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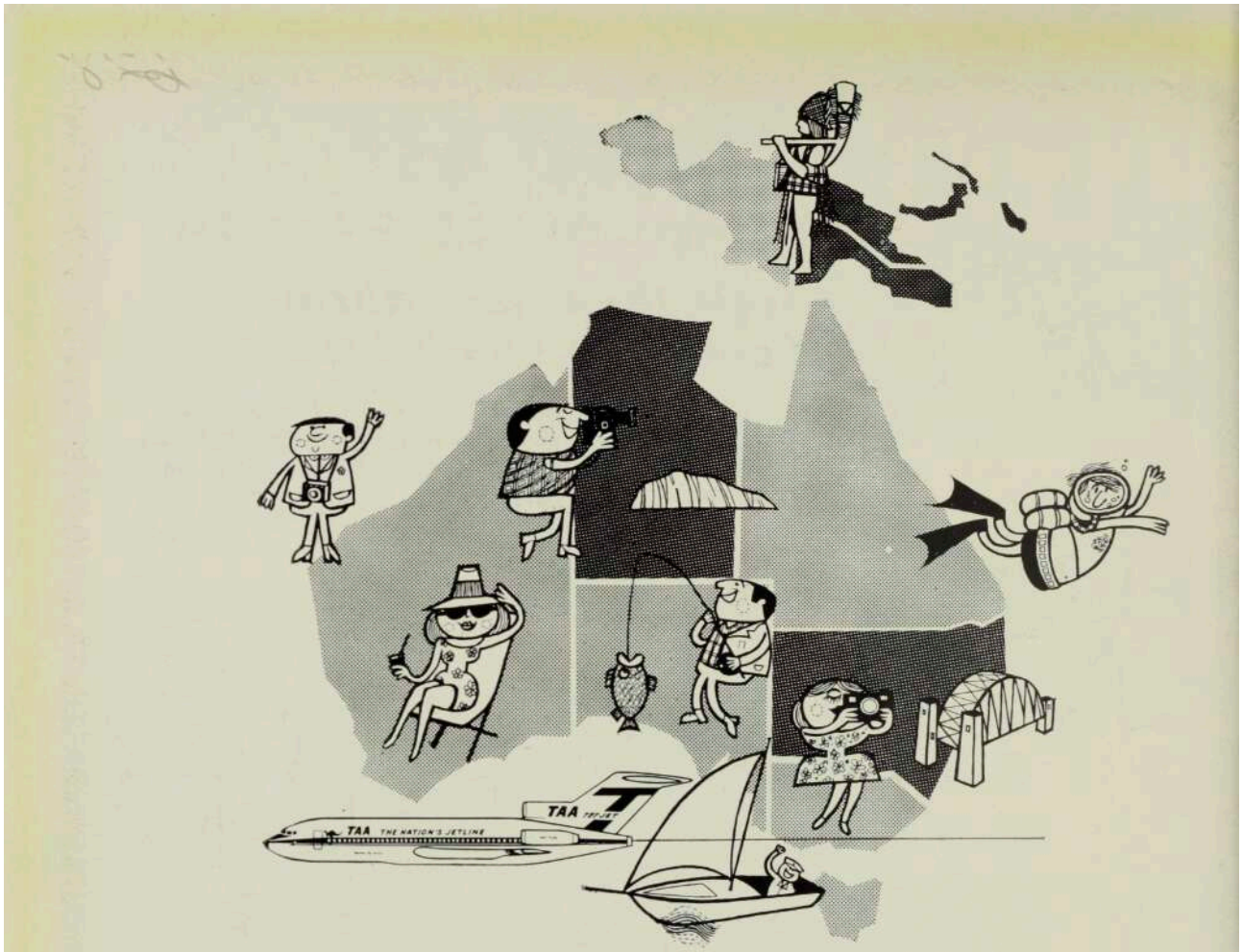
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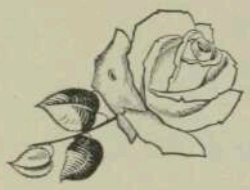
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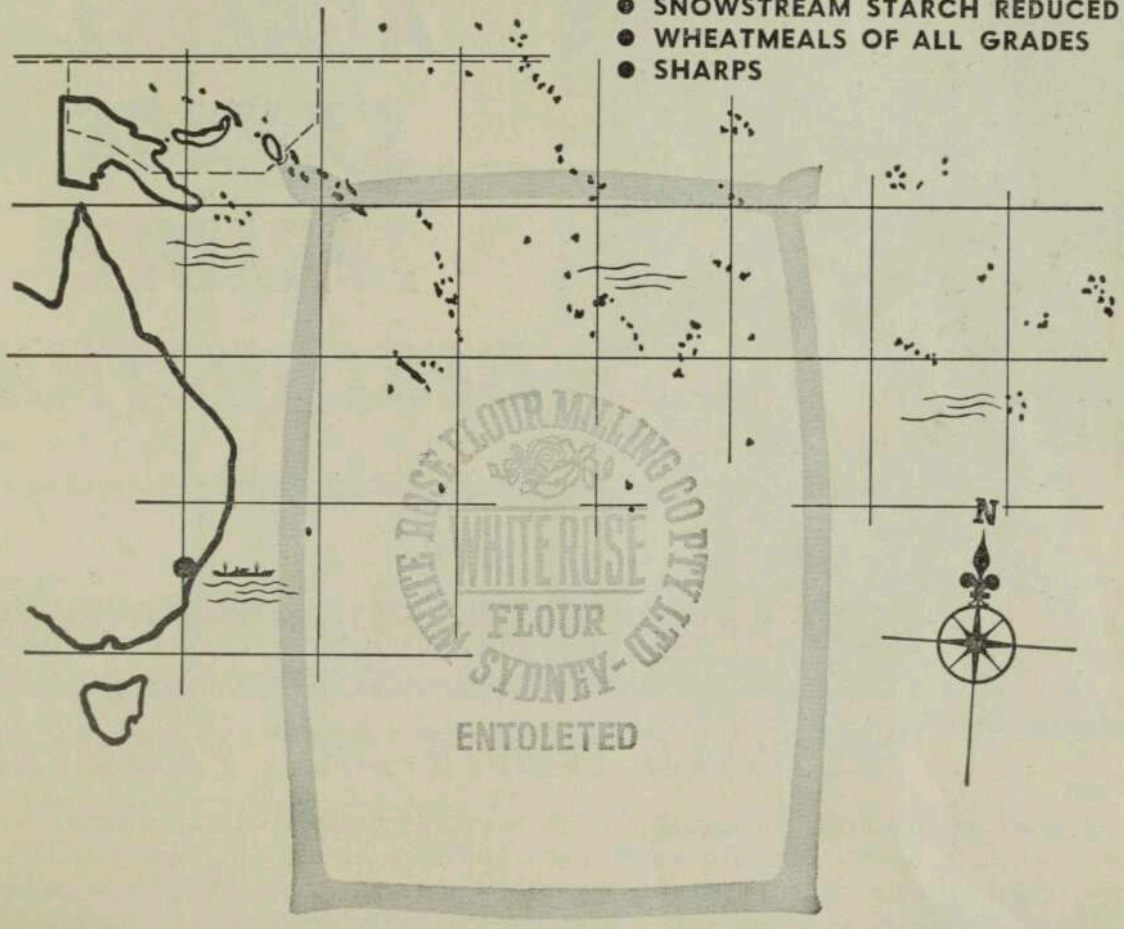
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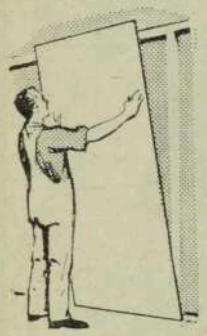
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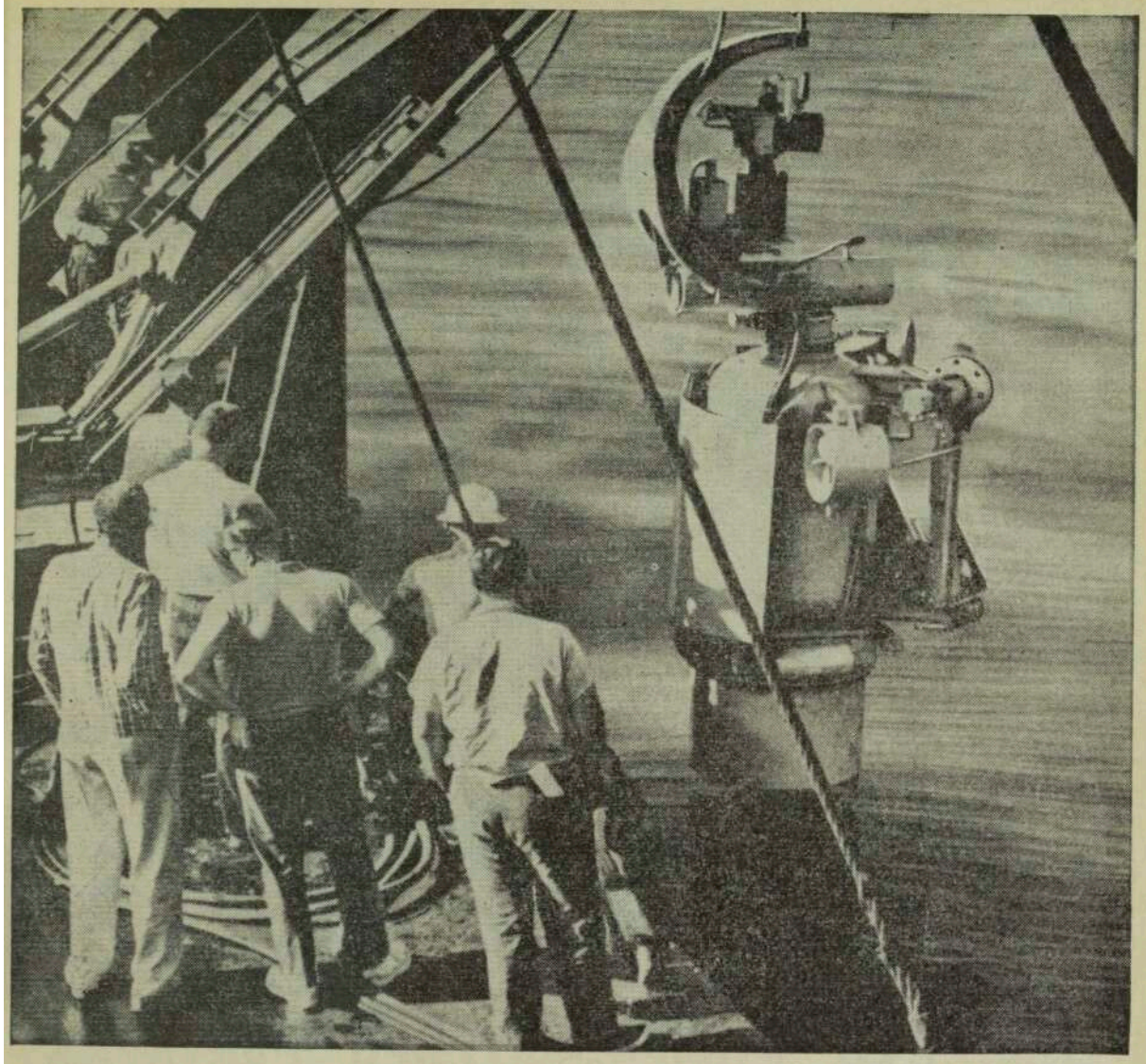
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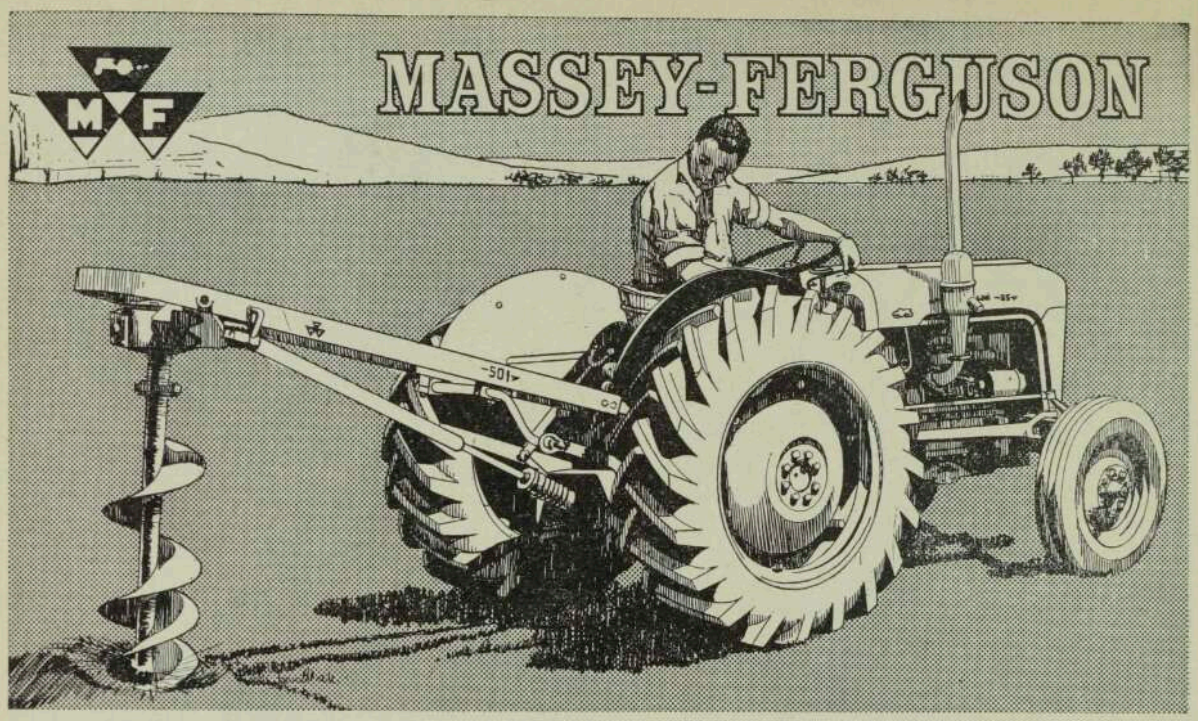
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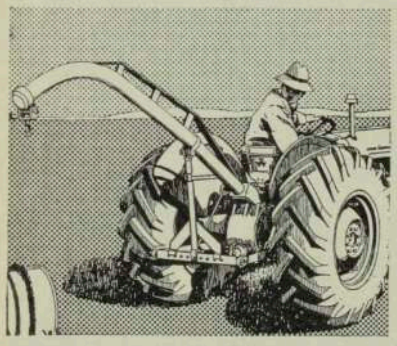
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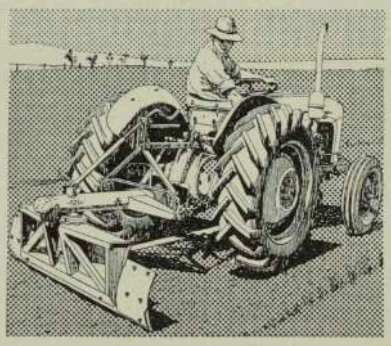
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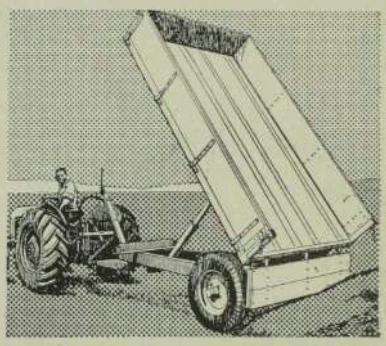
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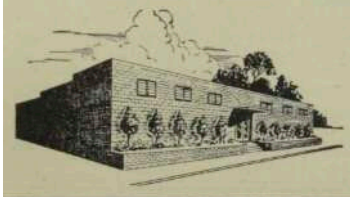
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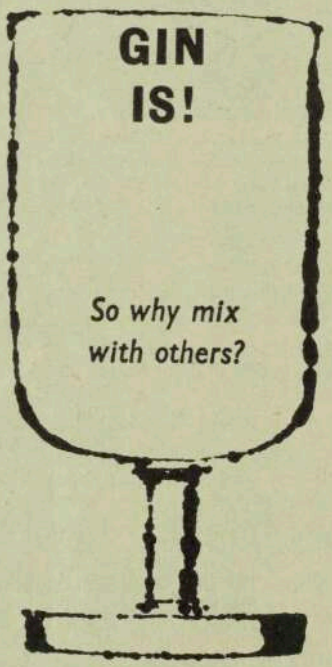
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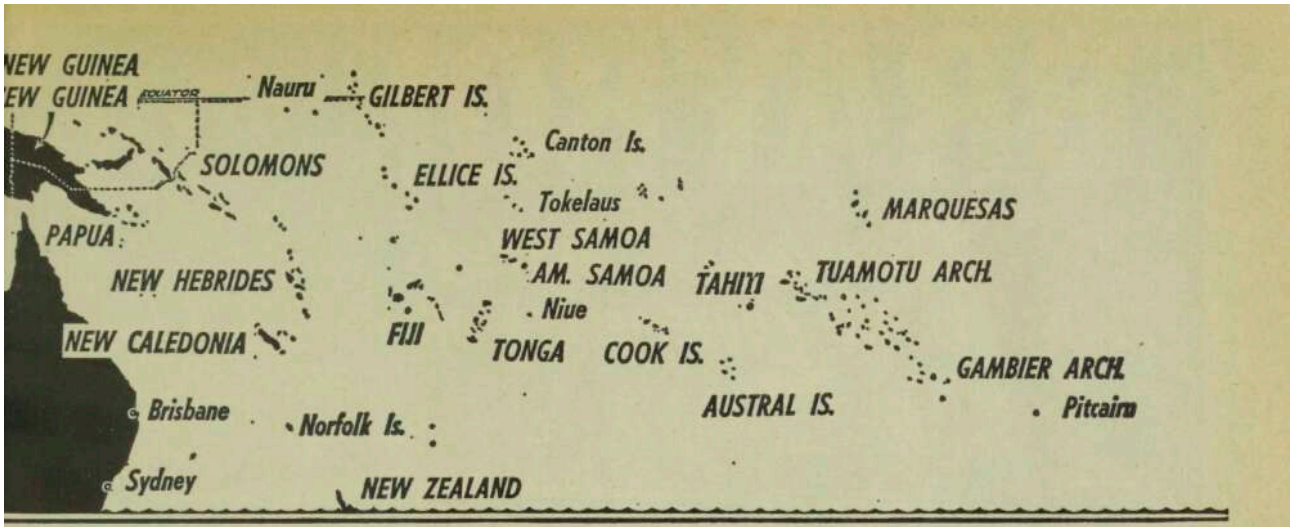
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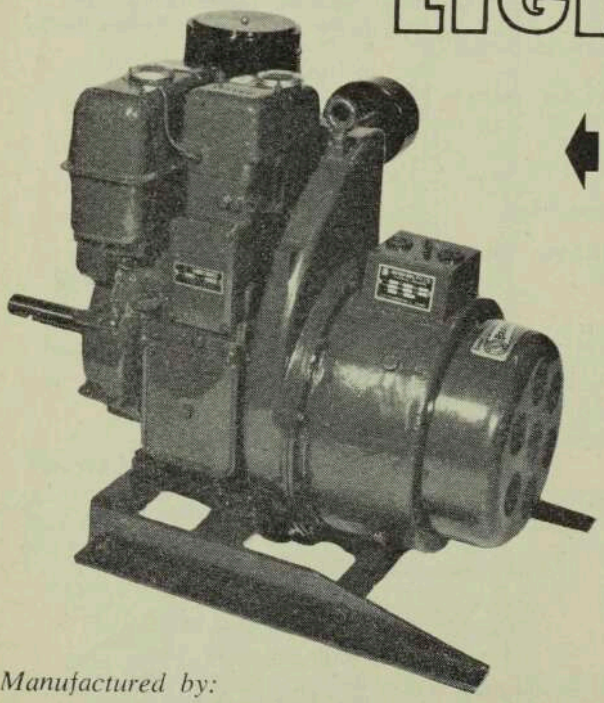
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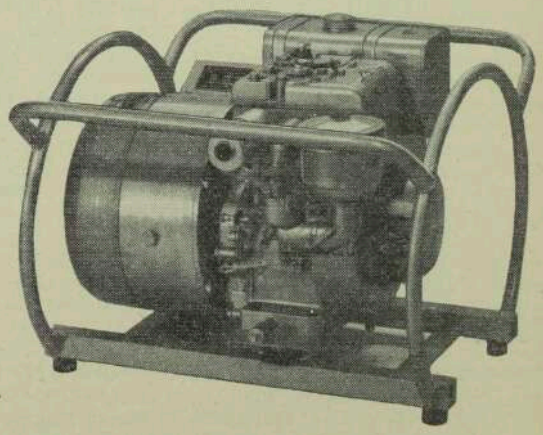
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HOWPIECE: The wife of Fiji's Governor, ady Jakeway, pulled a muscle while laying croquet at Government House re- ently and had to cancel all her public ngagements for more than a week. But hen it came to the Suva Orchid and orticultural Society's flower show at the own Hall on September 5, she acquired wheel chair and went along to open it. an Whippy took this picture while Lady akeway was being shown round the ow by Mr. A. E. Muir, a member of the society.

Cultists Return To Villages

JOHNSON cultists in some villages on the west coast of New Ireland ere beginning to return to their omes early in October after fleeing to the jungle from a P-NG Ad- inistration patrol which was sent the area on September 27 to re- ore civil obedience and arrest atives who had attacked a tax- ollecting patrol in Lokono village re days earlier. Twelve native olicemen in the tax-collecting patrol ere wounded in the Lokono attack.

Lokono was deserted when the eptember 27 patrol, comprising 40 ative police headed by Assistant istrict Officer W. Benham, arrived ere. The patrol found more than 00 hidden weapons. Lokono was ill deserted when *PIM* went to ress.

FIJI'S MEMBER SYSTEM INAUGURATED

Schoolboy Jocularities, But No Fanfare Of Trumpets

From a Suva Correspondent

History is not always made with a bang and a flourish of trumpets, it seems. At any rate, there was nothing spectacular about the beginning of the latest chapter in Fiji's history—the inauguration of the new Member system in the Legislative Council on September 14.

UNDER the new system, six unofficial members, three with portfolios and three without, took their seats on the Government side of the House, bolstering the Government team.

There were, therefore, 16 members on the Government benches (against 19 previously), and 12 unofficial members on the opposite side.

The six "borrowed" unofficial members looked somewhat uneasy and a little embarrassed as they rubbed shoulders with the official members.

The "borrowed" six are Mr. John Falvey, Member for Communications and Works; Ratu K. K. T. Mara, Member for Natural Resources; Mr. A. D. Patel, Member for Social Services; Messrs. Ron Kermode and James Madhavan, and Ratu Penaia Ganilau.

There was a first-day-at-school-after-the-hols. air in the chamber before the bewigged, begowned Speaker, Mr. Maurice Scott, took his seat.

Crossed Floor

The unofficials shook the hands and pulled the legs of their erstwhile colleagues who had crossed the floor, muttering schoolboyish jocularities such as, "And how's the Government?" and "What's it feel like to be one of the ruling class?" while the erstwhiles countered with, "Ah, the Opposition!"

Then, after, a few harmless questions to Mr. Patel, as Member for Social Services, the Council settled down quietly to the business before it.

Some bills were soon approved, as a result of which no one can be forced to accept vaccination for smallpox and repairers of goods can sell them if the owners don't claim them within a certain time.

Next, the House considered the report of a Salaries Commission which, after five months hard work in the Colony, recently issued findings particularly favourable to civil servants in the lower grades.

Little was said about the report on the first day, because the Colonial Secretary proposed that a select committee should consider it and report to the Council after an adjournment.

Somebody wanted to know who would appoint the select committee —the Government, which might pack it with its own members, or the Speaker, who might bring in unofficial members with their own ideas on who should get salary increases?

Voice Of Jacob

The Colonial Secretary replied that the Speaker picked the committee members. But the Speaker said that he announced them from a list recommended by the Government. So when the list was announced, it was the voice of Jacob but the hands of Esau.

When it resumed its session on the evening of September 17, the Council had quite an audience. Not surprisingly, it was made up largely of civil servants.

Almost everybody on the unofficial side had a dig that evening at the salaries report, and some expressed disgust that the magistracy had not been elevated to the top salary bracket.

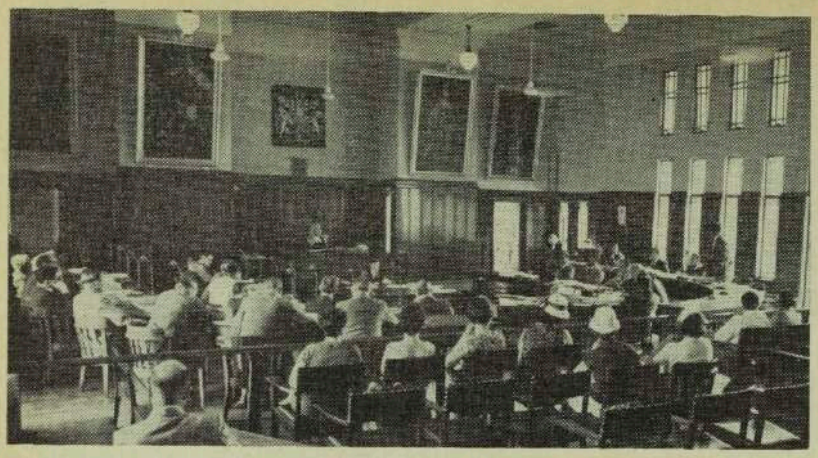
The debate was carried over to the following morning when the Government said it wouldn't give another penny to the magistrates, as, in the end, they came off better than most because promotion was rapid.

This argument did not entirely convince everyone, and it was probably not coincidence that the members who waxed wrathful about injustices to magistrates were lawyers.

Eventually, the salary proposals were approved without many changes, back-dated to New Year's Day.

The Council then considered

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Fiji's new Member system worked smoothly during its first session in the Legislative Council in September. Photo shows the Speaker, Mr. H. Maurice Scott, presiding over the Government (left) and the Opposition (right). At extreme right, Josua Rabukawaqa, successor to Ravuama Vunivalu, makes his maiden speech.
Photo: Rob Wright.

another matter, which, in its implications, is much more important than civil servants' salaries.

It was brought up by an Indian nominated member, Mr. C. A. Shah, who moved that the Government obtain a direct vote from sugar cane farmers and South Pacific Sugar Mills Ltd. on the future of the Sugar Price Stabilisation Fund.

Distribution

The motion also asked that "provision be made for the winding up of the Sugar Price Stabilisation Fund and the Capital Development Fund and their distribution to the cane growers and the millers according to their respective shares".

On the surface, it seemed harmless enough except that the mover and seconder, Mr. C. A. Shah and Mr. S. M. Koya respectively, are members of the "Federation", an organisation born during the 1960 cane field troubles and nurtured afterwards.

The unofficials who spoke on the motion—Mr. F. G. Archibald, Mr. A. I. N. Deoki, Mr. C. P. Singh, and Mr. J. A. Moore—favoured the motion, or most of it, and Mr. Deoki suggested what appeared to be an admirable idea.

This was that the money accruing to farmers—about £50 a head, he reckoned—should be used to buy shares in the SPSM, which, the previous week, had announced that five million 5/- shares in the company would be offered to the people of Fiji (see p. 123).

Mr. Deoki's idea did not seem so good after the Financial Secretary, Mr. Harry Ritchie, had a go.

