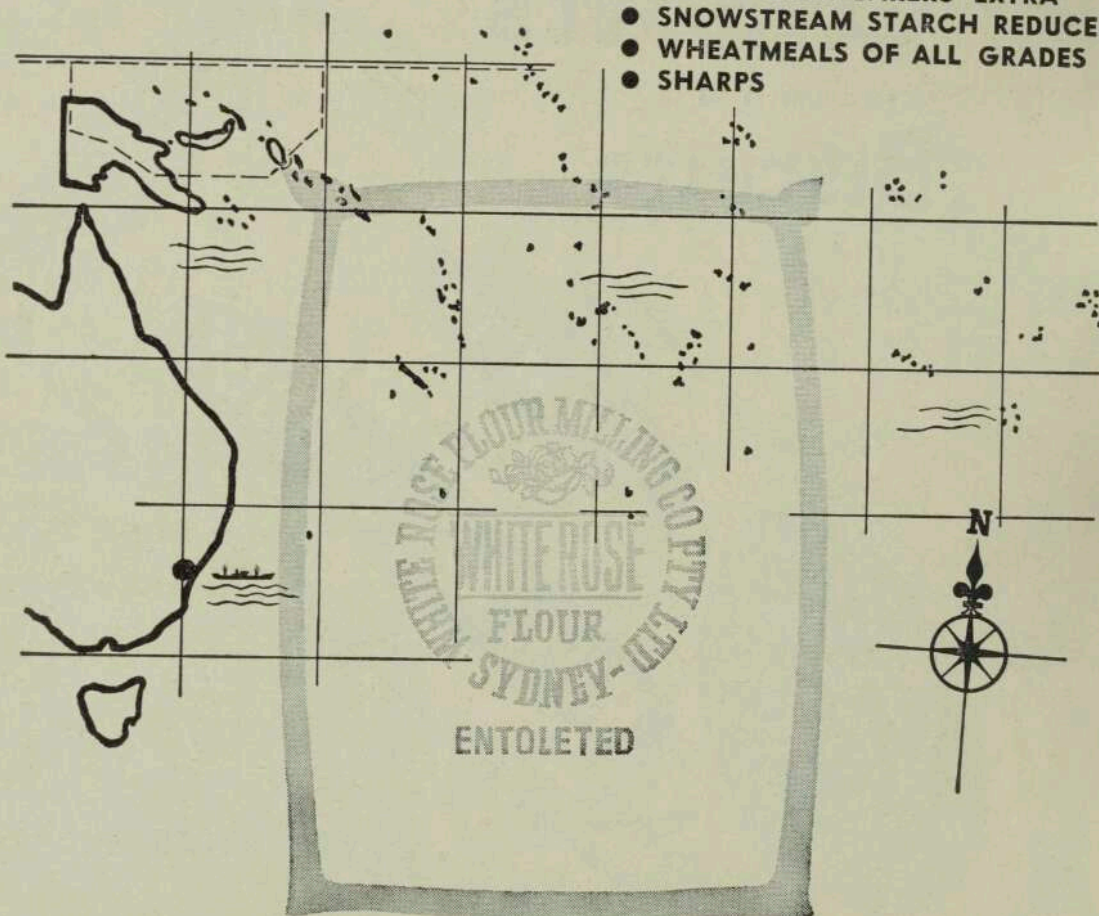
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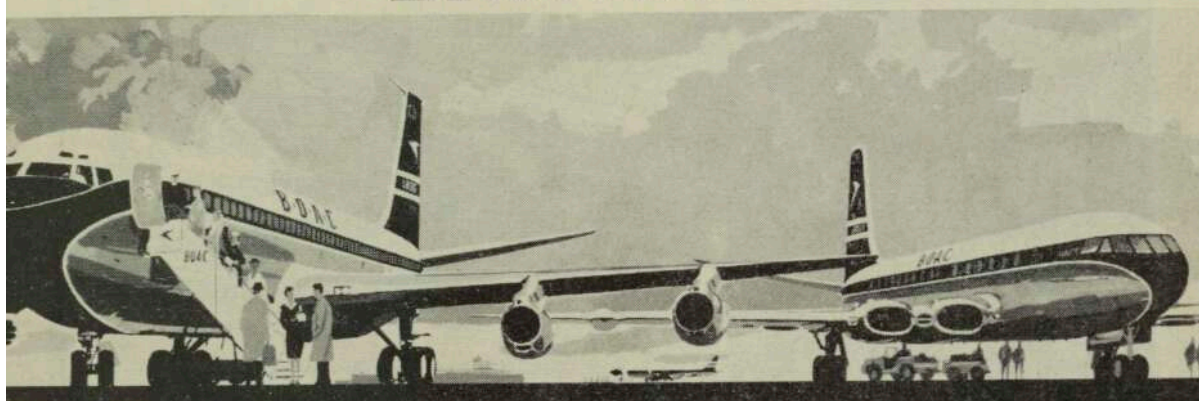
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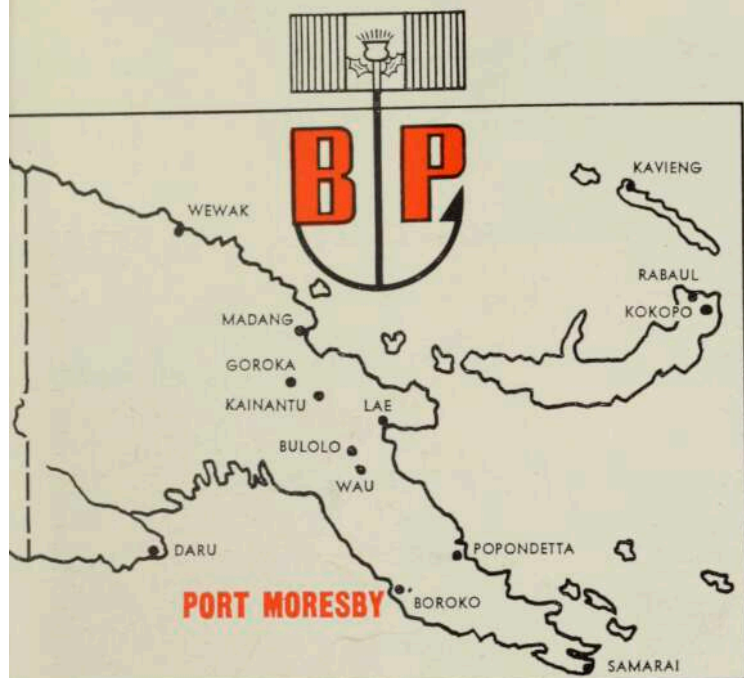
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