He explained that Britain had agreed to pay more than the world price for sugar from Commonwealth producers, provided those producers put some of the extra money in a fund to be used when sugar was not fetching so much. If Fiji monkeyed with the fund, Britain was likely to cut its price for Fiji sugar.

The result would be a new record low in the price for sugar and nothing in the "kitty" to bolster up the price.

Mr. Ritchie added that, with a world shortage of sugar recently, Fiji had been riding on the crest of a wave and selling for high prices in the world's free market.

But those prices were tumbling, so price fluctuations would affect Fiji more than in the past. This meant that Fiji would need her Sugar Stabilisation Fund.

Despite this logical argument, Mr. Koya persisted. He complained that no one listened to the cane farmers, and he said that these men believed that if they were not coloured, but were Europeans, they would "not have this treatment from the Government".

Rebuked

The Speaker rebuked Mr. Koya for this remark and ruled him out of order.

The "baby" of the House, Josua Rabukawaqa, elected to replace the late Ravuama Vunivalu, moved that the motion be referred to the Council's next session, as the Fijian cane farmers in his area "would like to know more about this".

This motion was agreed to after Mr. Falvey had vehemently castigated Mr. Koya for his "irrational threats . . . tainted with a racial connotation".

Constitution Bill Passed

RESIDENCE ISSUE ENLIVENS COOK ISLANDS DEBATE

Some bitter exchanges on the controversial clause on residential qualifications for election candidates enlivened an otherwise dull debate on the Cook Islands Constitution Bill in the Cook Islands Legislative Assembly in September.

THE bill, which provides a constitution for the Cook Islands after they achieve internal self-government next year, was introduced simultaneously in the Cook Islands Assembly and New Zealand Parliament on August 11. (*PIM*, Sept., p. 20).

The Cook Islands Assembly made some amendments before passing the bill, but these will not necessarily become part of the constitution, as the NZ Parliament, which has yet to debate the bill, will have the final say.

However, the NZ Parliament will be guided by the views of the Cook Islands Assembly and also by the findings of a NZ parliamentary select committee which has been set up to hear evidence on constitutional matters.

Delegation

A four-member delegation from the Cook Islands arrived in Wellington on September 19 to give evidence before the select committee.

The main amendments to the Constitution Bill passed by the Cook Islands Assembly were that:

- Two *arikis* (high chiefs), one from Rarotonga and one from the outer islands, should be chosen to sit with the New Zealand High Commissioner to represent the Queen. The term of their appointment would be four years and they would be eligible for reappointment. (The original proposal was that a High Commissioner only represent the Queen).
- All appointments to the Cook Islands Public Service should be in the hands of the Secretary to the Government (who will be known as Secretary to the Premier's Department), without any statutory requirement to consult the Cabinet. (This

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is seen as an indication that the Assembly wants no political control of the Public Service).

A proposed amendment to the clause on residential qualifications for candidates in Legislative Assembly elections was defeated by 16 votes to 3. The amendment sought to make the residential qualification for Cook Islands-born candidates three months instead of three years.

Petition

The amendment was defeated despite:

- The presentation of a 2,280-signature petition to the Assembly seeking a residential qualification of three months.
- A statement to the Assembly by a New Zealand Government representative, Mr. L. Davis, that the NZ Government believed the Cook Islanders were mature enough *not* to have to "legislate against anybody coming back and standing for the Assembly," and that they could decide for themselves at the elections whether a person should be elected or not.

Mr. Julian Dashwood, who moved the amendment to the residence clause, said that no one would care whether the qualification period was 30 days or 300 years if it were not for Mr. Albert Henry, the Aitutaki-born political leader who recently returned to the Cook Islands after nearly 20 years in New Zealand.

He added that some members seemed more concerned with "preserving their own plums than filling the basket with fresh fruit."

Several members later attacked Mr. Henry, describing him as a selfish man, a man having no interests in the Cook Islands, and a man not having "guts enough to stay" in the Cook Islands when times were hard.

Mr. Dashwood defended Mr. Henry against these attacks.

"I myself should describe Mr. Albert Henry as a dedicated man," he said. "I should just like to remind members of the recent honour which the New Zealand Government paid him in appointing him a justice of the peace. That is not something that is done lightly."

Mr. T. Roi, member for Rarotonga, who presented the petition to the Assembly, warned members that there would be "some misunderstanding or revolution" unless the amendment were accepted "because in the hearts of the people, they are not in agreement with this section."

The two members for Mangaia told the Assembly that they had put the residence issue to their electors, and they had voted in favour of the three-year residential qualification.



With the wind in his whiskers, raftman William Willis shakes hands with Hank Penning, the first man to see him after his arrival in Australia.

Willis May Make His Fortune, But The Philatelists Won't

By a Staff Writer.

If there's any money in floating 10,000 miles across the South Pacific from Peru to Australia, it hasn't gone into the pockets of the newspaper magnates, the radio barons, the television tycoons, or the cinema moguls.

WILLIAM WILLIS, the 71-year-old American raftman, who, on September 9, became the first person to complete such a trip, made sure of that by saying nothing about his lone trip to anyone, and by keeping almost completely out of every cameraman's way.

And if there's anyone, who, like me, got one of the 421 letters that Willis carried on his raft, he'd better give up the idea of selling it for a fortune because the Western Samoa Post Office seems to have ensured that the raft-borne letters have no more value as collectors' items than those conveyed by conventional means.

Willis' letters were posted in Apia, Western Samoa, the only place he stopped at on his unique trans-Pacific voyage, which took 205 days.

The voyage began at Callao, Peru, on July 4 last year when Willis' 10-ton steel raft, called *Age Unlimited*, was towed 45 miles off the Peruvian coast and cast adrift in the Humboldt Current. Willis' aim was to drift non-stop to Australia to show that a man of his age could do such a thing and as a protest against arbitrary retiring ages.

On November 12, 1963, with a distress flag flying, Willis made an unscheduled landing at Puipa'a, six miles from Apia, where his raft was repaired while he flew home to New York for medical attention.

He resumed his voyage on June 26, slipping out of Apia in darkness to avoid being trailed by a yacht carrying photographers, who, reportedly, were hoping to cash in with a film on his exploits.

The only time that Willis was sighted during the 2½ months it took him to reach Australia from Samoa was on August 18 when the freighter *Baron Jedburgh* reported seeing him near Willis Island (of all places!), 250 miles east of Cairns.

Three weeks later, after somehow

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finding a gap in Queensland's formidable Great Barrier Reef, Willis beached his raft near the mouth of the Tully River, fired off some rockets, and brought a local schoolteacher, Mr. Hank Penning, to his aid.

When asked who he was, Willis replied with Stanley-meets-Livingstone succinctness: "I'm Willis, of New York," adding after a pause, "But I've just come from Samoa."

Needless to say, it was not long before the Press had swarmed to the spot, seeking stories from this extraordinary adventurer. But although Willis was affable, he was as tight-lipped about his adventures as he was when he completed a similar voyage from Callao to Pago Pago 10 years ago in his raft *Seven Little Sisters*.

About all the reporters learned was that, following an accident on board, Willis had been paralysed from the waist down for six days when he was still hundreds of miles aff the Australian coast.

If they wanted to know more, Willis said, it would cost $25,000, which was what he was paid for a story on his previous voyage. He offered the raft itself at the same figure—with no takers.

Lecture Tour

He planned later to ship the raft to Sydney, where he will probably begin a lecture tour.

The circumstances of Willis' arrival brought this reaction from a columnist in the Apia weekly *Samoana*:

"It looks as though raftsman William Willis found the formula for success when he came ashore at Puipa'a last November. His landing in Australia followed almost exactly the same pattern—rough seas, injury, radio silence, sailing through a reef, distress flag flying, and a call home to his wife. He should pack 'em in at New York where he is to lecture at the World's Fair!"

Meanwhile, Willis handed over his bag of Apia mail to the postal authorities at Tully for dispatch to the Sydney GPO, where he had hoped to deliver it personally.

The Sydney authorities had been advised by telegram from the Apia Post Office that Willis was carrying this mail. But as Apia did not request special philatelic treatment, they had no authority to stamp it to indicate that it had come by raft.

However, the Sydney authorities did take it on themselves to back-stamp the letters, which is not normal practice.

The back stamp, which is rectangular, bears the words, "SYDNEY/ 28 SEP./1964/N.S.W. AUST.". The cancellation on the front (on all the envelopes I have seen) is a round one with the words, "APIA/20 JE 64 1/WESTERN SAMOA". Postcards had the same stamps, but both on the address side. The postcard stamps were circular.

A Sydney GPO official told me that of the 421 letters in Willis' bag, 295 were for return to Samoa, and most of the rest were for Sydney addressees. In almost all cases, the senders had either written or typewritten such words as "Per Willis raft 'Age Unlimited'" on the envelopes or cards.

The official said he had asked a stamp dealer his opinion of an envelope as a collector's item. The dealer had replied: "If I was to offer that to a collector in Europe, he would be sceptical. There's nothing official on it to prove it came by raft."

He added: "There's no means of putting a value on these things. It's a question of supply and demand. So as far as I'm concerned, the demand is nil."

Far-Reaching World Bank Report On New Guinea

A scheme designed to allow New Guineans to take over assets after 30 years is understood to be one of the proposals put forward in the report of the mission from the International Bank for Reconstruction and Development, which carried out an economic survey of P-NG in 1963.

THE report was received in Canberra about June; and it was generally expected that something would be published in August.

It had been anticipated that the P-NG Treasurer would have a good deal to say, based on the report, when he presented his Budget to the new House of Assembly in Port Moresby on September 1. All he said was that the report was not yet available, although he warned that emphasis in the future would be on economic rather than social development.

One section of informed opinion believes that the report criticised the Commonwealth Government's policies in relation to social and economic development in P-NG in such strong language that the Government decided to suspend publication while the matter was discussed with the World Bank authorities; and that a request was made for a rewriting of part of the report.

Some critics, in the past, have insisted that far too large a proportion of Australia's most generous grants to the Territory was spent on social development, and not nearly enough on economic development.

It is understood that World Bank experts accepted this view, and pointed out that it is foolish in view of the present drive towards early self-government to load the Administration structure with heavy obligations in the fields of education and health, while the development of the Territory's natural resources is not sufficient to pay for them.

Tenders closed in Canberra on October 8 for the printing of the report, which will be in about 500 book-size pages with charts and coloured maps.

Main Points

It is understood that among the important points of the report is one criticising the present land tenure system in P-NG. It will suggest that native owners be allowed to lease their land for development directly to lessors (of any race) at an economic rental. A suggested lease is of 30 years, after which the owners should have the opportunity to acquire the capital assets created on the land. Finance would be made available to them to do this.

Other points of the report are:

That a Rural and Industrial Bank be established to provide finance necessary for individual projects in P-NG.

That a P-NG Economic Advisory Committee be established.

That Australia should provide increased funds for further economic development, with emphasis on roads and communications and a cattle industry for the Markham, the Ramu and the Highlands.

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P-NG Snub For UN Mischief Makers

From R. W. Robson, in Port Moresby

Out of the welter of undefined political ideas and confusing commentaries which attended the Foot Report on P-NG —and the attempted implementation of the report in the hurried establishment of a House of Assembly—there has come a fairly clear indication of where P-NG is going, and how it is going to be shaped.

JP to the end of August, it was an uncertain picture.

There was an Assembly of 64— 8 New Guineans and 16 Europeans, us 10 officials—but no one knew hether there was racial harmony the Assembly; whether the appoint- ent of 10 New Guineans as Under- cretaries, to integrate the Assembly th the Administration, was working t; whether the vague policies out- ed by Administration were voured generally by Assemblymen. But before the second session of e Assembly in September was three ys old, the picture had changed mpletely.

It was obvious there was a remarkable degree of harmony between the New Guinean and the European members. All sections appeared to have similar ideas of where the Territory is going, and how it is to be prepared for eventual self-government.

Spontaneous

Probably the most startling development was a spontaneous declaration by the New Guineans, insisting that the people of P-NG should be allowed to go forward towards self-government in association with Australia, and that the emissaries of UN should keep their mischief-making noses out of it.

That declaration, introduced in the opening hour of the session on September 1, set the note for all future debate.

In my opinion, this concerted move by New Guinean leaders was brought about by:

- The friendly and helpful attitude of the elected European members of the Assembly towards the New Guinean members.
- The irritating comments of peripatetic, irresponsible observers from India, Africa, and other "emerging" countries who, although their own governmental set-ups represent everything undesirable from anarchy to dictatorship, think they have a UN-given right to lecture Australia about her performances in New Guinea. P-NG, in August, had to suffer silly criticism by emissaries from Persia, Kenya, Pakistan, Nigeria and elsewhere, and this was resented.
- A clear perception by the New Guineans of the implicit threat to their future in the activities of Indonesia against Malaysia and of Red China against the free countries of South-East Asia. They shrewdly decided they were safer with Australia.

The first indication that something unexpected was afoot came the day before the assembly opened, as the New Guinean MHA's gathered in Port Moresby and went into private conference.

The Europeans soon knew that some concerted move was planned; but they did not know its nature, and some of them were pessimistic.

The Hands-Off Motion

Their pleasure was marked when, immediately the Assembly met, Matthias Toliman, a teacher from Rabaul who is also Under-Secretary for the Administrator's Department, gave notice that he would move:

"We, the elected representatives of the people of Papua and New Guinea, desire to convey to the Parliament of the Commonwealth of Australia, the Trusteeship Council and the General Assembly of the United Nations Organisation, the expressed wish of the people that they, the people, and they alone, be allowed to decide when the time is ripe for self-government in Papua and New Guinea, and the form that such government will take; and the people's further firm conviction that the road to self-government can best be travelled with one guide, and that guide the Administering Authority; and that undue pressure from without can lead only to that disruption, chaos and bloodshed which the people have observed with great alarm in certain newly independent countries."

The 38 New Guinean members already had agreed, outside the Assembly, that they should nominate John Guise as leader of the elected members.

But what would the 16 elected Europeans do? It had been expected that they would nominate as their leader a European—Mr. Ian Downs



Matthias Toliman.

NEW JET SERVICE TO TAHITI TO BEGIN SOON

Under a new Australia-France air greement initialed in Melbourne on October 5, the Australian airline Qantas will start a jet service hrough Tahiti, the French airline TA will resume services through ydney on its round-the-world flights, nd both airlines will provide a nce-fortnightly return shuttle ser- ice with jet aircraft between ydney and Noumea.

Qantas' service through Tahiti, xpected to begin on November 27, ill connect Sydney and London via exico, the Bahamas and Bermuda. he UTA service through Sydney ill begin after November 15.

The Melbourne agreement restores iation relations between Australia d France which were severed last ecember. Qantas then lost its hiti traffic rights, UTA lost its dney traffic rights, and the Sydney- oumea service of the two com- nies was curtailed.

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who, by experience and natural ability, appeared to have all the needed qualifications. The Europeans, however, did not waste 10 minutes—they announced that they would back Mr. Guise. They also supported, as Deputy Leader, Mr. Matthias Toliman.

That made a marked impression on the Assembly as a whole.

The Assembly settled down in two sections—the 10 Departmental heads, who act as the Government, led by Assistant Administrator Dr. John Gunther; and the elected members, led by Mr. Guise and Mr. Toliman.

It is not yet Government Party versus Opposition, but it could develop that way.

Mr. John Guise

Although Mr. Guise, aged 50, is not completely native—he is the descendant of a Frenchman, member of a famous aristocratic family, who settled in Papua a long time ago—he is generally accepted as the well-educated leader of the New Guinea communities (he claims to speak six languages). He is regarded as Prime Minister material.

His biggest job will be to bring national unity to the diverse tribes of the Territory—Papuans and Bukas, Kukukukus and Sepiks, Tolais and Chimbus—who speak at least 500 different languages, and who are generally antagonistic to each other, and who can talk together now only in the bastard lingo called Pidgin.

Both Toliman and Guise (who moved and seconded what is called the "Hands Off New Guinea" motion), made thoughtful, constructive speeches, gingered with criticism of aspects of the Administration. They were followed by several New Guinean members, who showed a real awareness of the more important issues facing this first House of Assembly.

The 10 Departmental heads sat in a solid phalanx on the Speaker's right, and they did not seem to relish the task of giving scores of written replies to the 81 questions that adorned the first day's Order Paper. The questions came mainly from Messrs. Ian Downs, John Pasquarelli, Don Barrett, Zure Zurecnuoc, Percy Chatterton, Edric Eupu and John Guise; and in most cases they either implied criticism of Administration or sought information whch obviously would provide ammunition for critical speakers.

Most of the elected members—if not all—are either locally born or old residents who have had long, tough experience of Papua and New Guinea conditions, and have developed strong opinions about the Territory's ills, and how to cure them, and the best ways to ensure quick and effective development.

On the other hand most—if not all of the "Ministers"—with the notable exception of Mr. Keith McCarthy—have had very little practical experience "out in the bush"; but all have risen through merit to be directors of administrative departments.

Lively Exchanges

Obviously, each side was critical of the other. Naturally, there were some lively exchanges.

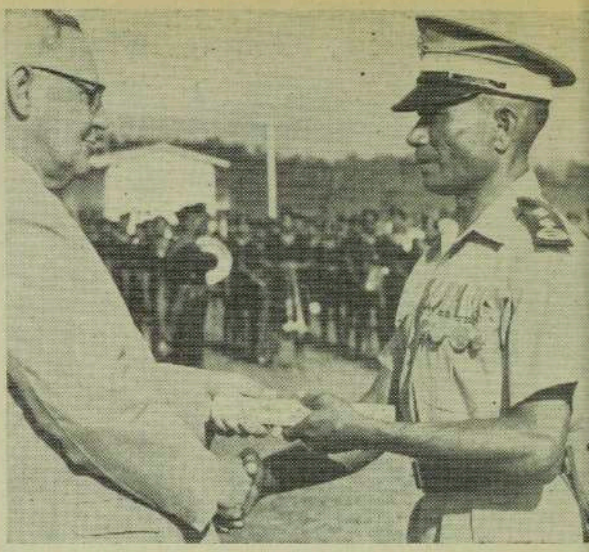
For example, Treasurer Newman, delivering his Budget, and Trade and Industries Director G. Cannon, in statements, tried to make a good showing of Administration efforts to establish secondary industries. They referred to cigarette making in Madang, manufacture of steel drums in Rabaul, nail-making somewhere else.

The critics insisted that economic development lay not in fiddling around with introduced industries under tariff protection, but in amending the laws so that more suitable land could be forced into use, for the extension of established crops, and the introduction of new crops.

It was clear, however, from the Budget speech, and from statements made in debate during the two following weeks, that both Administration and Assembly are agreed that future emphasis will be on economic development, and less on social services.

FIRST OFFICERS

The first New Guineans to graduate as officers of the Royal Papua and New Guinea Constabulary received their certificates recently from the Administrator, Sir Donald Cleland. The new officers graduated as sub-inspectors after completing a four-year course at Bomana Police Training College. Seen here receiving his certificate is Sub-Inspector Christian Arek, of Papua.



UN Mission Curtails NG Visit

From a Rabaul Correspondent

Two United Nations truth seekers, who obviously couldn' find the sort of truth they wer seeking, cut short their visit t Papua-New Guinea last month.

THEY left the Territory two day ahead of schedule, pausing lon enough in Australia to tell th Minister for Territories, Mr. Barne that they had not said the cor troversial things claimed in som sections of the Press.

Since their return they have pre sented a report to the United Natior Committee of 24 on De-colonisatio The report is reasonably generou towards Australia's policies in P-NG although it haggles over a numbe of specific points.

The two men who made the tou are Mr. Natwar Singh (India) an Dr. Mohied-Din Nabavi (Iran They are members of the Committe of 24 but their P-NG tour was personal one at the invitation of th Australian Commonwealth.

The Committee of 24 is an Afr Asian-sponsored group within th UN. Its stated aims are to ensu the independence and freedom choice of what it calls colonial ter tories, although on its record it

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Resettlement Plan "Not Abandoned"

The Australian Government has not abandoned its negotiations for the acquisition of parts of Curtis Island, off the south Queensland coast, despite the Nauruans' statement in August that they do not wish to be resettled there.

AUSTRALIA'S representative at the United Nations, Mr. Dudley McCarthy, said this at a UN meeting in New York in September.

He said that "all parties concerned" had a responsibility to ensure that the best possible future was provided for the Nauruans, whose island could not support a population after its phosphate was exhausted.

Mr. McCarthy's statement followed a breakdown of talks in Canberra in August between the Australian Government and a Nauruan delegation headed by Head Chief Hammer DeRoburt. The talks covered five objects: Resettlement on Curtis Island, a legislative council and self-government for Nauru, rock phosphate royalties, ownership of the phosphate deposits, and the rate of extraction of phosphates (*PIM*, Sept. p. 9).

more interested in rapid wholesale independence rather than soundly-based self-determination.

The two men started their tour in Port Moresby and after talks with Australian officials there they were launched into a solid round of inspections which lasted for eight days.

It was on the eighth day that things started coming unstuck. Fog at Goroka caused the men to miss their aircraft connection and they took two days to get to Rabaul instead of the scheduled one day. Australian commercial representatives and government officers take this sort of thing in their stride, but the UN double-shooters were a sorry pair when they finally reached Rabaul.

Dr. Nabavi was sauve and polite, but claimed that the two days which he took to get to Rabaul represented very hard work", and he was obviously not in a benevolent mood. Mr. Natwar Singh, on the other hand, yawned and lolled around with little care for what anyone thought. Unshaven and unworried he cancelled the day's itinerary and went to bed.

Later he cancelled another tour in the Rabaul area—and then grabbed the official transport to make a tourist trip to nearby Matupit volcano.

The two men abandoned altogether an important conference with leaders of the Gazelle Peninsula Local Government Council—the biggest council in P-NG and a recognised group with growing political power.

They left P-NG two days ahead of schedule after fussing at officials in Rabaul to change their aircraft bookings.

What was achieved?

In Press interviews and a radio interview it was obvious that the two men had preconceived ideas. They were interested in pushing independence at any price for the New Guineans and they seemed annoyed rather than surprised when NG leaders indicated a preference for studied rather than hasty development.

The impression arose from their visit that they were not so much interested in what the people wanted but rather in what they felt the people should have. Such an attitude may well end in independence, but it can hardly be described as self-determination.

Avoided Reply

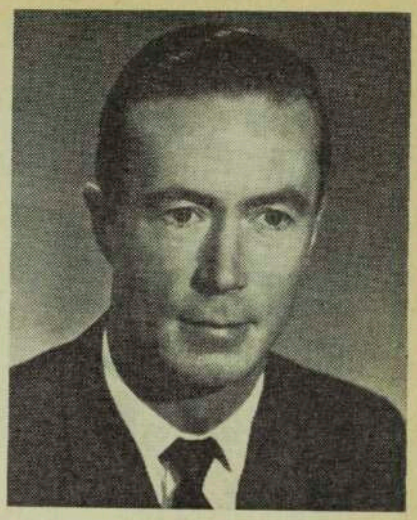
A Rabaul broadcaster, Mr. Bob Roberts, asked the two men in an interview if it would be better to educate the people to the standards of democracy rather than to grant early independence which could cause anarchy.

Mr. Natwar Singh's answer was: "I will not go into the controversial part of your question".

Said Mr. Natwar Singh: "The position is quite clear. Papua-New Guinea is no different from any other colonial territory, and the aims of our committee are quite basic—all territories which have not yet gained independence should be granted independence without delay. There is a process by which this can be done, and it should be done".

Since the return of the two men to United Nations headquarters, the main criticism which they have made concerns the presence in the P-NG House of Assembly of Government-nominated members and of Europeans from special electorates.

The fact that the New Guineans themselves asked for this type of situation during the present interim years is ignored. The Gazelle Peninsula Council—which the two men were supposed to meet—was prepared to provide the reasons.



Mr. Paul Sharp, who has been appointed general manager of the Australia New Guinea Corporation Ltd.

NAMED FOR NEW GUINEA POSTS

The Australia New Guinea Corporation and Council on New Guinea affairs have both announced appointments of men to fill top posts.

THE Corporation and the Council were established by private capital earlier this year, the first to develop and sponsor commercial development in P-NG, and the second to publicise New Guinea and create a better informed public on New Guinea's problems.

General manager of the Corporation, who will take up his post in Port Moresby in October, is Mr. Paul Sharp, 44. Mr. Sharp was previously NSW manager of I.C.T. and, earlier, general manager of Fairymead Sugar.

Executive officer of the Council is Mr. Peter Hastings, leading Sydney journalist and writer on P-NG affairs, who has been editor of the *Bulletin* since 1962. He has been given six months leave of absence from the *Bulletin* to get the Council organised, and he will work from Sydney. The Council will arrange conferences and seminars (a seminar will probably be arranged first) and will eventually produce a journal on New Guinea affairs.

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Tropicalities

After 40 years in the police force, 32 of them in the Territory, Papua-New Guinea Police Commissioner Mr. Chris Normoyle retired on September 30. There was no immediate announcement about his successor but there was quite a lot of activity going on behind the scenes.

[R. NORMOYLE retired a little
earlier than he had anticipated
ecause he was more interested in
ng a good policeman than in
owing a straight political policy
. He made several plans for im-
vement, to little avail.
ligh authority has been seeking
eplacement who will perhaps be
e malleable.
)ne authority would like to see
etired Pacific Islands Regiment
)nel or major fill the post.
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eone with academic qualifications.
compromise might be reached
a District Officer or District
mmissioner. But an ordinary pro-
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ted.
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itories is still dealing with a plan
eorganisation for the Police De-
ment, presented to it more than
months ago by Policeman Nor-
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e Smell Of al Money

FORTUNE may be waiting for
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tine of the Cachalot whale.
big piece, weighing about 100
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ng perfumers. It is built up
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tion caused by the "beaks" of
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.
e secretion is in a mass which
be up to 100 lb, and more,
eight. It is dark to start, but after years in the ocean it becomes lighter.

It is in the final stage, when the whole mass is very light in colour that it is most prized, and very high in value.

It is not found only on islands close to the traditional routes whales follow on their annual migrations. It is believed that it is generally caught up in the Humbolt current which sweeps across the Pacific from east to west before it gets into another drift to be washed up on an island beach.

A Sydney perfume manufacturer said that ambergris looked something like a clay subsoil, and had a sort of pungent odour.

"The worse it smells the better it is," he told us.

TAHITI NEWSPAPER CONFUSION

Two newspaper owners have written, pointing out that we got some of our wires crossed in the Tropicalities item on Tahiti newspapers (Sept. p. 17).

Mr. Philippe Mazellier points out that *La Depeche* is a daily, owned by him and not by Mr. Alfred Poroi, who has an interest in *Echos de Polynesie*, which has a section in English.

The manager of *Le Journal de Tahiti* writes to inform us that *La Presse*, which we also mentioned, ceased publication a month ago, having been sold by the owners of *La Depeche* to the owners of *Echos de Polynesie*.

As far as we're concerned, this is confusion worse confounded. Which is Mr. Poroi's new weekly, equipment for which was supposed to have landed in Papeete in August?



Ratu Meli Loki.

A Fijian With A Difference

THE Fijian custom of *kerekere*, which allows a relative to ask the owner of something for all or part of that something, is, in the words of Sir Alan Burns, "a serious handicap to the progress of the Fijian people, as it is a powerful disincentive to individual effort and thrift".

But not every Fijian is deterred from individual effort by *kerekere*—a notable exception being Ratu Meli Loki, chief of Tamavua Village, just outside Suva.

On a hill at Tamavua that commands a fine view of Suva Harbour, Meli has constructed the biggest *bure* in the whole of Fiji to put on programmes of Fijian entertainment for anyone who wants to be so entertained, but particularly tourists.

Construction of the *bure* began in August, 1963, and it was finished in January. The building is 90 ft long, 30 ft wide and 40 ft high. Shows are held there every Saturday night, and on request from travel organisations and cruise ships.

Loki says that the idea of the entertainment is to give tourists "as much traditional atmosphere as we can during the short time they spend in Fiji".

Visitors are greeted with *salusalus* (the Fijian equivalent of Polynesian *leis*), and after they have seated themselves on the floor, there is a *yaqona* (kava) ceremony of welcome.

A group of dancers perform dances with spears, fans, clubs, etc. and also sing folk songs, and a string band plays soft music between items.

This entertainment is followed by

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a Fijian feast, in which fingers are used as knives and forks; and somewhere along the line, the visitors are invited to participate in dancing side by side, Fijian fashion, rather than face to face.

Loki says: "It takes patience and push to develop a business like this, but things are progressing satisfactorily and our Saturday night shows are proving popular even with the local people".

Loki, who speaks enviable English, was the first Fijian announcer on the Fiji Broadcasting Commission.

Everybody's Doing It

AN EXHIBIT at New Guinea's Goroka Show indicated that the now sophisticated New Guineans of the New Guinea Highlands mine for themselves gold each year worth £20,000 to £30,000. An official told us that most New Guinean miners sell the gold to the Administration or the banks, and get silver currency in exchange.

"Yes, and then they put it back in the ground," somebody remark

"There are thousands of pou in silver currency buried arou the villages."

"Quite so," replied the offic "But so what? Don't we sell the g to the United States, and don't Americans put it back in the grou —in the vaults at Fort Knox?"

"Yankee" In A Se Of Bill Trouble

The 96 ft steel-hulled brigan tine *Yankee*, which ran aground on the reef at Avarua, Raro tonga, on July 24, was still there in the latter part of September and—it seemed—likely to stay there unless her owners paid their bills.

The owners, Windjammer Cruises Ltd., of the Bahamas owe the Cook Islands Govern ment £800 for accommodation at the Government-owned hote in Rarotonga for the *Yankee'* 12 passengers, who have now been repatriated to the US.

The Government has therefore obtained a detention order against the *Yankee* from the Rarotonga High Court which will hold good until all debts have been paid. If they are not a writ of sale will be issued.

Meanwhile, the *Yankee'* skipper, Captain Derek Lumbers is said to have made various attempts to obtain assistance to get his ship off the reef, includ ing the dispatch of cables to Pago Pago, Suva and Papeete All have been in vain.

Le Journal de Tahiti reported on September 23 that Mr Joseph Shaffer, general manager of Windjammer Cruises, had arrived in Papeete en route to Rarotonga to see if *Yankee* could be refloated.

Well Met By Chance In Tahiti

TAHITI is full of surprises, m of them pleasant. One day cently we were sitting on a beach Tautira, watching some lo youngsters sail model outrig canoes with red and blue pareu sa when we were accosted by an elde gentleman (see photo) wearing lo costume. He was probably wond ing what we were doing on prope that turned out to be private.

He was Henrik G. Levinsen, Dane, who has spent 40 years Tahiti, give or take one or two wh

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tried unsuccessfully to settle NZ or Fiji. Tahiti has always awn him back and now, at 80, he ends his time writing poetry, read- (favourite author: Bertrand ssell), and caretaking the Robert uis Stevenson Lodge, which is ned by the Bambridge family.

Tautira is the largest village on hiti-iti and is the place where RLS ed for some months during the vels that eventually brought him "Vailima", in Apia, Western moa. The present Lodge is sup- sed to have been built on the spot ere Stevenson lived. The Lodge vides probably the cheapest ac- nmodation in Tahiti—rooms cost equivalent of a few pounds per ek and you do for yourself.

An even more exhilarating en- nter was with Mrs. Manuel bson, who turned up at the Hotel hiti in the middle of luncheon the lowing day and to the interest of er diners, and the amazement of *ific Islands Monthly's* R. W. bson, claimed him as her family's n.

Arrangements were made to visit Tahiti Robsons at "23 kilometres" m Papeete, in the Paea district, dix heures", the following rning.

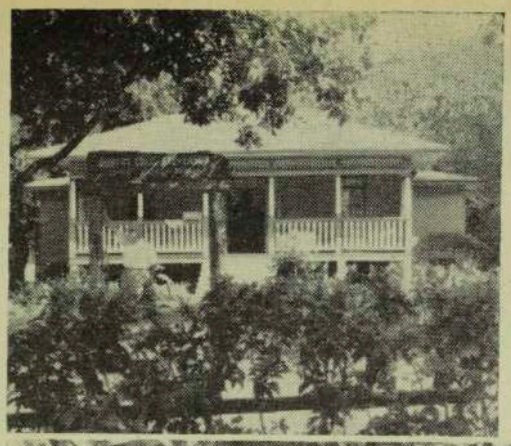
Clan Assembled

When we arrived at the appointed e the whole clan was assembled, although it is possibly an ggeration to say that there are ndreds of Tahiti Robsons, there tainly are dozens and dozens of m, from babes of a few months to Tante, who is probably well her 70's.

Where their six words of English our half dozen words of French rlapped we gathered that ndpere Algernon Robson had ved in Tahiti about 100-125 years from England and had married Tahitian. About the same time, grandfather of R. W. Robson ved in Otago, New Zealand, and an the production of the NZ bsons—but other than that no ct connection could be proved.

Most Robson families have their ts going back to Northumber- l, around Hexham, where some of last remnants of Hadrian's Wall still be seen. According to RWR, originally made an honest liv- as border raiders.

ut in spite of the missing links be- en the Tahitian and the New land Robsons, by the end of an rious morning and stirrup-cups of d Scotch whisky, everyone was pared to settle for the name of sin. It was one of the pleasantest ounters we've had in the South s.









ENCOUNTERED IN TAHITI: In the top picture is the Robert Louis Stevenson Lodge at Tautira, and Mr. Henrik G. Levinsen, its host, referred to in the story on page 18. Below are some of the Tahiti Robsons who turned up to meet their NZ "cousin". The middle picture shows (from left to right) Manuel Robson, of Paea, grandson of the original Algernon who went from England to Tahiti over a century ago; Tante (Manuel's aunt), daughter of Algernon; Mrs. Manuel Robson (standing); and R. W. Robson. A few of the other Robsons who came to the party are seen in the bottom picture.

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Upsets Follow P-NG Public Service Reorganisation

From a Port Moresby Correspondent

A proposal made in Madang in early October to form a P-NG Federation of Trade Unions was one of the sequels to the reconstruction of P-NG's Public Service, which came into effect on September 10.

UNDER the reorganisation, which was approved by the Legislative Council at its final meeting last November, the auxiliary division, which has been used in the training of New Guinean public servants, has been abolished and there is now only one single line of positions open to both local and expatriate officers.

But there are different rates of pay—higher for the expatriate—and this has caused trouble. Local officers will continue on their present salaries, but new local recruits holding the same positions will have to accept lower salaries.

The Public Service Commissioner, Mr. G. D. Somers, pointed out that salaries for local officers had to be related to the future economy of the Territory. This applied in every independent country.

Protests

But this self-evident fact, understood throughout South Pacific territories, was not understood by many in P-NG and there were protests in some parts of the Territory. More than 200 angry New Guinean students from the Port Moresby Teachers' Training College marched on the Administration to protest. One leading public servant, Oala Oala Rarua, told a TV interviewer in Sydney that the scheme was wrong and should have been debated by the new House of Assembly. He said stronger unions were required.

Others complained not so much at the principle of the cuts but at the amount of the cuts for local officers. They said the new scales were too low.

The Rev. Percy Chatterton, MHA, said the new rates would drive a wedge of ill-feeling between those New Guineans who joined the Public Service before September 10 and thus were entitled to the higher rate and those who joined it after that date.

Administrator Sir Donald Cleland went on record to deny what he said some New Guineans believed—that the new pay rates meant Australia intended to withdraw its support from the Territory prematurely.

He said the change would assist independence and relieve the future government of a difficult adjustment they would otherwise have to make themselves.

Meanwhile Oala Oala Rarua was appointed chairman of a committee to set up the Federation of Trade Unions, which will handle claims from Territory workers for better pay and conditions. It hopes to cover 10,000 New Guineans.

Representatives of eight Workers' Associations, as trade unions are called in the Territory, met to form the committee. Delegates agreed that a federation would give the associations greater bargaining strength.

In Port Moresby in late September, acting president of the P-NG Public Service Association, Mr. W. C. O'Brien, said there was growing unrest among European members of the Public Service "who are becoming anxious to know what the future holds for them".

Compensation

Mr. O'Brien was commenting on talks held between the association and the Minister for Territories, Mr. C. E. Barnes, in Canberra on the question of compensation for expatriates for loss of jobs when they were replaced by New Guineans.

The association's proposals for compensation, which are based on Northern Rhodesia's compensation scheme, will be submitted to Federal Cabinet.

Mr. O'Brien said, "One thing emerged from the discussions: the Department of Territories is anxious to have a compensation scheme in existence by the end of the year".

He added 358 people had resigned from the service in 1963-1964 and 90 people had already resigned since the start of this financial year.

NIUE SOLVES ITS WATER PROBLEM

From J. Edward Brown, on Niue

It looks as if Niue's lon standing water supply problen have been solved. Until now th only water available has bee rain water caught from roofs an from special catchment area but now Mr. Gilberd, a we driller from Whangarei, Ne Zealand, has turned up to drill series of wells around the islan

HE arrived at Niue in July ar within two weeks of his arriv he had had his equipment check and hauled to the first site and ha drilled the first well, striking wat 123 ft 4 inches below ground lev at Liliku, near Hakupu village.

A week later another well ha been drilled at Vaiea.

Other wells will be drilled arour the island so that the water len which lies underneath can tapped to provide water for agr culture and for domestic purposes

It is intended to set up windmil to pump up the water.

EVERY *Tofua* that leaves Niu Island these days seems to tak several Niuean public servants goi to New Zealand for training of son description.

There are now four categories training for existing and potenti public servants of the Cook, Niu and Tokelau Islands, scholarshi for primary or secondary educatio bursaries for higher educatio scholarships for career training an scholarships for in-service trainin in New Zealand of public servants

The in-service trainees, who a given a short refresher trainin course in New Zealand to broade their experience and ability, diff from the career trainees in that the do not do a job of work but rath observe a variety of specialise training experience over a sho period, usually six months. Th programme has been stepped up.

This year trainees will learn abo the operation of heavy road equi ment, radios and telephones, polic typing and shorthand, accountin and clerical work and schoolteachin

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MALL KINGDOM PLAYS HOST TO 12 COUNTRIES

m Dorothy Lavin, in Nukualofa

The tiny Kingdom of Tonga k on a nation-size job when undertook to play host to resentatives from 12 different ntries during the Pan-Pacific l South East Asia Women's sociation Conference in gust.

ITH delegates and observers totalling approximately 200, it the largest influx of visitors at one time, probably in the history Tonga.

Vith comparatively few amenities work with, it says much for the anisation, before and during the ference, that everything went h a smoothness that not only ounded the visitors, but the gans too.

he conference itself was held in new Tungi Building, an arcade shops and offices just completed in kualofa's main street. The main l, which is situated upstairs and s the full length of the building, ideal for the many addresses en during the conference, and for various concerts held in the nings.

Delegates were billeted with Tongan l European families, an arrangent which proved popular.

The informality of home life came a welcome relief after each day's gramme in conference. Queen ote opened both the new build- and the conference.

Theme

The theme of the PPSEAWA nth Conference was—"The Role Women in Preserving the Cultural ritage of Mankind". Many aspects this theme were taken by the ious speakers, from the practical w to the idealist, but many other jects were spoken on and discussed , such as the work of the United tions and its subsidiary organisans.

One of the most interesting was talk given by Dr. Elmina Lucke, New York, on the Mekong River ject—one of the biggest internal efforts the world has known. e work of the World Health ganisation was illustrated aptly by Mr. Ben Adan, World Health Organisation engineer at present engaged in sinking wells and piping water to the outlying villages in Tongatapu.

Dr. N. T. Burbidge of Canberra, international secretary of PPSEAWA, gave a thought-provoking talk suggesting that much work could be done by PPSEAWA to assist adults to read and write. She pointed out that few books have been printed to teach adults to read and that PPSEAWA could find the needs of its own particular areas and attempt to have books printed and distributed. Her suggestions were adopted by the recommendations committee and already offers of help have started to come in.

The conference was not without its relaxations. Delegates were taken out to one of the islands for a picnic and entertained at Tongan feasts and concerts.

● The people of Nissan Island, Bougainville, using bush knives, picks, shovels and wheelbarrows, are reconditioning a wartime airstrip so that it will take DC3 aircraft. The strip is about 7,000 ft. long and 300 ft. wide.

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QUALIFICATIONS: The Scholarship is open to Papuan natives who have qualified to matriculate in the University of Sydney.

VALUE: The Scholarship is valued at £700 p.a. and also covers the Scholar's fees within the University. It is estimated that this stipend is sufficient to allow a Scholar to live at one of the University Colleges while undertaking his course.

TENURE: The Scholarship will be tenable while the holder is considered to be making reasonably satisfactory progress towards his degree.

APPLICATIONS: Applications close with the Registrar, University of Sydney, Sydney, on January 27, 1965. They should include:—

(1) a statement of the candidate's full educational qualifications, the course he wishes to undertake and the names of referees;

(2) an enrolment application form, which is available from the undersigned in November, 1964;

(3) an application for matriculation in the University of Sydney.

Sydney,
September, 1964

M. A. TELFER,
Registrar

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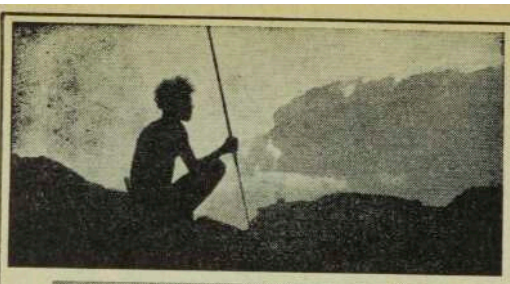
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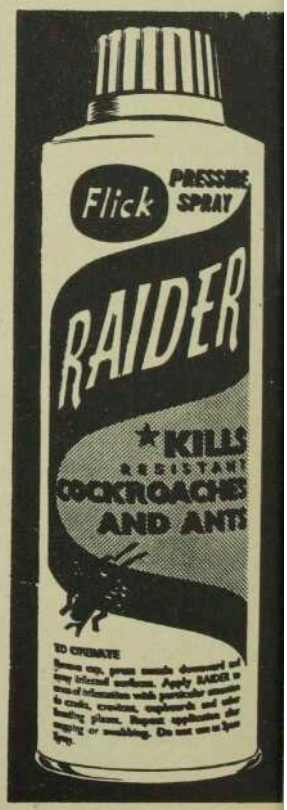
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DEATH OF FORMER TOP MAN IN THE NEW HEBRIDES

Mr. Richard Dennis Blandy, tish Resident Commissioner the New Hebrides from 1940 1950, died at his home at lkerville, South Australia, on tember 7. He was 72.

R. BLANDY served in the New Hebrides for more than 20 years he first half of his service being as istant Resident Commissioner.

Born in the Canary Islands, Mr. ndy joined the British Colonial vice in 1911. He served in the ian Police Force for 13 years, and chief of the International Police Tangier in 1928-29. He went to New Hebrides in September, 1929.

During his long years in the Condominium, Mr. Blandy gained a utation as a courteous, efficient and e administrator. He was one of very few top Pacific administrators remain in his post throughout the ific War. For his services, he was de a CMG and was awarded the E.

After the fall of France in June, 0, Mr. Blandy supported the nch Resident Commissioner, Mr. ri Sautot, in his stand in favour the Free French Movement of neral de Gaulle and the evacuation Vichyites to Indo-China.

Currency

He also made new currency angements, as the French franc become valueless; and organised sale of New Hebrides products to stralia that had previously been d in France.

Later, after the Japanese attacked rl Harbour and American bases e established in the New Hebrides, Blandy worked in close coeration with the Americans, organthe sale of local products to them.

Mr. Blandy was married twice—to llicent Joyce Kidd, in 1916, and to nes Maxwell (Nan) Douglas, in 7. He had two children by his t marriage—Ruth (Mrs. Charles nckton) and James (killed in rma in 1944). He also had two ldren (twins) by his second rriage—John Richard and Charles lliam. Mr. Blandy is survived by second wife.

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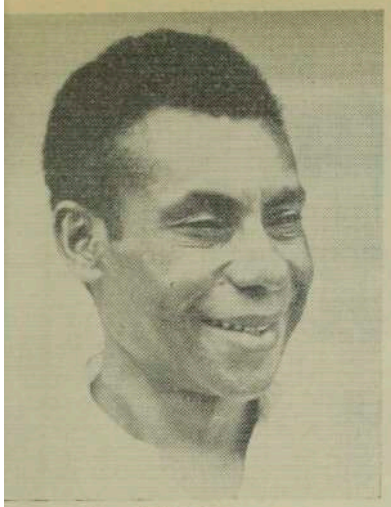
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Zure Makili Zurecnuoc

TOO MANY RULES FOR P-NG'S NEW PARLIAMENT

From R. W. Robson, in Port Moresby

My heart went out in sympathy nd understanding to Zure Makili urecnuoc, MHA, a stocky New uinean from Finschhafen hose official title here is Under-ecretary for the Treasury.

PEAKING quietly but effectively in simple English, he damned all ese ancient forms and formalities ith which this newest Parliament is othed, and begged for simpler rules nd procedures, which a simple man uld understand.

Why, he wanted to know, could ot P-NG, said to be emerging into lf-govenment, create for itself a ethod of government which could e understood by the people?

All this (he waved his arm around the be-wigged and be-gowned fficials, the solemnly enthroned ace, the incomprehensible Standing rders) left so much confusion in his ind that he felt he was not of much se.

How right he was! In my lifetime, have worked as a Pressman in Par-aments in four British countries, and ven now I do not understand the umbersome procedures, and the how nd why of an agenda arrangement at goes back to Cromwell's day. ot only New Guineans, but also uropeans, watching this Assembly in action, confessed themselves be-fogged.

I already had heard comment which had shaken some of the hopes based on this new Assembly.

"How is this Under-Secretary system working out?" I asked one of the most capable and experienced ob-servers of the new administrative machine.

"Badly, so far," he said. "Of the 10 Under-Secretaries, only one or two seem to be getting close to the job. The remainder are wandering around vaguely, trying to find some-thing useful to do.

"They were supposed to stay in Port Moresby, and earn their £1,300 a year, plus £350 away-from-home allowance, and they were quite will-ing to do it; but most of them just got fed up after a few weeks of it, and went home."

I asked the obvious question: "But whose fault is it? Can't they take it?"

"They aren't world-beaters," he said. "Naturally, they're limited by education and experience. But they're mostly good and willing men, and if they were given some real help and sympathy, they'd serve eventually as the link between government by the Australian officials, and the emerging government."

"Well, what's the trouble?"

(Over)

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SPECIAL NG REPORT NEXT MONTH

Leading Australian financial journalist Mr. Ray Melrose, in a special assignment for PIM, in October completed an extensive tour of Papua-New Guinea in which he gathered facts for a full-length economic survey of the emerging Territory. His valuable report will appear in the November issue.

"Most heads of departments to which they have been attached just cannot be bothered with them. For the one departmental chief who really tries to show them how administration works, there are half a dozen who merely give them some vague instruction and advice, and leave them alone."

I saw evidence of it, the first day. There were no less than 81 questions-on-notice on the Order Paper; and every one was answered by a departmental head, reading from a prepared paper. Why (asked observers) were the Under-Secretaries not allowed to answer some of those questions?

Plea For Simplicity

The Under-Secretaries have offices in the glittering new building alongside the Assembly, and in the various departments. Information Under-Secretary John Guise, having been elected unanimously as Leader of the House (with Mathias Toliman as Deputy) has just announced his resignation — gladly — and the resignation of two more frustrated Under-Secretaries are likely.

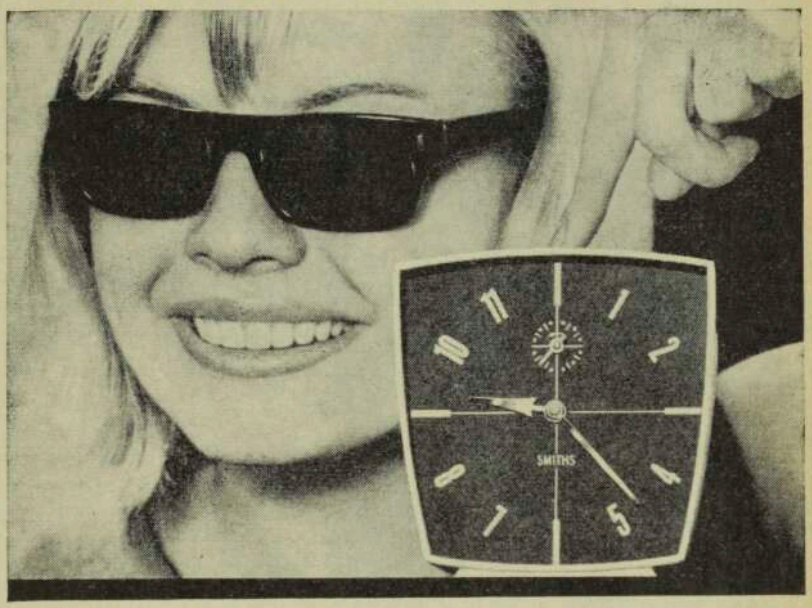
Zurecnuoc's plea for simplified procedures was emphatically supported by the Rev. Percy Chatterton, that experienced and wise LMS missionary. He called for more realism and commonsense in the task of moulding the new Assembly into Administration, and he referred especially to the highly technical legal system under which "white man's justice" was brought to the Territory.

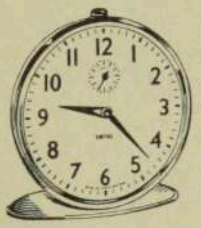
He said that very few natives could understand the language of the laws which they had to obey—and unless the language was simplified, they would not be able to understand the principles of British justice in the short time left in which they had to be prepared for self-government.

"Unless we do tackle this problem in the next few years, freedom and justice will be the earliest casualties when the day of independence comes," concluded Mr. Chatterton, impressively.

DIRECT FROM ENGLAND

the most modern clocks in the world

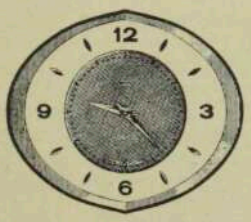




Smiths Gay Gordon ▲
A 30-hour alarm clock in smartly shaped white case. The dial is blue, pink, yellow, white or black, and there is a calendar model which shows the date as well as the time. The Gay Gordon never forgets to call you in the morning because it automatically re-sets itself each time you wind the alarm.

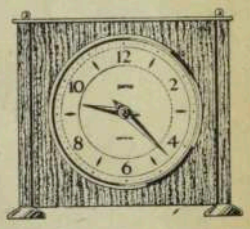
◀ Smiths Reveille
Another punctual bedside companion. Available with black figures on white dial or luminous figures on black dial. The metal case is blue, ivory or pink with gleaming polished bezel.

Smiths SECTRONIC–time without wires or winding. Transistorised Sectronic clocks run for a year from an ordinary torch battery.



◀ Smiths Dexter Sectronic
Black, blue or red moulded case with matching dial centre. Gilt coloured figures and chaplets.

Smiths Minwood Sectronic ▶
Brass and woodgrained metal case, embossed figures and chaplets and diamond polished rim.



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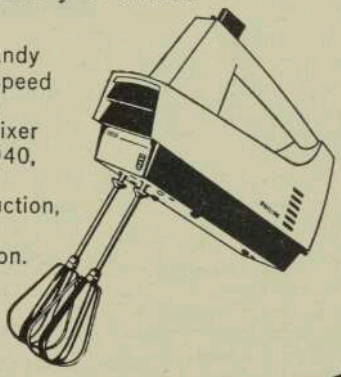
NEWS FOR MODERN HOUSEWIVES

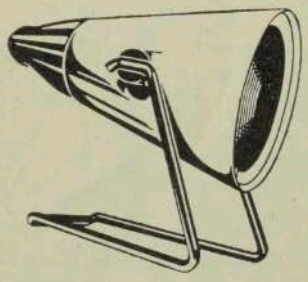


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Look at the illustrations of Philips domestic appliances in this advertisement. To get an even more accurate impression, go and see them in their true size and full colours in the show-window and store of your Philips dealer. The most striking feature of Philips domestic appliances at first sight is their elegance. Of course, you do not buy a fan, a hand-mixer or a vacuum cleaner for elegance only. They must be efficient too.
But when you buy a Philips product, you can be absolutely sure of its efficiency and its economy. Philips products are so reliable that in their case elegance of design may guide your choice.

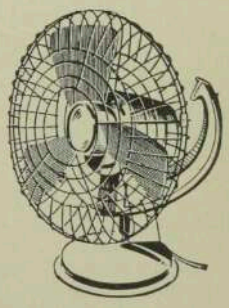
The handy three speed Philips food mixer HM 3040, solid construction, simple operation.





Pain stops with the Philips infraphil KL 7500

Philips table fan HA 2732, maximum air-displacement at minimum current consumption.



PHILIPS FOR LASTING VALUE

For Philip's Agents/Distributors, see page 125.

THE MONTH IN WESTERN SAMOA

It's A Cold, Hard World On Your Own, Sir Guy Says

From R. F. Rankin, in Apia

Since independence in 1962, Western Samoa has, by the good graces of Commonwealth members, been regarded as an "as if" member until she can make up her mind one way or the other. After nearly three years Samoan leaders still seem reluctant to make a final decision.

N his return from the Common- wealth Education Conference d in Ottawa during August, the noan delegate, Minister of ucation Papalii Poumau, an- nced that Samoa had asked at the nference, and been accepted nimously, for membership of the mmonwealth Educational Scheme with all its perks for under- eloped countries.

n correspondence to the local ss, and through remarks by mer High Commissioner Sir Guy wles, who was holidaying in Samoa early September, the question of noa joining the Commonwealth once more come to the fore.

Colourfully mixing his metaphors, Guy said that the ship of state independent Samoa has been nched and during the early years its journey the seas had been y smooth. But it was a very ll ship, and it could do with all help it could get when the chill ds started blowing in the not too ant future.

Cold Hard World

It can be a cold hard world for nall country trying to go it alone," said.

ir Guy saw the help Samoa ded coming from broader and er association with the outside ld, and particularly with the nmonwealth.

Samoa's judicial and parlia- ntary system and general outlook based on that of Britain. Closer ciation with Britain and other nmonwealth countries can do ning but strengthen these in- tions and society," he said.

Opinion in Samoa, as far as one make out, is generally favourable ards Commonwealth membership.

I think the advantages from ing the Commonwealth would outweigh the disadvantages, if any," said leading politician Afoa- fouvale Misimoa.

"I think their programme of assis- tance to developing countries is probably more effective than that of the United Nations."

But there is a fear among some Samoans that if Samoa joins the Commonwealth, her special relation- ship with New Zealand would be weakened and New Zealand would no longer be so obliged to play her hole of guide and provider.

For the same reason some New Zealand politicians would be happy to see Samoa in the Commonwealth where the growing burden of Samoa's economic problems may be shared.

In the meantime it looks as though Samoa is content to take the best of two worlds as long as it is able.

☆ ☆ ☆

AMIDST a convincing show of apparent sincerity in offering their all for the country, Samoa's MPs almost did themselves out of a comparatively lucrative living in September.

It all started with a private member's motion, by Amituana'i Vili, that ordinary members' salaries should be fixed at £650 plus allow- ances. At the moment ordinary members receive between £400-£500 a year and Cabinet Ministers £1,400.

In what was either a masterly political move aimed against any in- crease, or an astonishing display of patriotism, Prime Minister Mataafa moved an amendment that salaries for all members of Parliament, in- cluding Cabinet Ministers, should be fixed at £12 a year.

He claimed eloquently that mem- bers should be willing to work for the development of their country without thought of financial compensation.

"If members have as their main objective the salary for the office they hold, then I don't think they are rendering genuine service to the Government and our beloved country," he said.

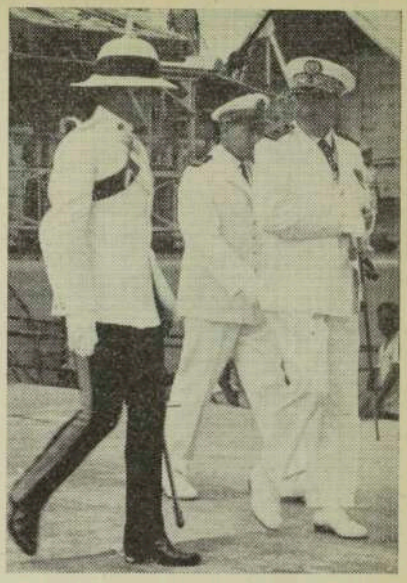
From speeches made on the amendment it appeared the House was fairly evenly divided. But at times exchanges became heated, especially when Asiata Lagolago accused the Prime Minister of having an ulterior motive in moving the amendment.

The Speaker called the House to order, and after a long explanation on the rules of debate, declared the motion and amendment had lapsed because time had expired.

At present members have no power to fix their salaries, which are decided by an independent com- mission of inquiry.

The commission sat last year and its report recommending no increase was rejected by Parliament.

The commission sat again and completed its new findings early this



FRENCH WARSHIP IN HONIARA

The French escort vessel "Doudart de Lagree", paid a three-day visit to Honiara, BSIP, in late August. Admiral Picard-Destelan, commanding French naval forces in the Pacific, flew to Honiara to join the ship, and is seen here (at right) being welcomed ashore. The "Doudart de Lagree" is a new ship, built for service in the Pacific, air-conditioned and with modern equipment and weapons.—Photo: Ted Marriott.

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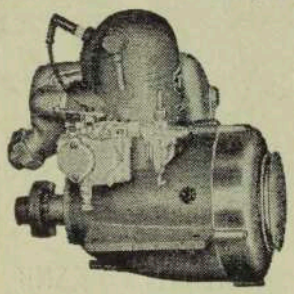
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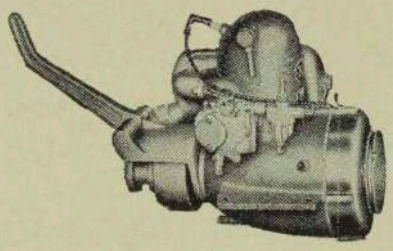
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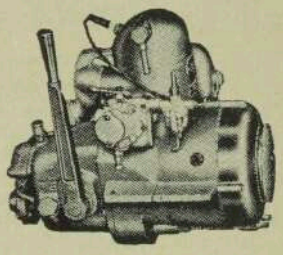
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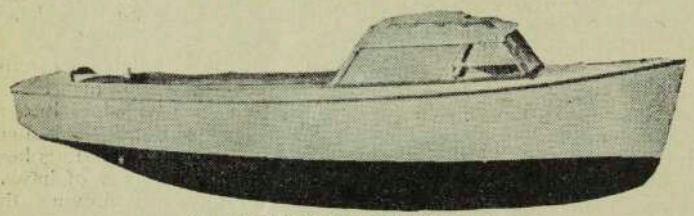
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…st Samoa's Minister for Agriculture, …pointed following the general elections …lier this year, is Laufili Time (pictured). … p. 51 of the August issue, through a …nter's error, PIM printed a photograph … the Minister for Education, Papali'i …umau, above Time's caption.—Photo: Samoana.

…ar but they have not yet been …eased. It is generally believed …at the commission has again recom…ended no increase.

☆ ☆ ☆

…FTER reading the annual report … for 1963 of Controller and …ief Auditor R. J. Campagnolo, an …erseas visitor asked (in all serious…ss), "Tell me confidentially, how …g do you think they can go on …fore it all blows up?"

The report spotlighted deficien…s in financial control in practically …ry department, uncovering some …ectacular shortages such as 140 …lons of ethyl alcohol, 1,548 ounces … tincture of opium and 20 lb of …ncentrated opium liquor un…counted for in the Health Depart…nt; strange procedures in the …arding of contracts in the Agri…ture and Public Works Depart…nts; and assertions of maladminis…tion in the Marine and other …partments and Western Samoa …ist Estates Corporation.

"Although expenditure of moneys …propriated by Parliament increased …m £1,371,740 in 1960 to …233,203 in 1963, the administra…n of finance in some departments … not keep pace with the increase," …ted Mr. Campagnolo.

"The number of suitable staff …ailable for senior positions was limited, and when such persons were transferred, the benefit to one department left a problem in another department . . . lack of control and supervision led to errors, waste, extravagance, and irregularities; and the people's funds were not adequately protected. As the scope of State activities widens, a strong audit service becomes increasingly necessary."

In his introduction to the report, Mr. Campagnolo stated that the purpose of the audit was to provide a guard against autocratic dealings and administrative excesses in matters of finance.

"Its place in a country's administration reflects generally the extent to which democratic principles have been developed," he said.

Which to some extent reassured the worried visitor. Although the audit department may need strengthening, the fact that it can and does speak out so freely is surely some guarantee that the place is not about to "blow up".



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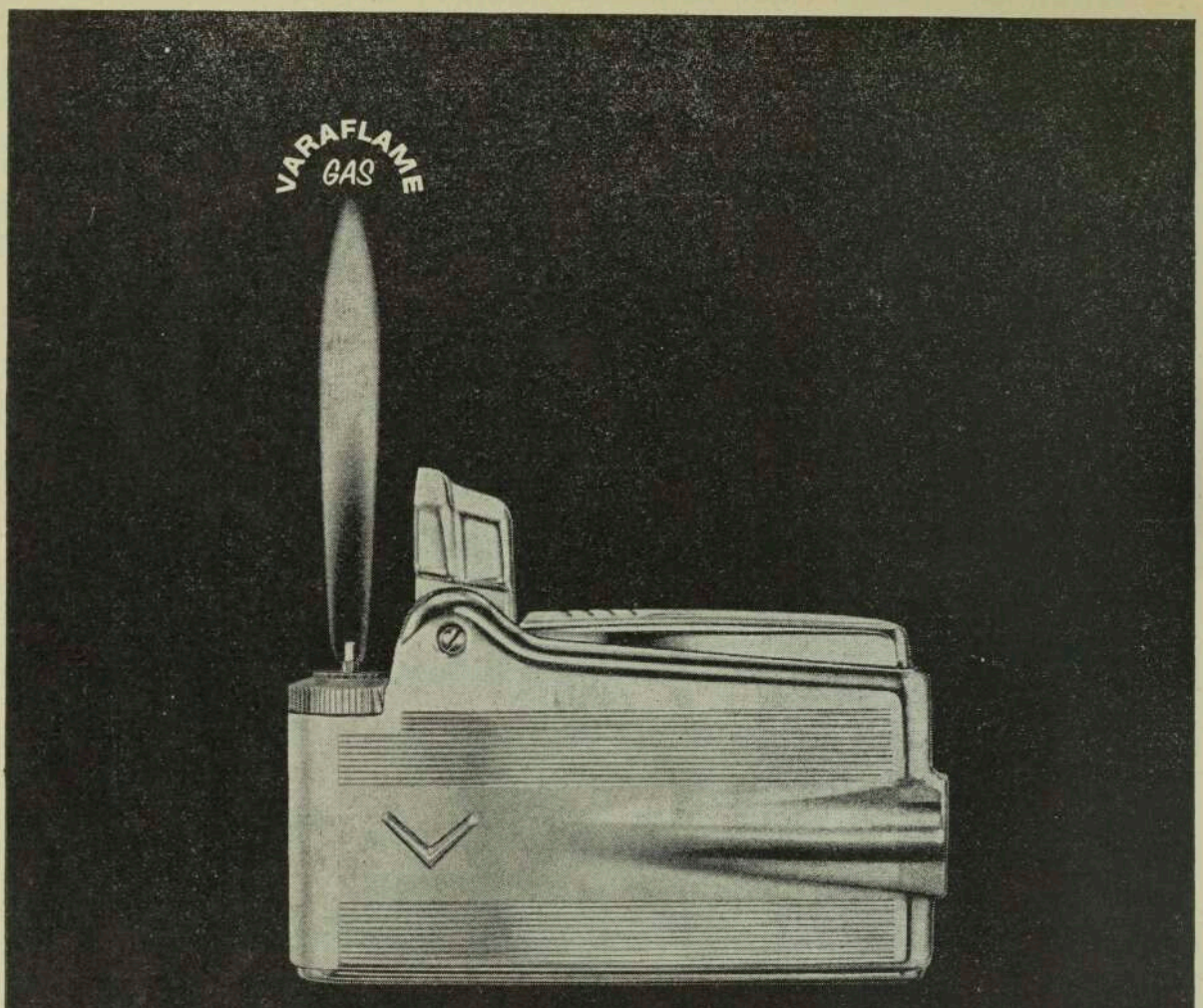
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RONSON WORLD'S GREATEST LIGHTERS

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te, the Tongan boy who broke his in a diving accident, standing up callipers in hospital at Nukualofa.

Australian Woman Brings New Hope To Tonga's Crippled Children

Nukualofa today, in a small lent to her for the purpose, a g woman physio-therapist from ralia is making an effort to help e of Tonga's crippled children, ding those who suffered in the polio epidemic.

E woman, Mrs. John Norman, is the wife of a Methodist ion teacher, but her rehabilita- work is a private venture.

er work started with a request the local hospital. She was d to see if she could help a who had broken his neck in a g accident, and for whom no ment was available locally. It ed as if the boy would have e on his back for life, but after ths of patient work by Mrs. man, he was able to sit up, and rite. Today, he can stand.

Others came to Mrs. Norman for help, but she had no equipment other than her bare hands. She mentioned this in a letter to friends in Melbourne, and they, through a round of social events, raised more than £200 for her to obtain equipment.

Then a small hall was lent to her and she set up her equipment.

With her two small children, Mrs. Norman cycles to her hall and treats a total of eight patients a day.

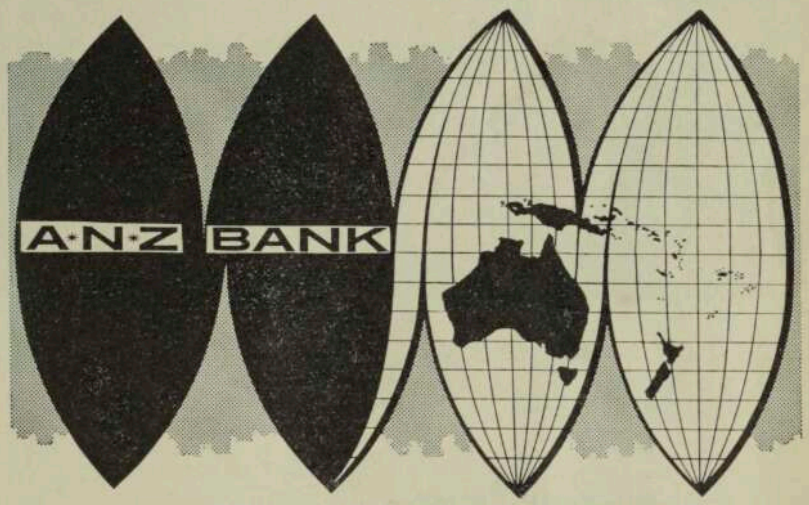
She now hopes that, before she leaves Tonga in another few years, she can get a permanent centre established in conjunction with the hospital and that a Tongan can be trained to take over from her.

Mrs. Norman has obtained a quote for £480 for a small building, and if sheer compassion, enthusiasm and hard work can raise the money for it, she and friends will probably do it.—*Joyce Kissick.*

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Cockroach Discovery

During a non-related manufacturing procedure it was noted in a laboratory that a great number of cockroaches had an irresistible desire to touch a talc-looking powder with their feelers, after which their death followed within a short period. Tests have since proved that premises can be proofed against cockroaches with this Pea Beu Powder indefinitely. It is everlasting in action and odourless, in fact, Pea Beu Powder is now the standard method of cockroach control in most parts of the world where there is a major cockroach problem.



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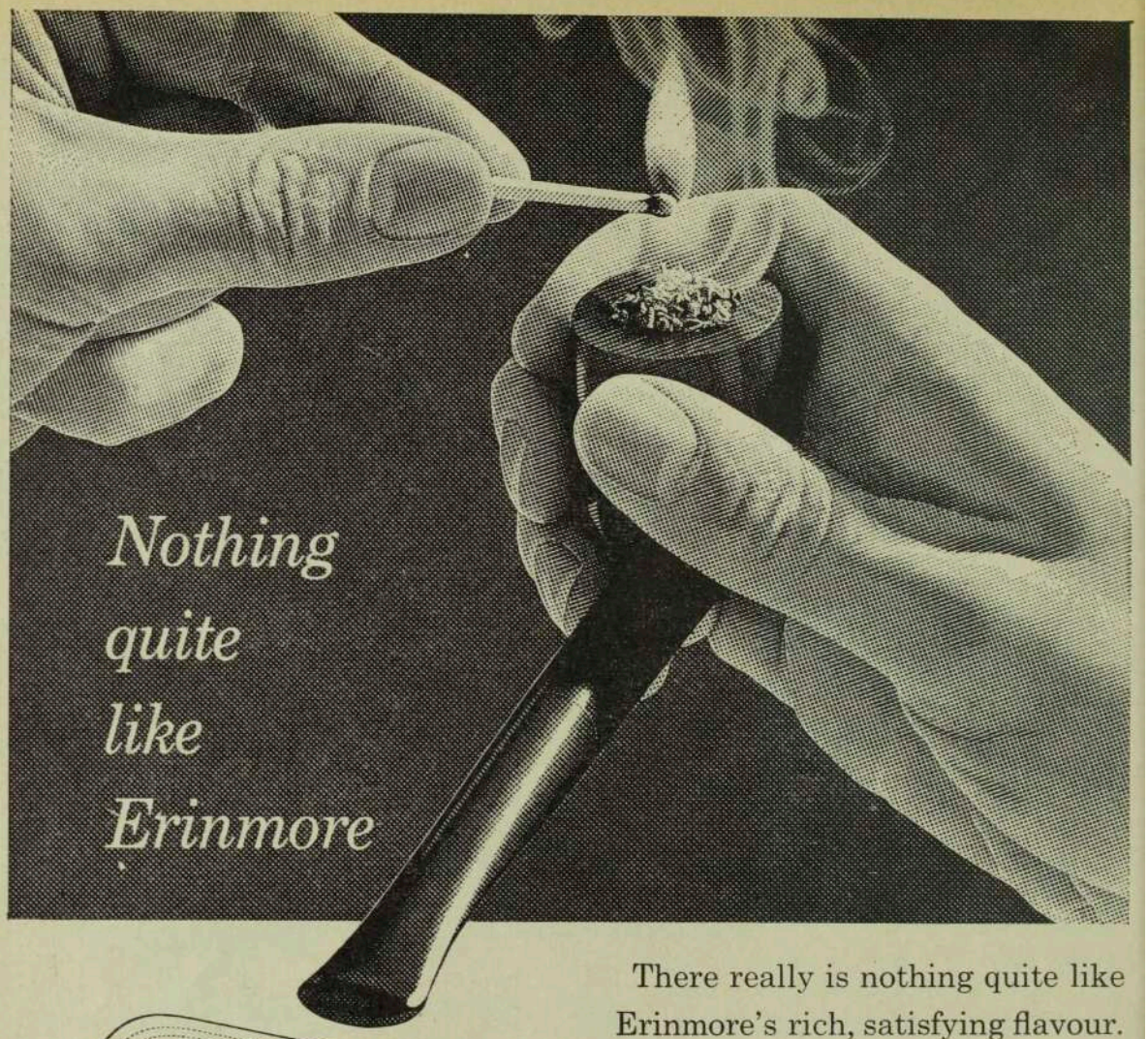
Port Moresby: Champion Parade. **Lae:** Cnr. Coronation Drive and 7th St.
Rabaul: Mango Avenue. **Suva:** Victoria Parade. **Lautoka:** Naviti Street

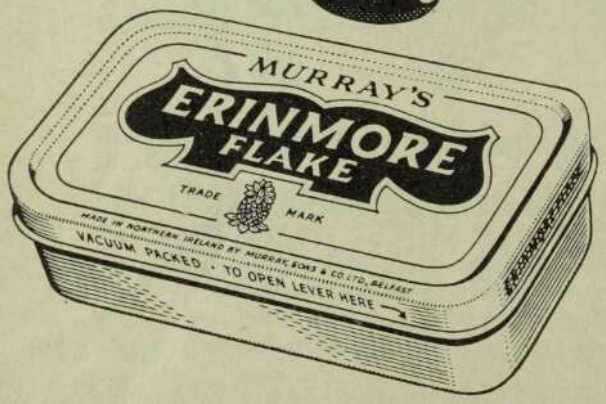
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ook Is. Minister ired—But No One uite Knows Why

From a Rarotonga correspondent

Mr. Julian Dashwood, the only ropean member of the five- n Cook Islands Executive mmittee (i.e. Cabinet), was denly sacked from his post August 17 as head of the alth, Social Development and ice Departments

MEMBERS of the Cook Islands Legislative Assembly agreed unnously to his dismissal, although st members did not seem to w why they were firing him. They w though. that if they didn't fire it would be regarded as lack of fidence in the shadow Cabinet its leader. The Cooks will have rnal self-government next year.

The Leader of Government Busi-, Mr. D. C. Brown, who moved motion for Mr. Dashwood's nissal, seemed embarrassed by the le thing, for when Mr. Dashwood ed him to tell him why he was g fired, Mr. Brown said that Dashwood was a friend of his he had no personal grievance inst him.

Mr. Brown added enigmatically: ave heard complaints outside that the Hon. Dashwood does not gn, they will make further com- nts so that the rest of the isters of Cabinet will be forced esign."

Albert Henry

olitical observers in Rarotonga eve the dismissal may have ething to do with Mr. Dash- d's sympathies for the Cook nds political leader, Albert ry, who by some people is ed on as a king-size bogeyman. Whatever the real reason for the nissal, the excuse for it seems have had something to do a speech Mr. Dashwood made the Legislative Assembly on gust 12. In this speech he chantly criticised the Administra- over the production of tomatoes Mauke, the island he represents he Assembly.

Mr. Brown asked Mr. Dashwood ately for his resignation during morning tea break in the embly session on August 17.

Mr. Dashwood refused to resign, as soon as the Assembly recon- vened, Mr. Brown moved a resolution calling on him to do this.

The president of the Assembly, the Cook Islands Resident Commissioner, Mr. A. O. Dare, pointed out that unless the Assembly voted in favour of the resolution, it would be a vote of no confidence in Mr. Brown.

So the Assembly was really faced with the prospect of voting not for or against Mr. Dashwood—but for or against Mr. Brown.

Before the motion was put to the vote, Mr. Brown told a questioner that he had "discussed the problem" with Mr. Dashwood, and that Mr. Dashwood knew why he was being asked to resign.

Mr. Dashwood denied that any "discussion" had taken place, saying that Mr. Brown had only mentioned the question of his resignation to him two minutes before the tea break ended.

N. Matepi then seconded Mr. Brown's motion with "very much regret," pointing out again that unless members supported it, it would indicate their lack of confidence in Mr. Brown.

Speaking to the motion, Mr. Dashwood said he was "a little in doubt as to exactly what has caused all this storm," but that it was "certainly the first shot in a political war" and would not be the last.

He went on: "I am quite aware



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Mr. D. C. Brown

this situation must have arisen over my Address-in-Reply speech the other day . . . I was speaking as the member for Mauke and dealing with matters which concerned the planting of a certain crop on the island. What I said was fair comment . . . If every Cabinet minister in future who expresses himself honestly on subjects which he feels should be put before the Assembly and the public is then to be asked to resign his seat, we shall soon be engaging in some form of political musical chairs in this Assembly.

"Nothing that I said in my speech in any way reflected upon the actions of the Executive Committee and therefore I fail to see the reason for the consternation it has caused in the heart of the Leader of Government Business.

"I Shall Return"

"In conclusion, I will remind members of the words of General Douglas MacArthur when he was pushed out of the Philippines by the Japanese: 'I shall return.'"

It was then moved that the Assembly should resolve itself into a committee of the whole so that details of the cause could be presented. But the Assembly rejected this.

The question of Mr. Dashwood's dismissal was then put to the vote and was passed—in the words of the Government's *Cook Islands News*—"without any dissentient voice" although "a number of members appeared not to vote, and the official members were not present."

Next day, a corrigendum in the *News* said: "Yesterday's late news on the resignation issue by the Hon. R. J. Dashwood may have given the impression that the vote was not unanimous. We hasten to say that there were no contrary votes at all, and as all members *must* vote, the affirmative must have been unanimous."

Meanwhile, Mr. Dashwood received a telegram from the people of Mauke saying they were still solidly behind him.

Mr. Brown announced on September 2 that Ngatupuna Mate would take over Mr. Dashwood's portfolios of Health and Social Development, and that he, himself (Mr. Brown) would take over the Police portfolio.

Mr. Dashwood, Of The Cooks

Mr. Julian Dashwood, centre of the Cook Islands political storm in August, is a high-spirited Englishman who will be 65 in October.

He has lived in the Cook Islands since 1929, having previously studied for the ministry, served as an officer in the Royal Navy and RAF, and worked as a rubber planter in Malaya, a school teacher in England and Turkey, and a farmer in South Africa.

He has written a novel and a hilarious autobiography under the pen name Julian Hillas; has been married three times; and has been branch manager of A. B. Donald Ltd. on Mauke for the past 17 years. In the 'thirties, he was a frequent contributor to PIM.

NZ journalist Noel Holmes described Mr. Dashwood earlier this year as "an all-round eccentric" whose greatest delight was to encourage people to believe he was a Communist—with the help of a picture of Lenin on his lounge wall.

With an impeccable accent, a nimble mind and an uncontrollable urge to shock the rest of the world, he was "the only truly articulate member of the shadow Cabinet."

Holmes added: "He has coached his fellow Ministers patiently in their roles, has written speeches on demand, and has even used a tape recorder to perfect deliveries."

Mr. Dashwood, who has only one lung, says he cannot keep up his present pace of life for more than two or three years.

He adds: "My happiest years have been lived in the Cook Islands, and I wish to repay the Cook Islanders in whatever way I can for the happiness they have given me."

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● Decorated Highlanders dancing with genital guards at the Goroka Show.

SPECTACLE WITHOUT PARALLEL

From R. W. Robson, in Goroka

The Goroka, New Guinea Highlands, Show of August 29-30 will remain memorable for three reasons:

● IT provided a spectacle of native dancing, singing and mock fighting without parallel in the world —and it may never be seen again, because of the rapid "Europeanisation" of this region.

● The Goroka community, within seven months, converted 27 acres of waste land, just outside the town, into a vast park and showground, comprising 84 buildings, a permanent grandstand and pavilion, a show ring, lawns and gardens, two permanent lakes, 22 long-houses for the accommodation of some 20,000 native visitors—and ran the whole organisation efficiently and profitably.

● The evidence it gave of a vibrant spirit of drive and confidence in the future, and of friendly relations and genuine co-operation between the European planters and the half-million New Guineans of the Highlands.

The visitors arrived in thousands. The roads brought in at least 60,000 natives, some in motor-vehicles, most of them walking, and all singing or yodelling.

Scores of planes came in over the ring of mountains, loaded with Europeans from all over the world, and with food and supplies for the gathering multitude.

At one time, there were 33 planes parked on the airstrip, and a noble band of DCA men were dispatching them at the rate of one a minute. A dust-cloud hung over the airport for three days.

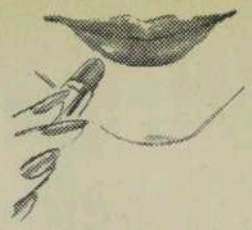
The hotel was jam-packed. Every private house had guests. Grass-filled palliasses were available in hundreds, for folk who were happy to bed down in schools and halls.

Rugs were at a premium—Goroka is close to the Equator, but at 5,000 ft it is not the "tropics". Planes flew in thousands of loaves of bread, hundreds of dozens of liquors, hard and soft. Lorries came from the surrounding valleys, with tons of native foods.

Thirty teen-age girls, for example, arrived from Laurieton School, in Melbourne, in a chartered plane, and picnicked adventurously in the Farmers and Settlers' Hall. (Their departure on the last day, loaded with curios, was a sight to behold—the air hostesses protested strongly as their sensitive bottoms were punctured with bundles of long spears, from which the Melbournites refused to be separated.)

The New Guineans came in tribal parties, dressed in the old styles, from a score of valleys within hundreds of miles. They sang strange songs, paused frequently to practise their dances, and ignored the native town-

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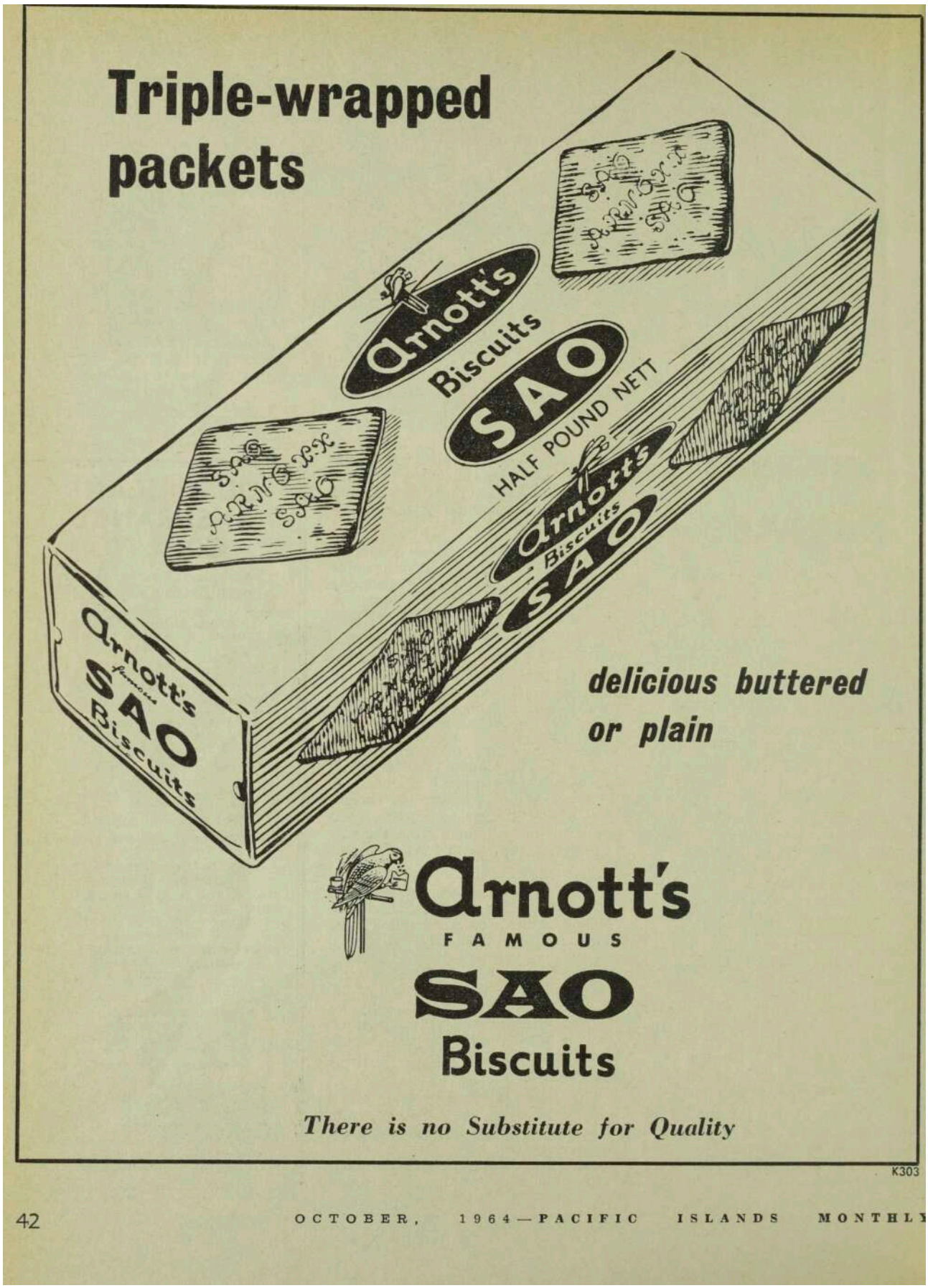
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folk—who were mostly in shorts and shirts, and who were as much intrigued by the visitors' antics as were the newly-arrived whites.

This rare gathering of the clans had its funny moments.

One was the arrival of a large party of Kukukukus, who had marched for many days from Menyamya—the first time the notorious fighting mountaineers (often called pygmies) had responded to the official invitation to come to the show.

At first glimpse of the fierce little bowmen the spectators, whether decorated Chimbus or unarmed Gorokans, incontinently bolted. All through Highlands history, the Kukukukus have been everyone's ruthless enemy.

Uniformed police met them as they approached Goroka and gently took charge of their spears and arrows; and for the whole of their stay, wherever they went, police and patrol officers hovered around, keeping an eye on them and soothing the other tribes, who perceptibly shrank whenever they saw the savage-looking mountaineers.

Fibre Sporran

They could be recognised away off—they had an enormous fibre sporran in front; their flanks were bare except for a spray of green leaves, while their faces were painted ferociously.

The native parties, as they arrived, were guided to a huge encampment of about 20 long-houses, alongside the showground, where they relaxed and cooked and seemed well content, hundreds to each long-house.

But the grass houses were tinder-dry, cooking-fires were lit inside, and the inevitable happened. Flames shot high above showground rooftops, everyone started running and shouting. There was no wind, and police and firemen came into action swiftly—but within minutes four long-houses were a smoking ruin.

It was sheer luck that the usual cool morning breeze was not blowing.

The showground began to fill from daylight on Saturday.

Everyone paid. Some visitors were shocked to learn that all the New Guinean dancers—and there must have been at least 15,000 of them—had to pay 2/- each admission, each day, although they really made the show.

"They don't do this at Mt. Hagen (the show alternates between Goroka and Hagen)—the dancers went in free," said one critic.

"Hagen did it all with Government funds—we are doing this as a community," his Goroka friend replied.

There were no complaints from the New Guineans—although theirs was a spirit of genuine co-operation to make the show a success.

Proceedings built up to a climax in mid-afternoon of Sunday.

There were then at least 15,000 tribesmen in the ring, grouped in separate parties similar in dress and decoration, the parties in moving circles, proceeding in opposite directions—a mass of variegated colours, moving slowly under bright sunshine.

Not one team was silent, and each team went on its own. The noise, ranging from screams, through syncopated howls to whistles and grunts, was indescribable. Each team danced—if a shuffling forward movement, from one foot to the other, could be called dancing.

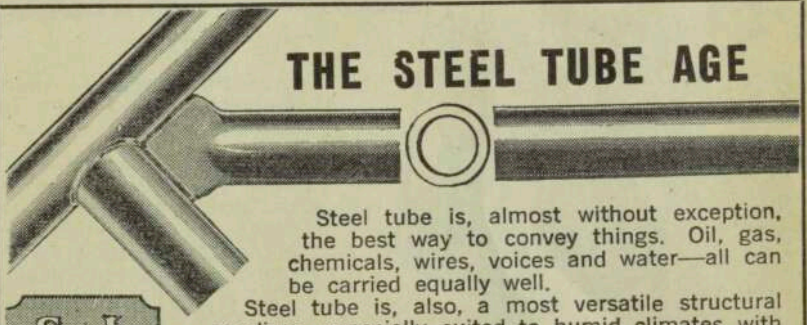
Every now and then, a team would put on some specialised pantomime of its own—fights, feasts, hunts, devil-chasing. There was nothing soft or sentimental about all this—it was the grim, purposeful, merciless life of the hard jungle.

There were few women among them. Here and there, a couple of skinny females marched in front of the teams, howling something; but mostly it was the savage male on parade, decorated with paint, or feathers, or skins, or garlands, or weapons, or a combination of all. Generally, beauty was not aimed at. This Highlands man, in his primitive state, made himself as ugly as his art permitted—and some of the end results were horrible.

Some teams had rolled themselves

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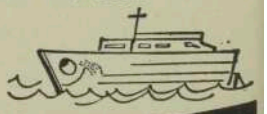
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in grey river mud, and encased their heads in clay masks. Some cancelled out the horror of their faces by colourful decorations mounted above their heads.

I do not suppose its like could be found anywhere else in the world—this great mass of moving men and colour, attended by a hellish clamour and notable for its evidence of vitality and strength, and its complete lack of humour. Some of the performers seemed playful, but their expression belied it.

Humourless?

That, in fact, was an outstanding feature of this great spectacle. Wherever and whenever one sees NG Highlanders, their demeanour is dignified, withdrawn, solemn—they rarely smile, and I never have heard one laugh outright.

These thousands of dancers were enjoying themselves, but they gave no indication either of happiness or choler. They would stop, stand patiently and courteously for the swarming photographers, and move on again, without expression.

Yet they did not take life too seriously.

As everyone knows, sections of the adult males of these people wear genital coverings—gourds, or shells, or wooden contraptions which they tie in front of them with string, in grotesque fashion.

One gang of ten young men wandered about the showground, with monstrous guards sticking out in front of them. Every now and then, they would stop and perform a blithesome dance, while two of them—apparently scouts, and each armed with an especially ferocious penis guard—would dart purposely at an onlooker—invariably a native.

The chosen one, of course, would run off shrieking, whereupon the scout would change direction, and scare another member of the crowded audience.

The audience laughed very much; but the performers' faces were completely dead-pan.

Incongruities

Incongruities abounded. One man, fearfully decorated with thigh-bones and dead bats, inhaled smoke from a king sized filter cigarette, as he shuffled in the dance. Another had a square-faced gin bottle tucked under his woven snood.

Out in the moving mass of dancers sun-burned photographers, perched on little stands, worked away with their modern cameras, the boredom of their faces equalled only by the dead-pan expressions of the dancing natives packed around them.

At one period, two contests proceeded side by side. In one place, young white equestriennes engaged in competitions, their good looks equalled only by the grace and beauty of their light horses and ponies, for which these Highlands are notable.

Right alongside, painted and decorated New Guineans engaged in archery practice.

Another thing about these masses of New Guineans intrigued me—their orderly behaviour. There was no impropriety whatever. No fights, no drunkenness.

The show was a model of efficient management and good order, and a credit to the Goroka community. Among the many who did a yeoman job was Mr. Max Orken, Native Lands Commissioner, who for two days, sat at the microphone, on top of the grandstand. a tireless link (in English and Pidgin) between the show management and the army of officials in charge of sections.

The following are the office-bearers of the Eastern Highlands Agricultural Society, who worked together as a team, to make the Goroka Show of 1964 a magnificent success:

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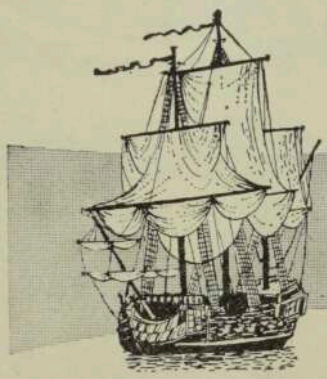
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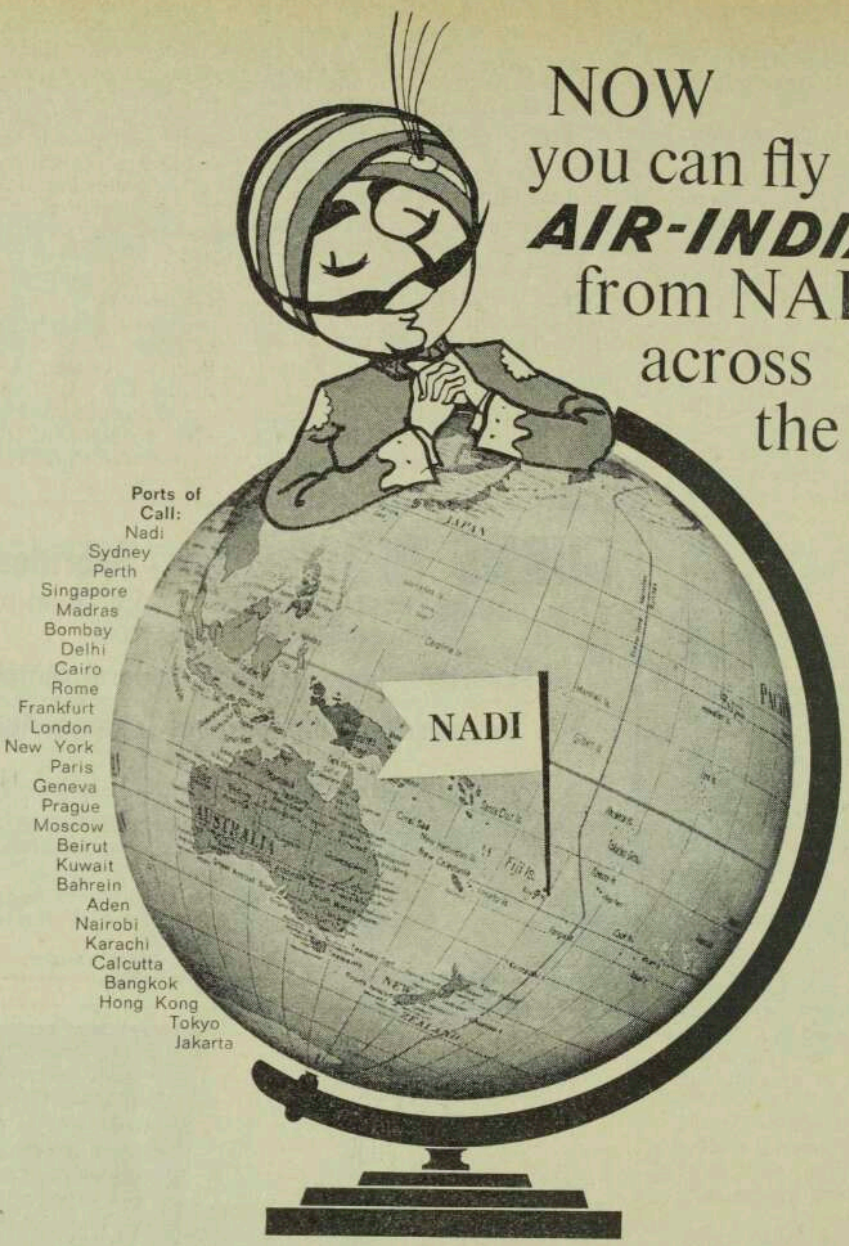


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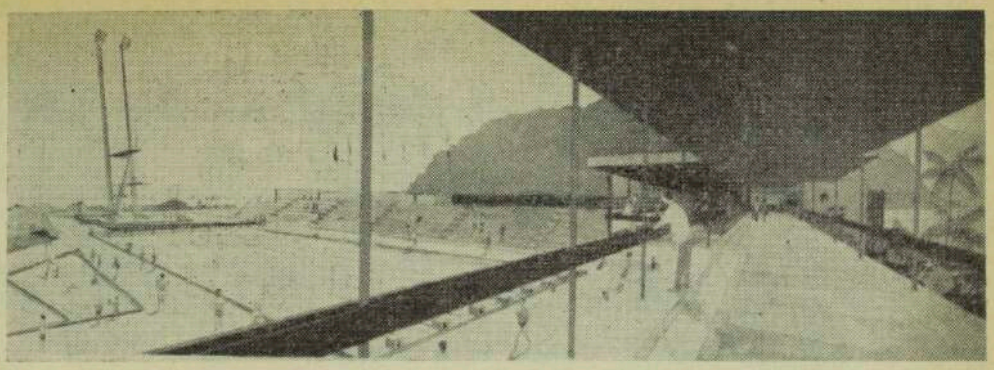
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New Caledonia Tourism:

Much Old French Charm And Some Thorny Problems

From Judy Tudor, in Noumea

Noumea, New Caledonia, is the French-est town south of Marseilles and for this reason has much that appeals to tourists from its nearest big neighbours, Australia and New Zealand.

SURPRISINGLY, however, far less has been made of this angle, when selling New Caledonia as a tourist resort, than of its South Sea Islands aspect.

New Caledonia is a Pacific island, of course; but in this department it has hundreds of others to compete with it—not the least of which is Tahiti. Tahiti is predominantly Polynesia, with a faint French accent. New Caledonia (and particularly Noumea), on the other hand, is French provincial, plus blue sea, coral sand and south-east trade winds. To this extent it has something unique to offer.

French Influence

New Caledonia is only 700 miles from the nearest point on the Queensland coast; Noumea is about 1,200 miles from Sydney and slightly less from Auckland, NZ, but in spite of this, or Australia's war-time economic influence or the 1942-45 invasion by American forces, French influence still remains paramount.

English is far less understood in New Caledonia than in Tahiti; there has been almost no attempt to turn the place into something "just like home" for American tourists; and for all but the most timid of non-French-speaking tourists, this is all part of its charm.

New Caledonia has, moreover, the largest white population of any island territory in the South Pacific (29,000 in a total population of 82,000; its nearest rival is Papua-New Guinea with about 26,000 Europeans in a total population of over two million).

In the streets of places like Suva or Port Moresby today, European faces appear as an occasional pink-and-white raisin in a very large brown pudding; in Noumea, the pudding itself is still more than half white.

If, in its older, grubbier, more picturesque aspects Noumea is old Provence; in its new bayside boulevardes, new housing, new shops, it is French Riviera. Its menus and its food are French; so, of course, are its perfumes and wines.

New Zealanders Love It

New Caledonia has worked hard at its tourist industry in the last five years and already there are results to show for it. Cost of a holiday there is now only from 10 per cent. to 15 per cent. more than in Australia, but a few years ago it was over 25 per cent. more. There is, however, still much to be done in NC and no one realises it more than the local Office du Tourisme and its director, Mr. L. P. Eschembrenner.

At present about 7,000 tourists a year are visiting New Caledonia, usually dividing their time between Noumea and the Isle of Pines. About 55 per cent. of the total are from New Zealand virtually all of whom arrive in the weekly BOAC Comet chartered to TEAL. The other 45 per cent. come from Australia, France and elsewhere and only a minority from the United States.

Tourism has not been orientated towards Americans and this, in itself, must be unique in this world. Existing hotel facilities, and those that will be available in the immediate future, are not considered to be of the standard most Americans demand.

Restricted air-services—the weekly Comet from Auckland, a weekly Electra from Sydney and a weekly DC8 from Nadi, Fiji—at present put a brake on any spectacular expansion on tourism; and so, up to date, have hotel facilities.

No hotel in New Caledonia yet compares with the best in Fiji or Tahiti. The newest in Noumea are the Caledonia Hotel, right near the centre of the town, in the Latin Quarter, opposite the new Museum; and the Noumea Hotel, on the Baie des Citrons, in the Anse Vata area,

Planned For 1966 Games

An artist's drawing of the new Olympic Pool that will be built at Pointe Magnin, Noumea. Work will begin in January and it is expected that it will be completed for the South Pacific Games in 1966. The main pool will be 50 metres by 20 metres and have eight racing tracks. A subsidiary pool will be 16m.30 by 15m.75 and will have five diving boards. With its changing rooms, showers and ancilliary facilities the pool will be an attractive addition to the Anse Vata end of Noumea, which in recent years has been completely modernised.

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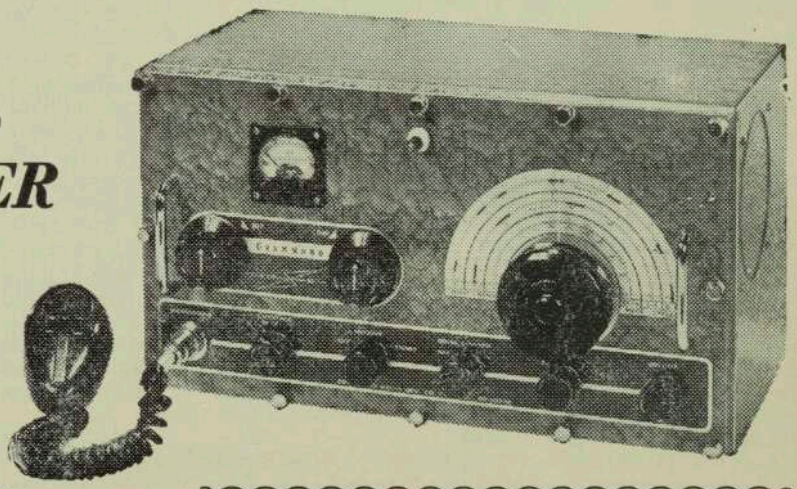
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which has been operating about seven months.

The Noumea Hotel was the old Civil Club (which has now moved to new premises about 100 yards away). Bedrooms have been added at one side and on a top floor. Rooms have showers and toilets and telephones, and some have air conditioning. The hotel is just across the road from the beach.

In September, a 50-room extension to The Bungalows Hotel, at Anse Vata, had been started. When completed this hotel will then have a restaurant, night-club and a swimming-pool—the first hotel pool in the territory. It is expected that the extensions will be complete by the end of 1965.

An even more ambitious project is the plan to build the Chateau Royal Hotel at Magnin Point, beyond Anse Vata. This is the only privately-owned beach in Noumea and when the building, in French Colonial style, is complete, it should give New Caledonia its best hotel to date.

It, too, will have a swimming-pool. An American consulting engineer and a French architect were in Noumea in September working on a preliminary layout. The interior of the hotel will be in the hands of M. Royer, the French interior decorator responsible for the decor of the passenger liner *France*.

This 50-room hotel is being built by the owner of Alouette Restaurant in Sydney in association with American and French interests.

Only Two Waiters

Trained staff for New Caledonian hotels and restaurants is a big problem for the tourist industry. As in France itself, dining-out is the number one entertainment and there are innumerable small restaurants to cater for this. Their food is usually very good but the service is poor.

For a nation that has elevated the profession of waiter to a very high pinnacle, it's remarkable that in the whole of Noumea there are only two trained waiters. For the rest, the so-called waiting is done by untrained girls of various races who are here today and gone tomorrow. Even when they are on the job, many of them are so inept they drive tourists to exasperation and local Frenchmen right up the wall.

Currently the Tourist Office is considering taking a page from New Zealand's book and encouraging Australian girls to take working holidays in New Caledonia. New Zealand hotels are almost entirely staffed by Australians who spend a year or two in the Dominion, moving on from tourist hotel to tourist hotel. At home they are secretaries, nurses or schoolteachers, but they take to their holiday jobs with intelligence and charm.

Their efforts have saved NZ tourism from oblivion and it is suggested that they may do the same for New Caledonia, which would be particularly attractive to girls who want to improve their French.

Japanese, who have been freed from some of their currency restrictions, are taking an interest in New Caledonia and it has been rumoured that Japanese interests want to build a hotel. It is believed that there is a potential 2,000 tourists a year for New Caledonia from this quarter, but this has set the authorities wondering what would be Australasian tourists' reactions to this minor Japanese flood.

New Caledonian facilities at present couldn't cope with 2,000 more of any sort of tourist but when current building programmes are completed and air services are stepped up, no doubt a large number of Japanese can be absorbed.

Although there may be prejudice still remaining against Japan in the South Seas, it's obvious that all territories are going to see more Japanese tourists in the future and the sooner everyone gets used to the idea the better.

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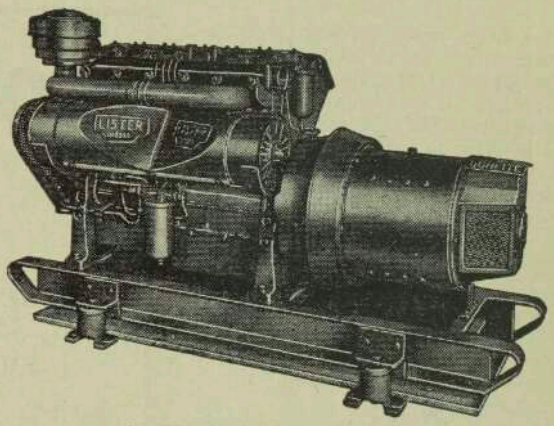
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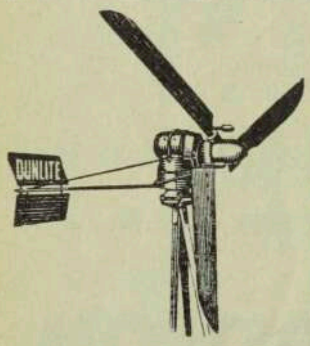
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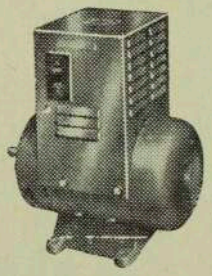
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There's Serious Political Trouble Ahead In Tahiti, Australian Author Says

By a Staff Writer

The exploitation of tourism on the principle that all tourists are millionaires, the swamping of the island with displaced *fonctionnaires,* troops and atom scientists, and the decline of the old-fashioned copra, vanilla, sugar and phosphate industries could eventually cause serious political trouble in Tahiti, according to Australian author George Farwell.

LL these factors, Farwell says, are pushing up the cost of living the point where most Tahitians are coming virtual beggars in their vn country. Meanwhile, they are owing increasingly resentful of the owing number of Europeans who e prospering while they struggle.

Farwell says this in *Last Days in aradise,* his tenth book, which was ublished by Rigby Ltd., Adelaide, September at 35/- (Australian).

The book, a cross between a avelogue and a sociological treatise, the result of a two-month stay in ahiti in mid-1962, during which arwell (and his wife) courted the mpany of Tahitians and avoided at of other Europeans as much as ssible.

As Farwell sees it, Tahiti has gone the pack since the jet airport was ened at Faaa in 1960 to bring in urists; and hotel promoters, several whom dominate the local Territrial Assembly, set about emulating onolulu in their methods of ublicity and high tariffs.

Mat Hatters

"Intelligently run, tourism could en benefit the island people, bringg in more money," says Farwell, ut that is not happening now. It like a tea-party for mad hatters. veryone seems to be handed a new ate except the Tahitians.

"The cost of living has risen armingly; more than 500 per nt., according to official figures. has been made worse by the ahitian's own form of madness.

"When he finds that a *popaa* hotel ill pay 300 or 400 francs for one onito, or 100 for a 40 franc packet fish, he charges his own people e same price.

"This inflation has now made it most impossible for people of ormal means to visit the island. It as why we found it so difficult to find anywhere to live. Yet we could drive through half a dozen districts and see bungalows to let."

Farwell says he was told that rents were reasonable enough until an American film company arrived in 1960 to make a new version of *Mutiny on the Bounty*. Bungalow owners raised their rents from 1,000 to 2,000 francs (£5 to £10) a month to 25,000 or even 30,000 francs (£125 to £150) a month.

"Promoters seemed to give up the idea of attracting people to Tahiti for any length of time," says Farwell. "Instead they were merely inducing them to break their journeys to other places, especially by air. The policy was to soak them quick and send them on their way."

Farwell says Tahiti's troubles cannot be wholly blamed on the French Government as this "no longer has all the say".

Part of the blame is due to the popularly-elected Territorial Assembly which was set up after World War II "to appease strong demands for independence".

The 32 members, Farwell says, were quick to follow the pattern of politicians in other lands—they voted themselves annual salaries at least twice as high as the highest paid Tahitians can earn in other fields.

Dominant Force

Except for two radical interludes, the dominant force in the Assembly has been the *demis* (Tahiti-born people of mixed blood) "whose actions have done little more than further their own business interests" and whose policy has "remained identical with the French Administration's".

The only opposition has come from the popular party, the Rassemblement Democratique des Populations Tahitiennes (Democratic Party of the

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Tahitian People), which "preferred to campaign for a complete break with France, backing it with a vague plan for social reform".

Farwell goes on: "How much the French decision to foster a tourist trade was influenced by fear of this radical party is not clear. Certainly it was nervous of the growing clamour for independence.

"The only solution seemed to be to produce more revenue, keeping the party's mass supporters quiet. But the Republic was in a bad way. With its empire crumbling, it was no longer in a position to finance Tahiti as it did before. . . .

"Paris suggested that its idle daughter should earn her own keep. We all know what happens to beautiful girls who can make a living no other way. And so to tourism."

About tourism, Farwell says: "It is dangerous to run an economy exclusively for foreigners, and, as in Tahiti, to neglect social needs. The Tahitian has too much pride, too little subservience to accept the patronising airs of tourists. Once his living standards become really depressed, he may react violently, in the sudden, passionate, unthinking way of the Polynesian.

"Already some old hands talk of leaving. One said to me, 'Tahiti is an extinct volcano. But it may blow up in another way. If so, I just don't want to be here. They won't distinguish between their enemies and friends.' "

Farwell says that bitter feelings between the *demis* and the members of the RDPT (whose leader, Pouvanaa a Oopa, is now in exile in France) have led to several outbursts of violence in Tahiti since 1959.

During the elections in 1962, he says, he saw an RDPT leader knocked down and stoned by the hefty bodyguards of a *demi* politician after the RDPT man had asked the *demi* if he had paid a million francs to have Pouvanaa exiled.

"It was an ugly scene," Farwell says, "all too reminiscent of Hitlerism in its early years."

Farwell says there is also bitterness between Tahitians and the ever-increasing *popaa*.

"The old tolerance of the *popaa* (white man) is vanishing," he says, and he quotes an old resident as saying that signs of racial hatred are developing "especially in places like Punaauia, [a popular residential district for foreigners] where the *popaa* sometimes looks offensively rich."

Bitterness

Another cause of racial bitterness is that imported Frenchmen commonly refer to the non-colour conscious Tahitians as *pieds noirs* (black feet), an offensive term stemming from North Africa, where the Algerians particularly resented it before they ended French rule.

Farwell goes on: "Professor Parkinson is not a name the Tahitians know, but they are becoming aware of his famous law. [In the mid-thirties] a hundred Government servants had been sufficient to keep life flowing in French Polynesia. These have grown to well above a thousand. Regulations, petty laws, documents in triplicate frustrate the smallest action.

" 'What else are we to do with our *fonctionnaires*,' the French say with their usual expressive shrug. 'We have lost Algeria, so they must go somewhere else.'

"But the Tahitians feel they can fill these posts as well. Instead French officials are imported at three times the salaries paid to islanders doing the same work.

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Important Ruling On US Constitution

Sensational Legal Case In American Samoa

From D. C. "Mike" Kneubuhl in Pago Pago

One of the most colourful, comical nd eventful criminal cases ever to ome before the court in American amoa was heard in Pago Pago in ugust. During the case, the High ourt ruled for the first time in 4 years of US rule in American amoa that the US Constitution pplies in this territory.

BEFORE the court was a construction worker, William C. rown, of Seattle, who arrived in ago Pago recently as an employee f the Government.

He was charged with (1) interering with civil rights and (2) isorderly conduct after allegedly hreatening, during his wedding night inner on June 24, that he would hoot American Samoa's Governor, Ir. H. Rex Lee.

Eleven days after the threat was llegedly made, Brown, who is nown to his Samoan friends as Puka ill, was thrown into solitary conement and placed under a $8,000 ond.

The basis for the first charge was hat Brown had violated a civil ights statute of American Samoa hich made it a criminal offence to eprive anyone of his rights secured y law. This offence carried a haximum penalty of three years' aol and a fine of $1,500.

The prosecution reasoned that if he threat was made and carried out, would deprive Governor Lee not nly of his life but also of his rights o liberty and property.

Crowded Courtroom

When Brown's trial began at .05 a.m. on August 20, about 100 amoans and 20 Europeans had ammed into the courtroom under he Governor's office in Pago Pago's nain Administration building. Most f the area around the courthouse vas also filled.

Judge Arthur Morrow, a 71-year-ld Iowan, who has been a judge in American Samoa for 28 years, resided. Two associate Samoan udges, who are not educated in law, at on the bench as consultants, primarily on Samoan customs and traditions.

The prosecutor was American Samoa's Attorney-General, Mr. Alfred J. Gergely, who was assisted by Mr. Donald Tindal.

Brown's lawyer was Mr. George Wray, who had come from Washington for the case.

Mr. Wray was soon on his feet arguing for the dismissal of the first charge against Brown. He demanded that the court find that the civil rights statute in question was itself a violation of the due process clause of the Fifth Amendment of the US Constitution.

Mr. Wray pointed out dramatically that if the statute were valid, every stolen coconut would deprive a man of his constitutional rights to property, and the thief would become liable to three years' imprisonment.

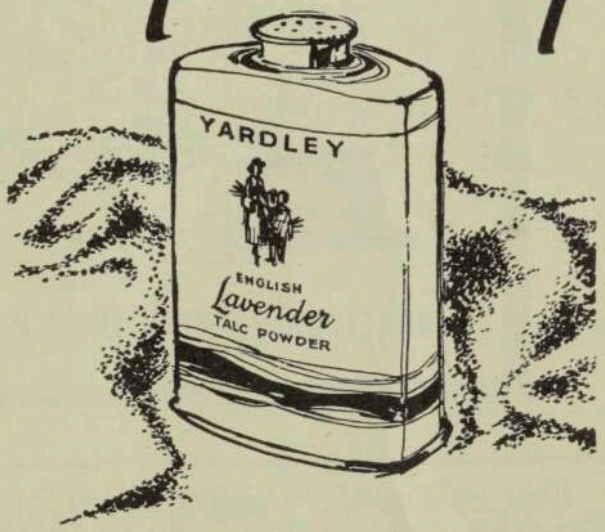
"It is shocking," Mr. Wray went on, "that an attorney has to come 8,000 miles to remonstrate with the Attorney-General (of American Samoa) that such an application of law is beyond the ken of any known jurisprudence."

In his arguments, Mr. Wray used other strong words such as "disgraceful" and "shameful", and as the Samoans in the courtroom had never heard a case presented so forcefully against the Government, they felt sure something would happen to Mr. Wray.

But Mr. Wray came out on top. After consulting the Samoan judges, Judge Morrow made the historic announcement that the civil rights statute was contrary to the US Constitution and was therefore null and void.

"We are of the opinion," Judge Morrow said, "that the due process clause in the Fifth Amendment of

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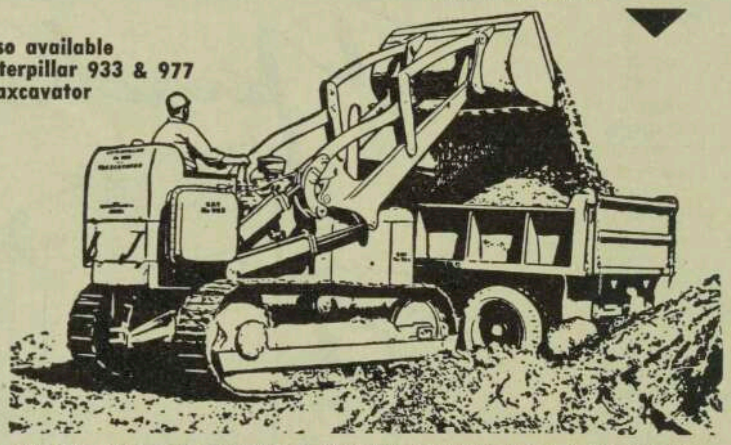
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Governor Lee

he Constitution of the United States s in force in American Samoa, and hat it protects the fundamental uman rights of all inhabitants of merican Samoa and is binding upon his court."

The first charge against Brown was herefore dismissed—to the obvious mazement but satisfaction of the amoan spectators.

The trial then proceeded on the isorderly conduct charge. The proecution presented three witnesses, a an named Atafau, of Leone village, is wife, and his daughter. All laimed that they heard Brown hreaten to shoot Governor Lee.

Both Brown and his wife denied hat this threat was made, but the udges found the charge proved and entenced Brown to 55 days' imrisonment.

At this stage, it seemed that the ase was all over. But then Mr. Wray ropped the biggest bombshell in merican Samoa's legal history by equesting and obtaining a summons or the arrest of the Attorney-General, Mr. Gergely, for failing o get a warrant after Brown was rrested within the 24 hours allowble.

Mr. Gergely, who faced a penalty f up to one year's imprisonment, ppeared before American Samoa's High Court on this charge on August 1.

Meanwhile, Brown had been eleased—the Government having reed him the day after his trial when he had served 49 days' imprisonment.

Another big crowd attended the earing of the charge against Mr. Gergely, who was found not guilty. During the hearing it was stated that Mr. Gergely was taken ill the evening following the arrest of Brown, that he was given sedatives and was under a doctor's care, and that when he contacted his assistant, Mr. Tindal, about Brown, he told him the warrant was overdue.

Judge Morrow dismissed the charge, saying no criminal intent had been revealed.

Mr. Reginald Philips, of Western Samoa, appeared for the prosecution, and Mr. Tindal represented Mr. Gergely.

The Brown-Gergely case has therefore ended, but the implications of the judges' decision on the constitutional aspect of it are expected to manifest themselves in the months ahead in demands for rights from the Samoan people.

Although the case does not present itself as dramatically to the outside world as Governor Lee's programme of educational television, paved roads, an auditorium, and the Samoan Development Corporation's hotel, it will have an effect that is fundamental to the Territory's progress.

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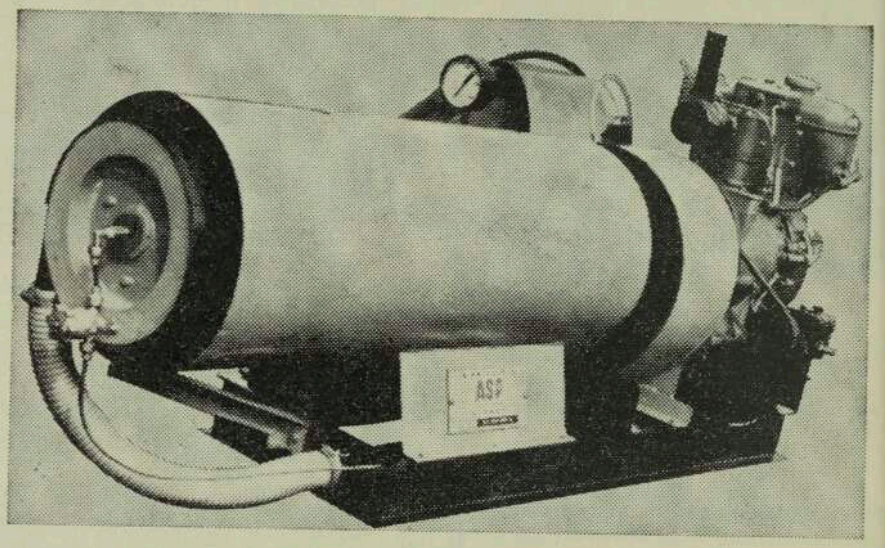
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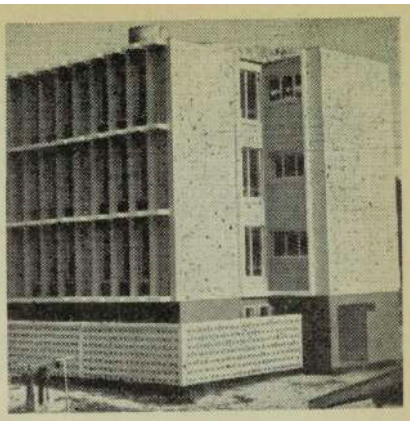
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Old And New In The Solomons

After years of putting up with nothing much better than Quonset huts, architecture in the Solomon Islands—or at least in Honiara—has become extremely modern in the last few years. These pictures, recently taken by Fiji PRO photographer Rob Wright, give some idea of Honiara building trends compared with some Solomons structures of more familiar design.



THE top building is a block of flats for civil servants in Honiara. It is one of several such buildings designed for the area.

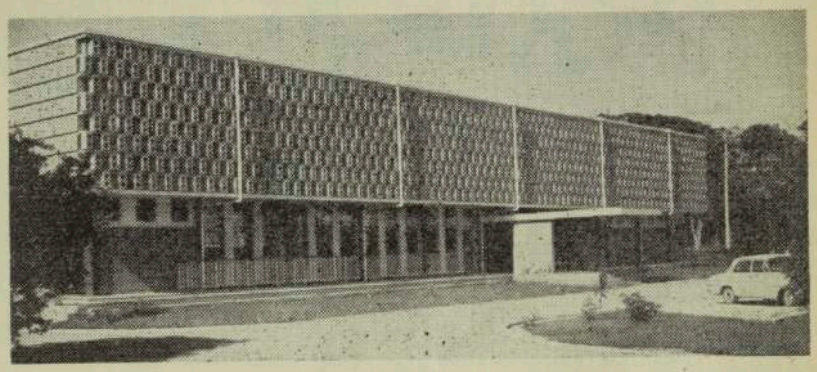
Below is the office building of the Public Works Department; and the third picture shows the headquarters of the Marine Department from which the BSIP Government fleet of about 15 small vessels is operated.

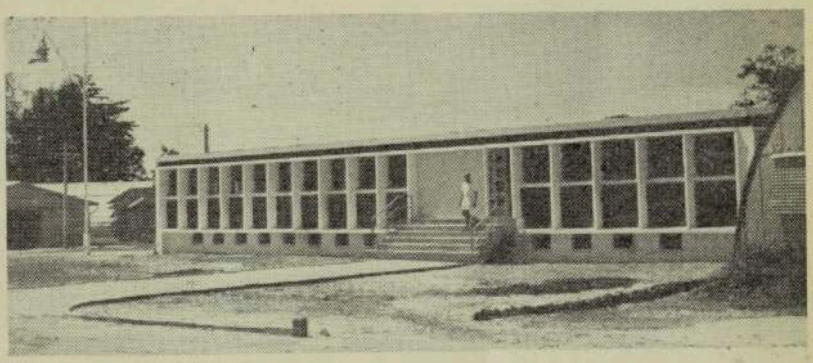
Pride of the fleet are the *Coral Princess* and *Coral Queen* which carry passengers and cargo between Honiara and the main BSIP ports.

The bottom picture shows some thatched huts of the coastal people of Malaita. The huts are built on a man-made island of coral rock in Langa Langa Lagoon.

Scarcely shown on any map, Langa Langa Lagoon begins at Auki Island and ends at Buma. It is not a true lagoon as it is merely a narrow strip of water isolated from the sea by reef and mangroves; but it is one of the most attractive features of the area.

The man-made islands of the Malaita coastal folk are dotted along the lagoon at infrequent intervals. Varying in size and shape, they were originally formed for self-preservation against the fierce hill tribes of Malaita's interior. Today they are picturesque relics of a passing era.







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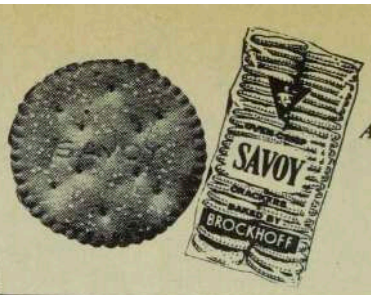
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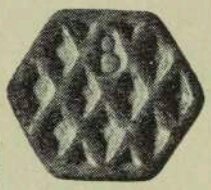
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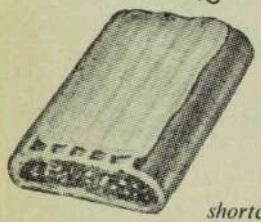
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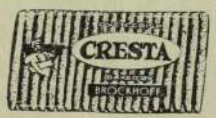


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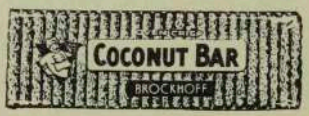












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High Court Expected To Hear Varzin Land Appeal Soon

The Australian High Court is now expected to hear an appeal in the New Guinea Varzin land case either in Melbourne in October or in Sydney in November.

THE HIGH COURT granted leave last December for several parties to appeal against the judgment of P-NG's Chief Justice, Mr. Justice Mann, and the case was then expected to be heard in March or April. However, pressure of work before the Court has so far delayed the hearing.

The High Court decision in the case will be of great importance in New Guinea because it is likely to affect titles to other properties besides those to the Varzin plantation, near Rabaul.

The Varzin case, which has a long history (*PIM*, June, 1963 p. 11) involves the question of whether and ownership claims, dating back to before the introduction of the Torrens titles system in New Guinea after World War I, may be re-examined.

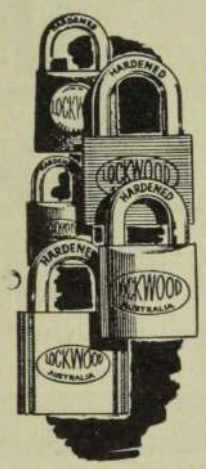
Mr. Justice Mann, when he sat as a court of appeal in mid-1963 to hear a challenge on the validity of the Varzin plantation title presented by the P-NG Public Solicitor on behalf of Tolai natives, held that the claims could be re-examined.

This decision meant that one-third of the 1,200 acres which comprise the Varzin plantation belonged to the Tolais and not to the European interests to which it was sold by the Expropriation authorities after World War I.

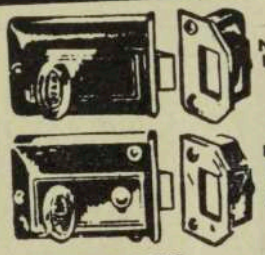
The Varzin title is currently held by Mrs. N. E. Richards, of Rabaul, who was one of the parties given leave to appeal in December against Mr. Justice Mann's decision. The other parties are the P-NG Administration and the Custodian of Expropriated Property.

● The incidence of leprosy in the New Hebrides and the Solomons remains as high as ever, according to the Lepers' Trust Board (NZ). A recent report from the Fauabu Leper Hospital, BSIP, received by the board, referred to the arrival of 25 new cases from the Reef Islands and Santa Cruz.

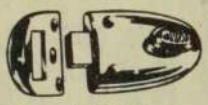
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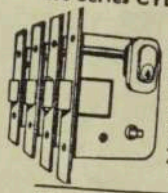


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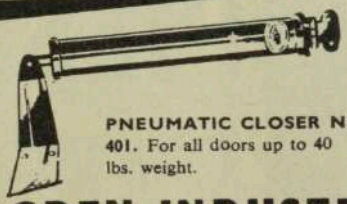


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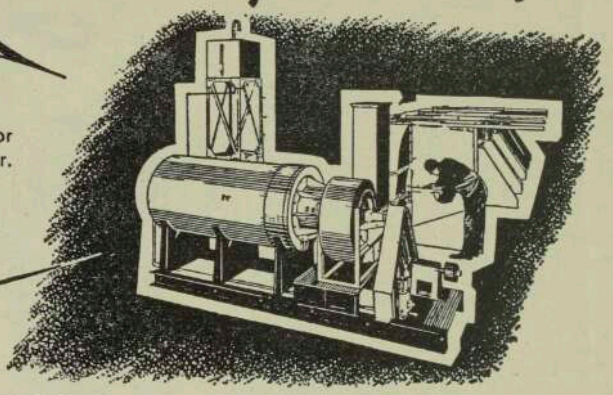
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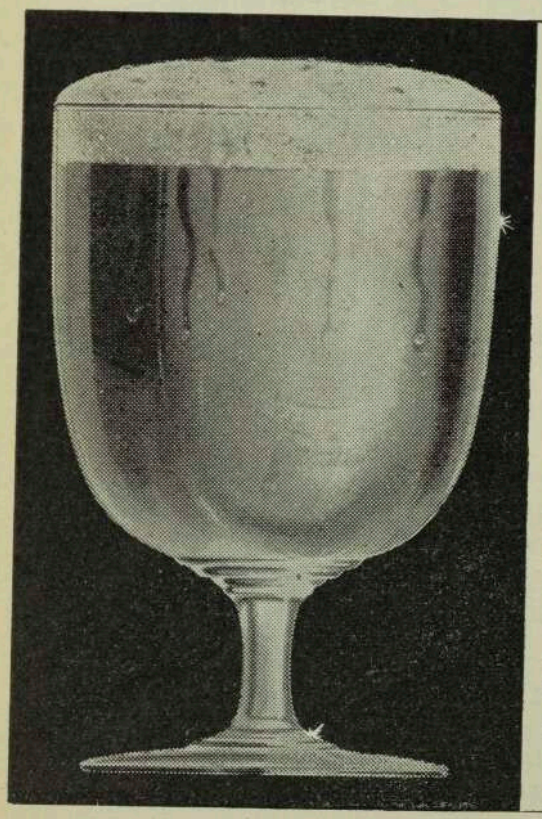


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IMPLICATIONS OF LAUCALA BAY CLOSURE

From a Suva Correspondent

Since it became apparent in 1958 that the Royal New Zealand Air Force maritime squadron of Sunderland flying-boats, based on Laucala Bay, Fiji, would be replaced by land planes, there has been speculation about the future use of the base installations.

A NUMBER of organisations, official and private, have cast covetous eyes on the base camp, about a quarter of a mile away from the hangars which are at the edge of the water.

Now that it has been officially confirmed that the flying-boats will be withdrawn in 1966 and replaced by land-based Lockhead Orions, speculation is increasing.

The New Zealand Government is expected soon to provide the answer, which will be in line with undertakings given at the recent London conference of Commonwealth Prime Ministers.

New Zealand has tentative plans to turn the base into a higher education and technical training centre for the benefit of South Pacific peoples.

University College

Such a move could lead to the establishment of, initially, a university college, and then, some time in the fairly distant future, a full-scale university.

The trend of development in that area has been to educational institutions.

There is a primary school just below the base camp, and further round, almost on Suva Point itself, are several Catholic education institutes, including the Corpus Christi Teachers' Training College, and the Suva Grammar School.

Across the road from the Grammar School, South Pacific Churches hope to establish their theological college.

New Zealand would probably foot the bill for an education centre as a Commonwealth obligation, a move which would ensure a continuation of the tremendous goodwill New Zealand enjoys in Fiji.

Meanwhile Fiji, and particularly Suva, is very concerned about the impending departure of the Sunderlands, which have been part and parcel of their life and the economy for a quarter of a century.

It has been estimated that the base is worth about £1 million a year to the Fiji economy.

The Sunderlands are known throughout Fiji and in island groups as far away as the GEIC and the Cooks for the many mercy missions their crews have cheerfully undertaken.

There has been talk of replacing them with amphibious craft, which would have limited scope in carrying out mercy missions, but there is nothing concrete.

The men and women of the RNZAF will be missed in Suva, for they have always entered wholeheartedly into the social and sporting life.



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Archaeological investigations currently being made in the South Pacific may eventually throw light on such things as the origin of the ancient people who made these inscriptions on a boulder on rarely visited Aneityum, the southernmost island in the New Hebrides. Dr. Richard Shutler, an archaeologist from Nevada State Museum, recently made the first archaeological excavations on Aneityum assisted by his wife.

"Operation Shovel" Is In Full Swing

All Over The South Pacific, The Archaeologists Are Busy

By a Staff Writer

When Pacific historians look back on 1964 in the years ahead, it could be that they will call it "The Year of the Spade" on account of the intensive archaeological activity by scientists.

NEVER before have scientists been so busy digging up the past in the South Pacific. Armed with shovels and grants of one sort and another, they are delving everywhere from New Guinea to Pitcairn.

This upsurge of activity, coupled with important new information which has been discovered in recent years, may eventually establish the exact origin of the Melanesian and Polynesian peoples of the South Pacific. Certainly, it should give a much clearer picture of pre-European migration in the Pacific than we have now.

Archaeologists who are, or have been, at work in the South Pacific this year include:

● A party of six from New Zealand's University of Otago, headed by Mr. P. Gathercole, who returned from Pitcairn Island at the end of February having found evidence of prehistoric occupation at two sites on that island (*PIM*, April, p. 55). The evidence suggested that Pitcairn was a more or less permanent home for the ancient Polynesians, besides being a quarry that was visited from eastern Polynesia for materials for stone tools.

● Mr. Jose Garanger, of the Centre National de la Recherche Scientifique, who has done archaeological work in Tahiti's Tautira Valley, where he found house sites and multiple-*marae* sites, with *ahus* of a type found in Hawaii.

● Dr. K. P. Emory and Professor Yosihiko H. Sinoto, of Honolulu's Bishop Museum, who have visited archaeological sites in Western Samoa, Fiji and Tonga.

Professor Sinoto, assisted by Miss Marimari Kellum, of Tahiti, has also carried out excavations at Uahuka in the Marquesas recently. Traces of human occupation probably dating back 2,000 years were found in sandhills on the island.

The discoveries included pearlshell fish-hooks and ornaments, tattooing needles made from the bones of birds, small stone hatchets and tools for making hatchets, and tools made from coral and the spikes of sea urchins.

The remains of necklaces made from whales' teeth and the skeletons of two dogs—in both cases, the first to be found in the Marquesas—were other important discoveries.

Professor Sinoto, who returned to Hawaii from Tahiti in mid-August, believes that a study of his Marquesan fish-hooks will prove a connection between the Marquesas and Hawaii dating back to the fourth century.

● Dr. R. S. Duff, director of New Zealand's Canterbury Museum, who recently completed the second of two visits to Rarotonga to supervise the first archaeological excavations on that island.

Layer Of Charcoal

Dr. Duff's party found a layer of charcoal under a *marae* called Manuka which is believed to have been named after Manu'a (in American Samoa), the home island of Karika, a chief who conquered Rarotonga about 1,300 AD.

A few feet higher up was a thin stratum of charcoal, indicating human

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occupancy of Rarotonga several centuries before Karika.

Radio-carbon dating should establish the approximate date of this settlement.

● Dr. R. C. Green, senior lecturer in prehistory at Auckland University, who headed an archaeological team to Western Samoa earlier this year, found huge hill forts, closely resembling New Zealand Maori *pas* in structure and layout.

Commenting on these discoveries, Dr. Green said the present accepted idea that the development of fortification in New Zealand was entirely independent might have to be revised.

He said excavations carried out in New Zealand suggested that building fortifications were a later development of Maori culture, but the Samoan forts were so similar that the expedition felt there must be some relationship. Also to be taken into account was what was known of fortifications in Fiji and Tonga.

Adze Discoveries

Dr. Green said that adzes found at Vailele, near Apia, and at excavations on hill forts and in inland villages, were similar to some types found in the Marquesas. Those, in turn, were related to adzes found in association with the earliest New Zealand inhabitants, the moa hunters.

This suggested a much closer relationship between eastern and western Polynesia at an earlier stage in settlement of the Pacific than was apparent later. But nothing found in Samoa contradicted the current theory that the movement of people was from the west to the east.

● Mr. Jens Poulsen, of the Australian National University, is carrying out excavations in Tonga. He went there in September, 1963, to stay for a year with the object of constructing a sequence for Tongan prehistory.

● Mr. J. B. Palmer, curator of the Fiji Museum, has made interesting discoveries at Sigatoka and Walu Bay on Fiji's main island of Viti Levu. Mr. Palmer will publish a paper on his discoveries next year.

● Dr. Richard Shutler, from the Nevada State Museum, with his wife, recently completed the first archaeological survey in the New Hebrides. The Shutlers began work at Aneityum, the southernmost island in the group, and then moved to Tanna. Their discoveries included the first skeletons to be discovered in Melanesia on an archaeological site.

● Mr. and Mrs. Peter White, a husband and wife team from the National University, Canberra, have been working in Papua-New Guinea. They have found "sophisticated" examples of cave paintings in two areas in the Eastern Highlands south of Kainantu, and in the Sogeri area, north of Port Moresby.

Some were abstract designs, including "dusted" print hands in which the hand appeared as a white design on the cave face, with the outline of fingers dusted round it, and also solid hand paintings where the painter's hand itself had been dipped in ochre.

Other paintings on rocks included figures of birds, animals and men. All appeared to be in a good state of preservation.

Other archaeological discoveries in Papua-New Guinea that have created interest recently include: a stone figurine found at the newly-opened post of Amanab on the western edge of the Sepik district, and obelisks, statues, carved figures and what may be sacrificial altars high in the mountains of New Hanover.

Most Significant

The stone figurine found at Amanab has been described as the most significant archaeological find ever made in the Territory.

The figurine, which is about 8 in. tall, was found by Mr. G. Harvey, an agricultural officer, while he was preparing new ground for a garden.

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Ray Sheridan
—Photo C. H. Meen

The native people know nothing of the origin of the figurine, and have no legends about anything similar.

The figurine has a well-defined face with large nose flanges, torso and legs. It is male. Its sides are covered with designs.

Mr. Harvey has given the figurine to the Territory Museum in Port Moresby.

The New Hanover discoveries have created great interest among archaeologists and the Papua-New Guinea Administration has announced that it will send an archaeologist to the area later this year.

Sun-Worshippers

Mr. Ray Sheridan, of Kavieng, who has made a study of the New Hanover figures, believes they may be evidence that a race of sun-worshippers inhabited the area hundreds, and perhaps thousands, of years ago.

Mr. Sheridan, an amateur archaeologist, is a field supervisor in the Malaria section of P-NG's Department of Public Health.

Mr. Sheridan told *PIM* that the New Hanover "stones" were about a four-hour walk inland from the north side of the island.

They were in a small basin-like depression, and formed a pattern typical of ancient sun worship with the main stone facing east, and attendant stones arranged on the south-east and north-east flanks to suggest a sighting-up on summer and winter solstices.

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Unique P-NG Budget Provides A Good Time For All

From a Staff Writer in Port Moresby

The Budget of Papua-New Guinea Territory for 1964-65 probably is one of the most remarkable documents of its kind in the world.

HERE it is, in summary, as presented on September 1 to the new House of Assembly in Port Moresby:

Receipts Expected

Receipts from taxes and fees within the Territory	£12,704,000
Loans	3,160,000
Gift from Australia	28,000,000
Total	£43,864,000

Expenditure Proposed

Cost of running Administration	£26,969,000
To be spent on capital works	10,666,000
For purchases of capital goods	1,783,000
Special appropriations	1,100,000
Total	£43,864,000

What other dependant Territory, spending just on £44 million a year on administration and development, gets no less than 63 per cent. of its income as a free, untrammelled gift from its mother-country? And spends 61 per cent. on its public services?

Details of the Budget, presented by the Treasurer, Mr. A. P. J. Newman, in an 80-minute speech, were in many respects most interesting; but trained businessmen, accustomed to budgets in which countries and corporations are obliged to shape their expenditure in accordance with their earnings, found it mostly bewildering.

A total of £44 million a year is being spent in a country whose real earnings, under the stimulus of bonuses and protections of all kinds, amount to about £20½ million.

The difference, of course, is approximately the amount of Australia's annual gift.



Mr. Newman

Consequently, Australia's "boom" is being reflected in New Guinea, where a huge army of officials are enjoying very good conditions, and where private enterprise generally is reaping profits on a scale which seems to make its economic future secure. (The political future, of course, is a horse of a different colour.)

It would be interesting to know what proportion of the money so generously poured into the Territory by the Commonwealth Government is coming back to Australia in the shape of profits made by Australian-owned private enterprise; what proportion is being ploughed back by private enterprise for new development; and the approximate annual increase in the value of all capital investment in Papua and New Guinea.

Anyway, although it is a strange and very interesting set-up, there is no doubt that a good time is being had by all classes in P-NG including the New Guineans. "God Bless Australia!" should be sung—in Pidgin if necessary—by every village choir.

Fundamental Change

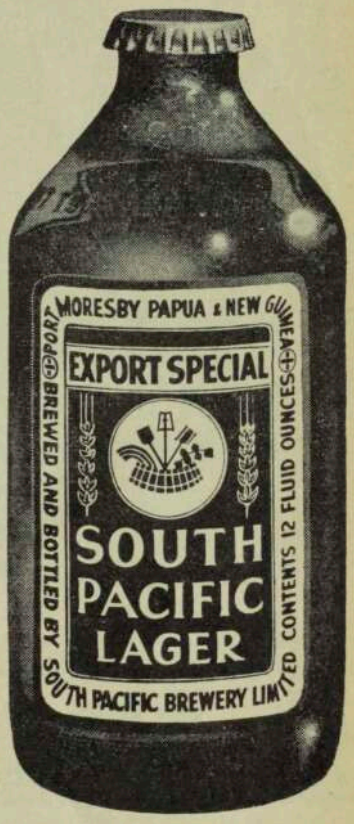
Points made by Treasurer Newman, in his Budget speech, deserve a wider audience:

Exports in 1963-64, at £20,556,000, were a record. All products except gold and peanuts increased substantially.

Mr. Newman indicated a fundamental change in Administration policy. A faster economic growth was needed, for obvious reasons; so already the emphasis in the budgetary plans is increasingly on economic development, and less on social development.

He said: "Health and education are by far the most costly of our social

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pursuits. It would be absurd to reverse the trend because . . . a healthy and educated work force is a prime need for development."

Therefore, while expansion of health and education services "has not been completely curtailed, it has been restricted in comparison . . . with former years."

In 1964-5, the Department of Education will cost £4,631,000. Secondary and technical schools, and some primary schools where there is population growth, will be expanded; *but there will be no extension of primary schools.*

The Treasurer expected that the World Bank report on economic development would have something pointed to say about the need for greater economic development as against social development, but it was revealed later that although the report is known to be in Canberra, it had not up to early September been released for public information.

Army Of Public Servants

The Budget provides £955,000 for Motor Transport Branch activities, which uses a fleet of 1,208 vehicles; and £675,000 is provided for air charters.

A Budget table shows that the actual Public Service staff on July 1 was 6,645, and of "other employees and students" numbered 19,938—a total of 26,583 engaged in the administration of the Territory.

It was stated that, in 1964-5, new broadcast stations will begin operations in Kerema, Goroka and Mt. Hagen. These activities are part of the Department of Information and Extension Services, which now cost about £300,000 per annum.

It is noted that the new House of Assembly, with its paid membership, under-secretaries, and all, is estimated to cost £140,000 a year.

The police force will be increased to 3,100, and the cost of which will go up by £100,000 to over £1 million.

The Budget debate to follow later in the month was expected to be lively.

● Mrs. Betty Evans, formerly of Suva, is the first appointment to the staff of the Fiji Office, Sydney. Mrs. Evans, nee Whiteside, a well known Fiji family, went to Western Australia from Fiji last year. Early in August she came east to Sydney and within a week had secured a post of receptionist for Colonel Basil Rogers, the Fiji Government's first representative in Australia.

Growing Role For Co-operatives In The New Hebrides

● Private European Traders Affected

From Ian Taylor, at South West Bay, Malekula

Startling advances have been made in the New Hebrides in the past year in the formation of co-operative societies which are radically changing village economic life. The co-operatives usually have from 50 to 100 members.

SOME private European traders are beginning to feel the effects, and a few have already begun to withdraw. At least one trader confessed recently that he couldn't compete with the co-operatives and virtually handed over his business to the New Hebridean members of a newly-formed society.

One new co-operative society has openly boasted that it has been formed to defeat a large monopolising company. But most of the societies are simply in existence to provide better living conditions in the villages of their members.

As former Co-operatives Officer of the Presbyterian Mission—the office was discontinued recently because of the increased interest and control by the British and French Administrations—I have watched developments with a keen eye.

Slow At First

The British and French Administrations were slow at first to promote the idea of co-operatives, but now they have entered the work enthusiastically.

Administration vessels carrying specially appointed French and British Co-operatives Officers and a New Hebridean Co-operatives Inspector have been visiting the islands throughout the Group to form new societies and to supervise and inspect existing ones. Mr. T. Layng represents the British Administration, and Mr. Gloaneac, the French.

Before the two Administrations entered the field, the formation of co-operative societies was largely inspired by the missions, particularly the Presbyterian Mission, although



Masing Venavil, secretary of the Lorlow Co-operative Society at South West Bay, Malekula, fixes a price tag to a locally-made canoe paddle before putting it on sale.

the missionaries were too busy with spiritual matters to do justice to the work.

Two men, especially, deserve credit. One is the Rev. John Cooper, a former Presbyterian missionary who pioneered co-operative work on Tanna, playing a big part in helping the White Sands people to get the Iarki Society established and successfully operating. The other is Iolu Abbil, a New Hebridean from Lenakel, Tanna, and a graduate of Onesua High School, who has been chosen by the British Administration as its first Inspector of Co-operative Societies.

Further Training

Iolu is a young, dedicated Christian, with an excellent command of English who has made a deep impression on all. Now chosen for further training, in Fiji, he makes the prospects for co-operatives in the New Hebrides look bright indeed.

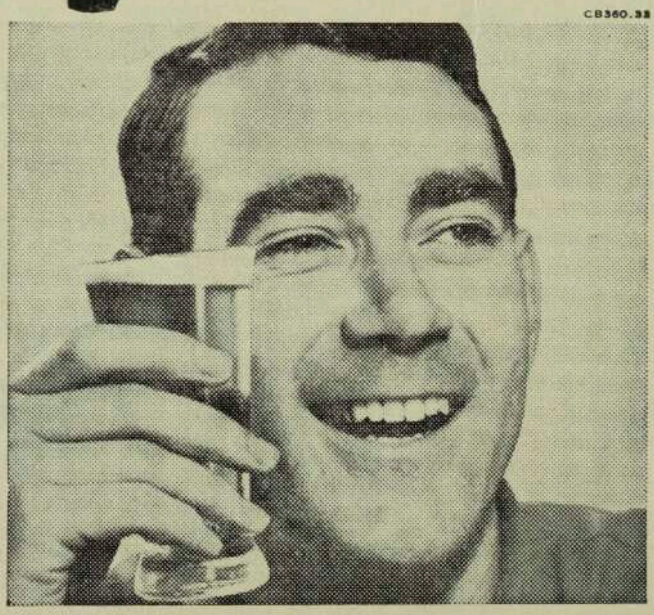
By the end of 1964, it is expected that 12 British and five French controlled co-operative societies will be functioning.

At present, there are 10—eight under British supervision and two under French.

The eight British societies are: Iarki (Tanna); Lawa Native, Lorlow, Ahamb (Malekula); Lumbukuti and Tongariki (Tongoa); Civil Servants Savings and Loans (Vila); and Laoni



a quick 'Vic' does the trick



VICTORIA BITTER

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(Pentecost). The French societies are: Wala (Malekula) and Ipyato (Santo).

Finance, communications and personnel are not such problems for the societies as one might think.

The British Government recently made a grant of £Stg8,000 for co-operatives work from Colonial Development and Welfare Funds; a recent increase in shipping provided by the Condominium Government enables quick and regular visits by the Co-operatives Officers to the outlying centres; and a rising standard of education among the New Hebrideans means that people are coming along with the necessary qualifications to run the co-operatives.

A typical New Hebridean taking part in the new work is Masing Venavil, of Malekula, who is secretary of the Lorlow Co-operative Society in South West Bay. He was previously a mission teacher, but was once a bushman.

Still Naked

His brother and relatives still walk naked except for the traditional heathen *nambus* belt.

According to Mr. Layng, and the SPC Co-operatives Officer, Mr. Boyen, Masing Venavil shows great promise.

He topped the Administration's trading course on Tongoa, and won great praise from all in charge. He has accepted his responsibilities with real enthusiasm and honesty.

Before his "own" co-operative society was opened on July 15 this year, he played a tremendous part in organising it, and insisted that the opening ceremony should include an act of worship and a simple but significant ritual in which a large leaf screen, which hid the store from sight, was dramatically cut down in an endeavour to "find the better way of life co-operatives can bring."

It is not unfair to say that for a long time Europeans and New Hebrideans have chafed under the monopoly of large, price-domineering trading companies, which have hardly known the meaning of the word "competition".

That state of affairs is changing, to the benefit of the indigenous population.

The formation of co-operatives is the reason for the change.

● A three weeks' public health survey was scheduled to start on Pitcairn Island in September. The survey was to be conducted by Dr. Joseph Marseu, of Suva.

Quickening Tempo In Norfolk Island Commerce

From Merval Hoare on Norfolk Island

Faith in Norfolk Island's future as a tourist resort has been shown recently by two mainlanders who have started in business on the island and others who are busy building shops which will open soon.

MRS. D. B. Millar, until recently a school teacher in Sydney, opened tearooms in one of K. Prentice's buildings at Burnt Pine early in August. The tearooms are open six days a week. Visitors and residents needing a quick "cuppa" while out shopping are finding them attractive.

At Middlegate, Mr. Karl Davies, who is also from Sydney, has opened the Norfolk Island Photographic Centre. Mr. Davies has earned his living as a photographer in many parts of the Pacific and has had considerable experience in underwater photograhpy. He has worked with the J. A. Rank Film Coy. and other film units, and has been on expeditions with the writer Lowell Thomas.

Several buildings are going up in the Burnt Pine area, between the Hospital Corner and New Cascade Road. Mrs. Mavis Forbes, who came from New Zealand some years ago, expected to go into one of them by the end of September, selling Christian Dior model gowns. Her salon will be called the Paris Boutique.

A group of shops to be known as the Garden Shopping Centre is

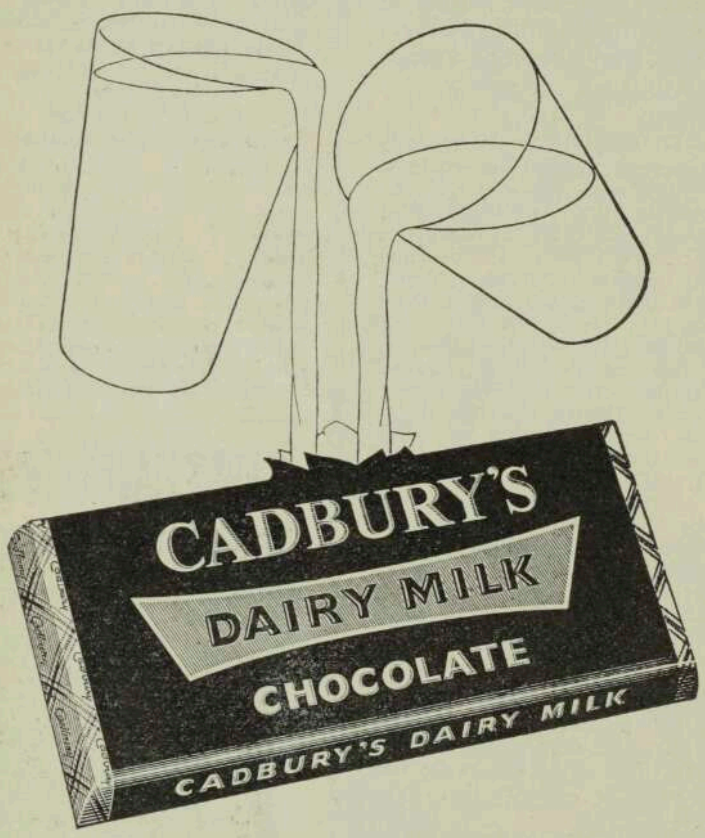
Rafferty's Rules

THE organisers of basketball on Niue Island apparently believe in letting the players have a little fun at the beginning of the season. The season has just started and the basketball players were advised in a notice in the local press that there would be a brief run through of the rules AFTER the last game on the first day was concluded.

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Heavy Tasman Air Traffic

Qantas, TEAL and BOAC between October and March will operate 1,219 flights each way between Australia and New Zealand, an increase of 25 per cent. in the number of flights in the corresponding period of a year ago.

In December alone, because of Christmas traffic, there will be 221 services, compared with 176 in December, 1963.

The Melbourne - Wellington service will become twice-weekly from September 28. The Brisbane-Auckland service will operate twice a week from December 16. The airlines estimate that in the six months they will carry 117,060 passengers.

being erected by Diegelman's Construction Co. Two will house Roy's Pharmacy and Duncan's Sports Shop, owned by Mr. Roy Sanderson and his son Duncan, which are now located in one of K. Prentice's buildings.

The other shops will be Max and Thelma's Household Furnishing Store, a ladies' hairdressing salon and a coffee lounge. The coffee lounge is being built around a tall white oak tree which will form an unusual interior decoration. Local residents Mr. and Mrs. Max Diegelman are the owners of the Garden Shopping Centre.

Work has also started on a site recently bought for Milton's Departmental Store. The proprietors are Mr. Thomas T. Milton, a Sydney businessman and his son Mr. Ivan A. Milton.

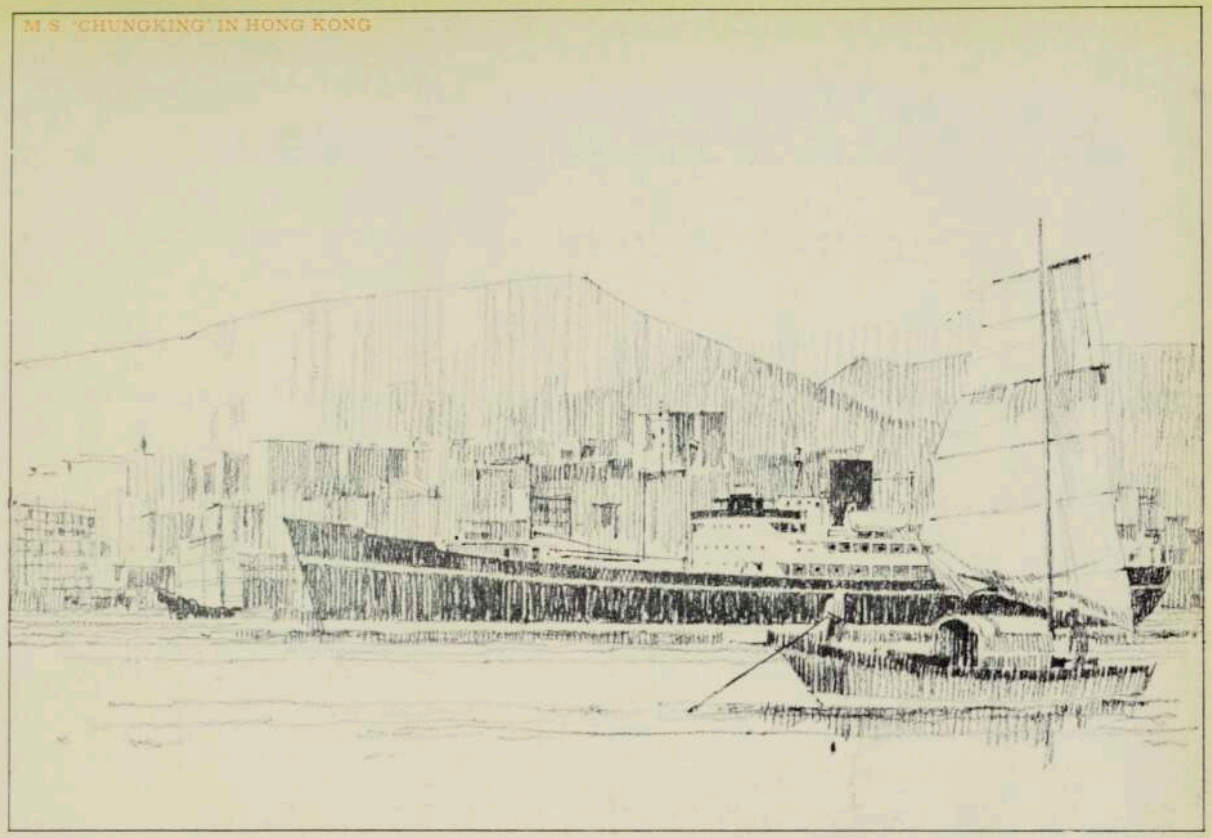
The store will sell goods from the East, including radios, TV sets and cameras, Royal Copenhagen porcelain figures and Danish and French crystals. Trading will begin in November.

These new ventures will, of course, change the face of Burnt Pine and quicken the tempo of commercial life on Norfolk.

The island has entered a new phase—a busy, prosperous and competitive period geared to tourism and duty-free shopping.

Inevitably, some of the disadvantages associated with prosperity will catch up with Norfolk, but the island itself is so lovely that the atmosphere cannot be completely ruined.

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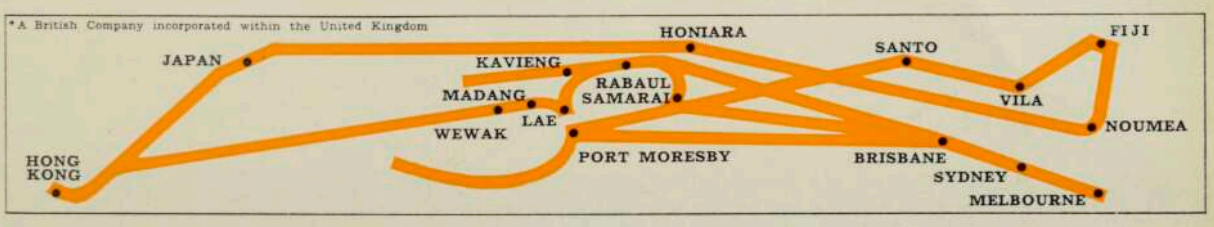
There are three sailings a month from Australia to Port Moresby with the passenger liners M.S. "Changsha", M.S. "Taiyuan", M.S. "Nanchang", M.S. "Soochow" & M.S. "Shansi", and monthly sailings from Japan with the cargo vessels M.S. "Chengtu", M.S. "Chungking" & M.S. "Chekiang", serving seven territory ports.

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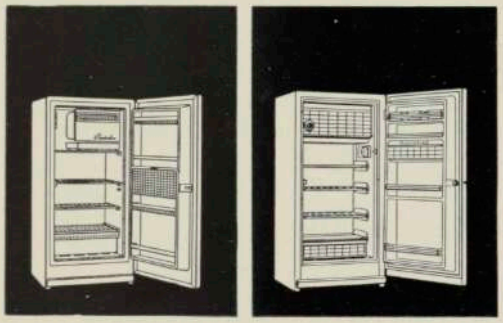
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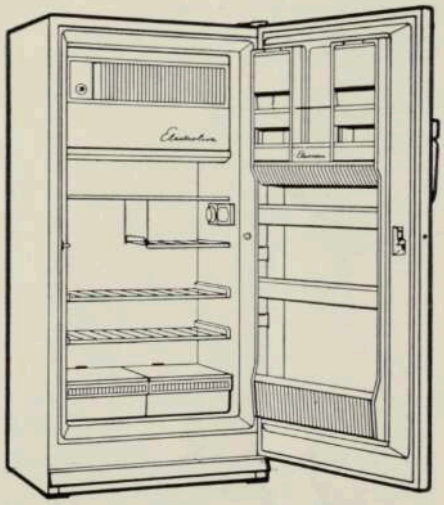
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Brother Of Nature Man Lives In California

In PIM for last November (p. 77), we published an article by staff writer Robert Langdon on Ernest W. Darling, a Nature Man (i.e. sun "worshipper" and food faddist), who lived in Tahiti for several years before World War I.

Darling, an American and a graduate of Stanford University California, became a Nature Man after curing himself of tuberculosis by living without clothes in the open air. He migrated to Tahiti shortly after the turn of the century.

When Darling returned to the United States in 1912, an article in the San Francisco Press claimed that he was "bent upon matrimony" and that his bride would have to be "willing to dispense with raiment, except in such places as are burdened with a chief of police of conventional ideas".

Darling, if he really was looking for such a woman, never found one; and, in 1918, at the age of 52, he moved to Fiji where he died shortly afterwards of influenza.

If Darling were still alive, he would now be 98. So it was with considerable surprise recently that we opened a letter from Newport Beach, California, and found it was from Darling's half-brother, Thomas H. Darling, who is still young enough to be master of a 50 ft yacht, "Courage" and to cherish ambitions of visiting the South Seas.

Mr. Darling says he has been "well rewarded" for some time by reading PIM, but that "some sort of pinnacle was reached" when he read the article on his half-brother in the November issue.

"It has been my wish for many years to visit many of the places he told me about when I was between my seventh and ninth year," Mr. Darling says, and he adds:

"There are many things I could add to Mr. Langdon's story, though I would modify some of the information given by him."

Tahiti's Nature Man Did NOT Want A Wife For His Garden Of Eden

By Thomas H. Darling, the Nature Man's Half-Brother

My father Tom Darling, who was also the father of my half-brother Ernest W. Darling, was only 16 when he married his first wife. He was born in Sparta, Ontario, Canada, and moved to Kansas, US, not far from Topeka, after his first marriage.

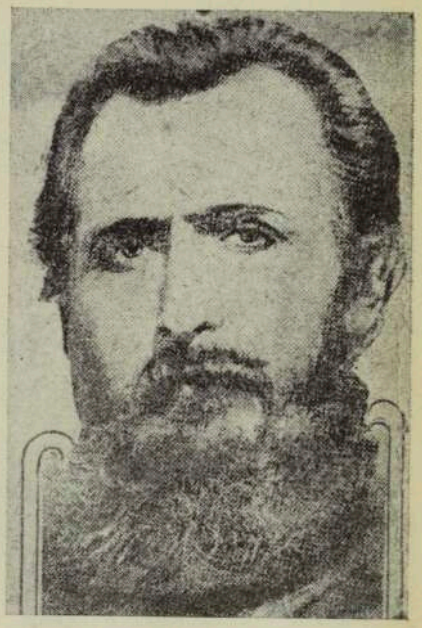
IN KANSAS, Tom Darling got a small farm; raised broom corn, strawberries and bees; and made brooms. It was in my father's 16 ft by 20 ft log cabin that Ernest, his brother Charles and their sister Edith were born.

One day when my father was 35, he got tired of ploughing, left the plough in the field, took the horses to the barn, went into the village nearby and asked the local doctor if he thought he could yet become a doctor.

The doctor said he believed he could; and since Ernest, Charles and Edith were beyond the infant stage, they and their mother were left on the farm while my father studied at the Detroit College of Medicine with the help of his Uncle Sam in Canada. He graduated near the head of his class.

After graduation and internship, my father took his family to Portland, Oregon, and established practice there in the downtown section.

In Oregon, with its rainy, cold winters, Ernest caught cold after cold, until he was nothing but a cage of bones. Tuberculosis followed.



Ernest W. Darling, Tahiti's Nature Man

Medicine Ineffectual

The medicine of that period could do little for TB, and Ernest, now in his twenties, became discouraged and sick, and lost his faith in medicine. (I still have our father's medical books and frequently have to smile at the treatment recommended.)

Ernest, at this time, was at Stanford University — the same university that Jack London went to, where they both had hot and heavy words with Dr. David Starr Jordan, the renowned educator and head of the university.

In an effort to cure him of his disease, my father sent Ernest to Arizona for a brief period. He then went into the forests of Southern Oregon to live the life of a "Wild Man", as my father called it.

By this time, our father had become divorced from his first wife and had married my mother—he being 52 and my mother 28 or 29.

Ernest was much taken with my mother and she defended him in the many bickerings he had with our father.

I have nothing but the fondest memories of Ernest, who was a great personal hero. I still have a few relics of him.

Among these is a piece of white cedar he picked up at Stanford and sent to my father. On it is written: "White cedar I picked up in the U. Buildings where I have been working. Am going 2 make a strong effort 2 re-enter on my course next month.

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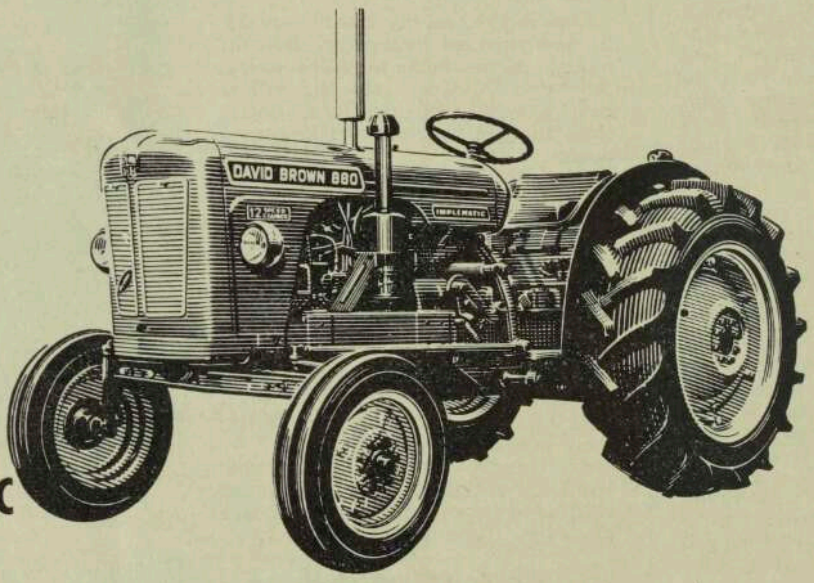
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With love to all. Ernest." On the address side is: "From E. W. Darling, Stanford." The postmark is 3. p.m., August 4, 1902.

The package was addressed to our father, Dr. T. Darling, Cor. 30th & E. Salmon, Portland, Oregon.

I also have a few postcards that Ernest sent from Tahiti. They show some of the scenes of that day, such as the old bandstand and native scenes; and there are a couple of his little "plantation" with messages giving his hopes and dreams for it.

Among my memories of Ernest are the wonderful cigar boxes he sent me, carefully packed and full of dried bananas, for which "delicious" is but a mild word. I am sure that if people in the Islands could dry and ship bananas like he did, they would make a fortune.

There was magic in the way Ernest did everything—like showing me the correct island way of extracting coconut milk. This was when he visited us in California, to where my father retired in 1911.

I also remember asking Ernest about cannibalism, and he told me that they didn't eat people in the South Seas any more, but that he had met people there who *had* enjoyed the delights of "long pig" in the past.

Critical

Ernest had a critical attitude towards the prevailing faiths of his day, and his trouble with the French in Tahiti was caused by missionaries.

Ernest used to advise the native people to dress as they had always dressed, eat what they had always eaten and resist the use of clothes unnatural to them—above all the disease-provoking *muumuu* or Mother Hubbard.

As a result, the French missionaries forbade him to cross certain property to get to his plantation, and it was for this reason that he had to scramble up a steep path.

Ernest always wore what was necessary to protect him—either from the weather or the law. When he came to see us, he wore enough to avoid an argument with Dad.

He liked the tropics because he liked to get plenty of fresh air to keep him comfortable in the heat. There are many people now who have found it sufficient to wear as little, and probably less than he did, in public.

Now let's dispose of the "Eve in the Garden of Eden" bit that Mr. Langdon referred to in his story.

On his return to the US in 1911, Ernest gave out a story about wanting a wife to avoid complications with European women who got silly ideas and wanted to be overly friendly.

Remember, he was a big, strong, well-formed and intelligent man. I have heard from good friends in Tahiti that I have relatives there. I am sure his bed was not cold.

I remember visiting Ernest once at the San Diego International Exposition in 1915. He had a Nature Man booth there.

He didn't care much what people called him, so long as he could get over his idea of good clean health. I never saw him do anything like "muscle beach" stuff.

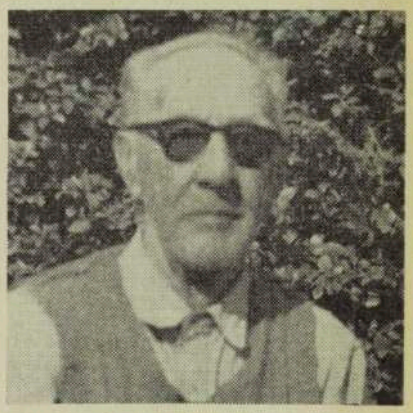
When I saw Ernest at the exposition, I was with my (and Ernest's) uncle, James V. Teetzel, Justice of the King's Bench in Ottawa, Canada.

Ernest, by the way, never tried to drag any of his family down by using their names to get out of something.

NORFOLK VETERAN HELPED RAISE FAMOUS ANCHOR

From Merval Hoare on Norfolk Island

On a pedestal in Macquarie Place, Sydney, not far from Circular Quay, is the anchor of the First Fleet ship *Sirius* that was wrecked in a storm on the reef at Kingston, Norfolk Island, in 1790.



Isaac Goldie Christian

ITS presence in Macquarie Place since 1907 is partly due to one of the old school of seafaring Norfolk Islanders, Isaac Goldie Christian, who helped to raise the anchor in 1905. The anchor was then firmly cemented to the reef by more than a century of coral growth.

Because he was an expert swimmer and diver, Isaac Christian was chosen to place the charge that blew away the coral. He still vividly recalls that day.

"It was a beautiful day with a good sea," he says. "I dived from outside the reef, under the ledge and found the position of the anchor. I felt the fluke and went up again to get the charge.

"I dived down again, put the charge under the ledge, and tied a rope to the shaft. There were two boats waiting and I gave an end of the rope to each boat.

"I then set the fuse which took a couple of minutes to burn. In the meantime I hung on to one of the boats.

"The charge exploded and two great waves hit the boats, pushed them apart and caused the rope to tighten.

"The anchor, which turned out to be long and heavy, was lifted between the boats and towed to Kingston pier.

"As it was so heavy it was not brought ashore, but left on the bottom beside the pier, until the *Induna* came from the islands. She took it back to Sydney.

"This was in 1905, when Captain Walton Drake was in charge of the island. In fact, it was he who organised the lifting of the anchor."

In his youth, Isaac Christian worked for a local whaling company and hunted whales round Norfolk's coast in the long, narrow boats then built by the Islanders.

Whaling was a hazardous business in those days. After the chase and the hand-harpooning of the victim a boat was often towed miles out to sea by the whale and the long pull back was hard work.

At the turn of the century when the cable ship *Iris* came to the island to lay the Norfolk section of the Pacific cable, Isaac Christian was one of the 68 Islanders chosen to train in seamanship and replace the Welshmen who manned her.

For some years afterwards the *Iris* carried a complete crew of Norfolk men.

Isaac Christian has been a landsman for quite a few years now. His eyesight has been poor since World War II when he had a serious accident while unloading American equipment at Kingston pier.



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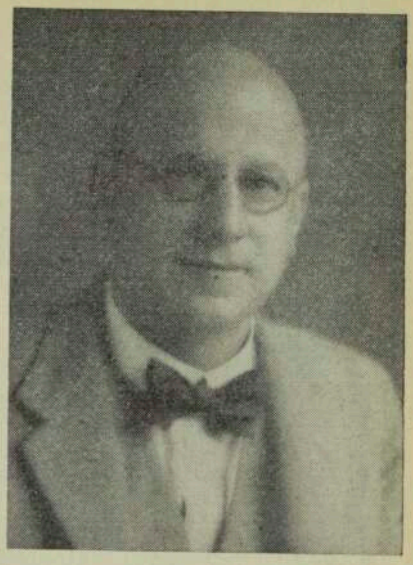
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Jubilee Of W. R. Carpenter & Co. Ltd.

50-Year-Old Company Has Played Big Role In Pacific Development

By a Staff Writer

On September 9, 1914, a company called simply W. R. Carpenter and Co. Ltd. came officially into existence with an issued capital of £1,000. On its first balancing day seven months later, it showed a profit of £1,594/2/11.



Sir Walter Carpenter

)N September 9, 1964, exactly 50 years later, W. R. Carpenter oldings Ltd., controlling assets orth more than £20 million, includ- g the original company, announced profit for the financial year ended ine 30, 1964, of £2,054,371. Not fittingly, it was called "our golden bilee profit".

Few facets of Islands life have en untouched by Carpenter in- rests and actions during its half ntury of existence.

Carpenter money has helped in the velopment of copra plantations, ipping lines, trading stores, cocoa tates, a brewery, civil aviation; and ming up is a £1 million tea enter- ise in New Guinea.

The firm was founded by Mr. W. Carpenter (later Sir Walter) who, a young man, showed that he ssessed uncanny business acumen. He became head bookkeeper for rns Philp when only 18, had unded a business on Thursday and before he was 21, and was er in Fiji for six years directing affairs of Robbie Kaad and Co. Burns Philp.

On His Own

Early in 1914, Mr. Carpenter cided to leave Fiji for Sydney to up on his own, sending ahead of n Mr. T. E. Page, who was his rchandise manager in Robbie ad and Co.

Page opened an office at 24 Bond eet, Sydney, in the name of "W. Carpenter".

When the firm was incorporated on otember 9, 1914, Mr. Carpenter s the principal shareholder with a per cent. interest. Holding 25 cent. each were P. A. Morris, n chairman and managing director Morris Hedstrom Ltd., and J. (later Sir Maynard) Hedstrom.

Thus an early link between Carpenters and Morris Hedstroms was established, which is still seen in the cable address, "CAMOHE", which was then registered.

The first directors of the young firm were Messrs. Carpenter and Morris. A present-day director, Mr. B. B. Perriman, joined the firm on June 1, 1914, as a general office assistant and shorthand-typist.

Carpenters built up their early strength on copra and as agents in Australia for Morris Hedstrom Ltd. They were the biggest dealers in Australia in Fiji bananas, a trade which now, regrettably for Fiji, does not exist.

Holdings Increased

The founder of the firm increased his holdings in 1918 when he bought the interests of P. A. Morris, who retired.

Another Carpenter, H.B., a brother of the founder, came into the firm on June 1, 1918, as a director. He was principally interested in insurance, and had little to do with the commercial or island trading activities.

At the end of 1918, Mr. W. R. Carpenter's elder son, Randolph Bolton, then only 18, joined the firm, starting at the bottom.

But there was little doubt that he was a financial genius, set in the same mould as his father.

There was a big increase in the company's capital structure in 1918, when paid-up capital was lifted to £25,000. In 1921 the nominal capital was £100,000.

About 1921, during the big influenza epidemic, Mr. Carpenter became seriously ill, and made a deal to amalgamate with Morris Hedstrom's. But on his recovery the arrangement was cancelled.

The arrangement lasted about seven months, which meant there was a slight break in the continuity of the Carpenter interests in W. R. Carpenter and Co. Ltd., but a link remained as Mr. Carpenter was on the Morris Hedstrom board.

When Carpenters resumed on their own, they bought out the interests of Sir Maynard Hedstrom, and the board was reconstructed. It comprised Messrs. W. R., H. B. and R. B. Carpenter.

Becomes Public

The firm was still a private company then, but in 1923 it became public with the issue of 20,000 cumulative preference shares, placed by Mr. D. J. Brownhill.

As a public company it has always paid a dividend, despite the depression of the late 20's and early 30's, and heavy losses in the Gilberts, Solomons and New Guinea after the Japanese invasion of the early 40's.

On January 5, 1926, W. R. Carpenter and Co. Ltd. came to a working arrangement with the stock and station agents, Dalgety and Co. Ltd., who had taken up a large parcel of Carpenter shares.

Under that arrangement the Dalgety superintendent had a seat on the Carpenter board. There are still traces of that association today, even though Carpenters later bought the shares back.

The late Sir Henry Braddon, a Dalgety superintendent, remained on the Carpenter board after he retired from Dalgety's. Mr. W. S. Bennett, who was also a Dalgety superintendent and joined the Carpenter board,

(Continued on p. 108)

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Yesterday



● Among the pictures in PIM for October, 1944, was this one of famous Australian war photographer Damien Parer (with the beard), who was killed in action on Peleliu Island (Palaus) on September 17, 1944. Parer often shot his film by going into action, just after the tanks and ahead of the infantry. Although not a Territorian, he belonged to a family well known in New Guinea. He is seen above with his brother Cyril when he went into the Owen Stanleys to film "Kokoda Trail" in 1942. Cyril Parer was with military forces in the area.

On most Pacific fronts in October, 1944, Allied forces were on the attack, preparing for the invasion of Japan. PIM reported then that Allied aircraft had heavily attacked Formosa, and by October 13 had destroyed 221 enemy planes and 16 cargo ships.

OTHER news reported in that issue of 20 years ago included:

Sir Walter Carpenter, head of the big Pacific trading and shipping firm, W. R. Carpenter & Co. Ltd., was paying a visit to Sydney after three years' residence in Canada, accompanied by Lady Carpenter. Sir Walter, who saw what was likely to happen in the Pacific soon after the outbreak of war in Europe, extended his group's operations to Canada, where copra-milling was begun in a big way.

* * *

Among the Fiji war casualties was the name of Corporal Sefanaia Sukanivalu, of Yacata Island, Cakaudrove, who was subsequently posthumously awarded the Victoria Cross. He was the only Fiji serviceman to win the VC in World War II.

* * *

A proposal that European residents of Papua and New Guinea should appeal to Great Britain for relief from the indifference and injustices of Australian administration was not accepted by members of the Pacific Territories Association, who attended a meeting in Sydney in large numbers. Most members felt that if they clung to Australia, the Australian Government, sooner or later, would have a change of heart and would give them more consideration.

* * *

Dollar-mindedness among Western Samoans was blamed by New Zealand politicians for the lack of banana supplies in the Dominion. A fall in supplies was due to the arrival of US forces in Western Samoa and the islanders seeking higher paid employment constructing aerodromes and defence works.

* * *

There was great joy at Papeete when Governor Georges Orselli announced that France had been freed from German occupation. A day of celebration included religious services of thanksgiving and a review of troops by the Governor.

* * *

Sir Philip Mitchell, Governor of Fiji and High Commissioner for the Western Pacific, was appointed Governor of Kenya in place of Sir Henry Monck-Mason Moore.

* * *

Rarotonga welcomed an interesting home-comer, Miss Terito Pa Ariki, hereditary chieftainess of the historic Ngatangiia district, the reputed landing-place of the first Polynesian discoverers of the island. She went to New Zealand when she was 11. Two days after her return to Rarotonga she celebrated her 21st birthday.

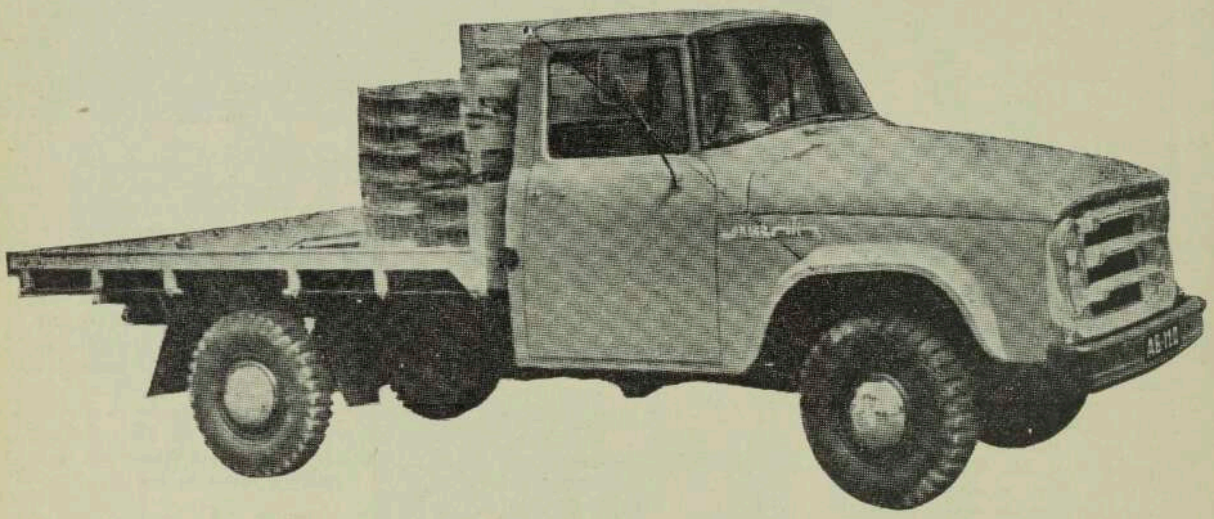
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Having carried on planting, but no trading, under extreme difficulties in Papua for 12 months, the report of Steamships Trading Co. Ltd. for the year ended July 31 showed a net profit of £7,340 on subscribed capital of £143,633.

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TALES FROM THE GILBERT AND ELLICE ISLANDS

Islanders Had Everything – Kitchen Sink Included

From a Correspondent

The wharf at Betio, Gilbert and Ellice Islands Colony, was piled high with a miscellaneous conglomeration of personal and domestic articles on August 12 when the Government ship *Nivanga* disgorged her passengers after an inter-island voyage.

COMMENTING on the wide variety of goods and chattels carried by the passengers on his vessel, Captain Ian Wallace recalled the occasion when he called at Canton Island en route from Christmas Island to Tarawa.

Pan American Airways had ceased to use the island as a stop-over some time before, but the hotel still contained plenty of luxurious fittings —or so the passengers thought.

Having watched a procession up his gangplank of happy possessers of items such as lengths of piping, wash basins and a toilet complete with seat, Captain Wallace had just finished saying to his Mate that he had seen everything but the proverbial kitchen sink, when a passenger drove in sight staggering under that very fixture.

* * *

IT is extremely doubtful whether the dogs are consciously aware of the sanctuary of churches which desperadoes on the run used to take advantage of years ago. But the dogs on Hull Island in the Phoenix Group must have had some instinctive knowledge in that direction.

Recently, when Captain Wallace visited Hull Island in the *Nivanga* to poison the dogs left there last year when the populace was moved to more fruitful Wagina Island in the Solomons, he found that the dogs had taken refuge, in equal numbers, in the churches of the Roman Catholic and LMS missions which had ministered in similar proportions to the spiritual needs of their owners.

According to *Colony Information Notes*, the GEIC newsletter, the dogs were left behind on Hull Island—and also on Gardner Island—because when their owners moved to the



Solomons they could not bring themselves to kill them, as the authorities had requested.

"Without any humans to look after them," the newsletter goes on, "it was feared that the dogs would either die a slow death from starvation or disease, or if they survived they would become savage and be a danger to any strangers or castaways arriving at the islands.

"It was accordingly decided that for their own good (sic), as well as for anyone landing on the islands, all the dogs should be destroyed, and on its last voyage there in May, RCS *Nivanga* carried poison and arms for the purpose.

"On the outward voyage, a small party comprising Acting District Commissioner Tabunawati Takoa, MBE, Marine Cadet Kabori, and an armed policeman were landed at each island. Poisoned baits were laid before leaving.

"On the return voyage the islands were again visited, and no dogs were seen, although several whole carcases and some partly eaten ones were found. All the baits had been eaten, and as they were impregnated with a very strong poison, it is assumed that all the dogs are now dead."

* * *

TWO Gilbert Islanders, Nan Teitake and Nan Tebaka, were out fishing at Bataritari on August 4 when they felt a hard pull on their line. They battled with the fish for more than half an hour until, suddenly, the pull slackened.

Thinking that the fish had got away, they pulled in their line. But presently they saw a big shark nearing their canoe with a line in its mouth, and they realised that all was not lost after all.

But the shark was not beaten. Suddenly he charged the canoe—and with such force that some planks of the vessel were smashed and the two occupants were thrown into the water.

Fortunately for them, a nearby canoe went to their aid and took them aboard. Meanwhile, the two fishermen still held their line, and they hauled the shark on to the rescuing canoe and killed it.

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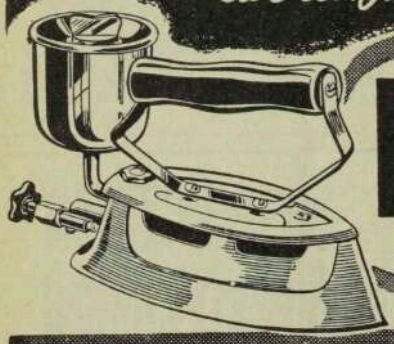
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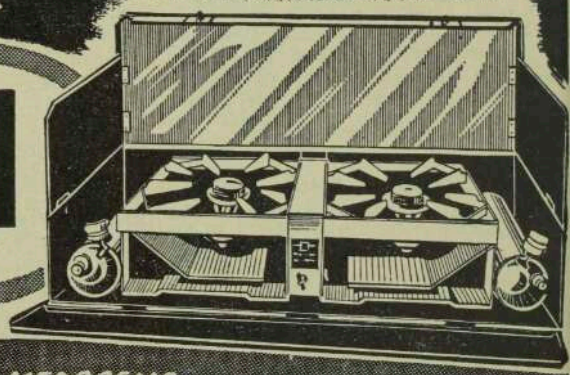
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THE MONTH'S NEW READING

PALIAU SEEN AS ANOTHER ROOSEVELT

Nothing fascinates man like ıan, and for those who want to elve deeply into this fascinating ıbject, *Continuities in Cultural volution*, by Margaret Mead, ill fill the bill.

HE book is published through the Dwight Harrington Terry Foundion Lectures and deserts straight ıthropology.

The author seeks, instead, (says e dust jacket) to "provide a new ntext for considering both imrsonal processes in the developent of civilisation and the role of dividual genius in cultural innovan. The analysis focuses on cultural cro-evolution: the development of an's specific psychobiological capaies and the continuity of cultural nsmission through the sense . . ."

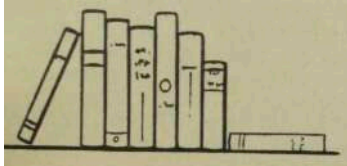
If the reader understands that, 's in, or at any rate, at first base. 'll find, though, that Dr. Mead 't nearly as bad as her dust jacket.

Possibly, for South Pacific readers, most interesting chapter is that ıling with Paliau, of Baluan, ınus, and what was his Movement cargo cult), which she enıntered during her visit there in 53-54. Paliau today is a member the P-NG House of Assembly.

New Light

What she has to say throws some light on the subject, which was sore one in New Guinea about time she writes. But to say that Mead was sold on Paliau is understatement of the age.

He is, she believes, "an example of kind of man who can make a cial difference in the course of ro-evolution." She feels that what





Paliau

he was able to do in Manus provides the modern world with a unique example of the possibility of rapid transformation.

Later she says that Paliau had a mind comparable to Franklin D. Roosevelt, although condemned to live amongst a handful of illiterates; and that had he been born towards the end of this century instead of in 1910, he might have found himself selected from the children of all the peoples of the world to be trained in a special school for the extraordinarily superior.—JT.

Dr. Mead was visiting New Guinea again in September.

Her current mission is part of a five-year project for the American Museum of Natural History, which has already started on Manus Island and will end in the Sepik.

Two anthropologists from the same museum, Dr. Theodore Schwartz, and his wife, Dr. Lola Schwartz, are already in the area to be studied, and later, with Dr. Mead, they will move to the Sepik.

For two months each Southern Hemisphere winter for the next five years, Dr. Mead will be in the Territory.

On Manus Island she will stay in the same village where she made her first New Guinea studies in 1928.

She was back in that village in 1953 when she gathered some of the material mentioned in the book above, but has not seen it since then.

"I have a lot of friends there; I know everybody except the children who have been born in the last 11 years", she told *PIM* in Sydney.

"The people I know have gone through a tremendous change. They skipped 2,000 years between 1928 and 1953.

"Now I am going back to see what has happened. The children I know are now reading in English.

"It is obvious there have been a lot of changes since I was last there, in education, political education and political participation.

"It is marvellous to see them make such a tremendous advance and develop under Government facilitation, and not under pressure."

Dr. Mead said she had heard reports of the President Johnson cult on New Hanover, and said that it followed a familiar pattern.

"They are a form of change," she said. "These religious cults exist all round the world, not just in New Guinea."

(CONTINUITIES IN CULTURAL EVOLUTION. Yale University Press, London. 63/- Stg.)

New Atlas Shows SE Asia's Changing Face

Since 1942 the whole face of South-East Asia has been changed and an up-to-date atlas of the area, now issued by Macmillan, is long overdue.

Countries covered are Philippines, Indonesia, Singapore, Malaysia, Thailand, Indo-China and Burma.

Maps include not only political areas but climate, vegetation, agriculture, population, minerals, industries and communications. There are town plans for the larger cities.

It is interesting to note that the compilers, thorough though they have been, did not catch up with the West New Guinea capital's second change of name in two years. They have it as Kota Baru (Hollandia) instead of Sukarnapura (Kota Baru) (Hollandia).

This excellent production will be of great use to those concerned with this increasingly important part of the world.

(ATLAS of SOUTH-EAST ASIA. Macmillan. 80/-.)

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Best of the Paperbacks

Fact:

THE TIGER OF CH'IN by Leonard Cottrell. Everyone knows that China is one of the oldest civilisations; few know how it began as a nation. At the time that Rome was emerging victorious from the First Punic War, in 200 BC, and when Britain was a semi-barbarous island on the outer fringe of Europe, China, already with a millenium of civilisation behind it, was united under the Emperor Shih-huang-ti. Cottrell, former documentary writer and war correspondent for the BBC, has been interested in archaeology and ancient history since a child and since 1949 has written half a dozen books on his pet subjects. (Pan Piper; 6/-).

THE NINE DAYS OF DUNKIRK by David Divine. Reviewers of this book, when it was first published, in 1959, regarded it as the "standard account of the tremendous event". (Pan; 8/-).

THE DALTON GANG by Harold Preece. Real life (and death) story of the last of the American West's bad men. Illustrated. (New American Library; 6/-).

Odd::

SPECTRUM—I, an anthology of science fiction, selected and edited by Kingsley (Angry Young Man) Amis and Robert Conquest. (Pan; 8/-).

Fiction:

THE BEACH OF PASSIONATE LOVE by G. M. Glaskin; THE MYSTERIOUS PREGNANCY by Nigel Heseltine; and THE TURN OF THE WHEEL by Roger Vailland, all deal with that horrible bogey—Sex—in different dimensions and in different places. The first in the French countryside; the second amongst the existentialists of Paris; the third on the east coast of Malaya. (Four Square; all 6/-).

FIELD OF WOMEN by Alan Caillou. About the unexpected problems encountered by an American engineer who tries to bring an impoverished Italian village back to prosperity only to find that the village prefers to go on earning its living through its beautiful women. (Signet; 6/9).

THE YEARS OF ALISON by Warren Chetham Strode, better known as a playwright and particularly of *The Guinea Pig*. (Fontana).

Thrillers And Crime:

SYLVIA and PHYLLIS, both by E. V. Cunningham (which is a pseudonym of someone allegedly better known). Both are of the plumbing-the-human-depths type; the first is a suspense story about a plot to destroy New York and Moscow; and the second of a man's search into the past of a beautiful woman. (Pan; 6/- & 4/-).

POISON IVY and DARK BAHAMA both by Peter Cheyney (Fontana); CALL FOR THE SAINT by Leslie Charteris (Hodder), all with standard equipment at 4/- each.

MISSING FROM HOME is by John Creasey, writing as Michael Halliday, for Hodder; and DEATH IN COLD PRINT is by John Creasey, as himself, for Pan. Both 4/-.

DEADLY WELCOME by John D. Macdonald (Pan) and YOU CAN'T DO BUSINESS WITH MURDER by Don von Elsner, (Signet) are from the tough American school. 4/- each.

Pan and Fontana books from Wm. Collins (Overseas) Ltd.; Four Square and Signet from Tudor Distributors Ltd., Sydney; Hodder books from Hodder & Stoughton Ltd., Sydney.)

Bibliography On P-NG Land Tenure

ONE of the most complex and important problems in New Guinea today — witness the Varzin case (p. 59)—is that of land tenure. Yet surprisingly little has been written about it in one lump, although there is a voluminous if sketchy literature scattered through books, periodicals, official reports and such.

To make this scattered literature more accessible to those interested in the subject, Mr. W. A. (Bill) McGrath, of Port Moresby, has compiled a most valuable 73-page bibliography, which has been published in roneoed form by the P-NG Lands Department, of which he is a member.

The full title is *A Select Annotated Bibliography on Land Tenure in the Territory of Papua and New Guinea.*

The owl and the pussy-cat went to sea in a beautiful pea-green boat
They took some honey and plenty of money wrapped up in a five-pound note . . .
They sailed away for a year and a day to the land where the bong tree grows . . .

—EDWARD LEAR

In Search Of Bong Trees In The Pacific Islands

On Thanksgiving Day four or five years ago, American author James Ramsay Ullman sauntered counter-clockwise round the pool in New York City's Central Park, wondering what he had to be thankful for. It seemed not much.

HE and his wife had recently been separated. A novel on which he had worked for two years and had pinned great hopes had had a disappointing reception. Three days earlier, he had turned 51. And next day, he had an appointment with his dentist.

On the other hand, Ullman had no ties; and having, one gathers, a reasonable tidy bank balance, he was free to go wherever he liked.

Ullman was in the mood for going to some of those away-from-it-all places where the mythical bong trees of Edward Lear would be most likely to grow.

One stormy day, Ullman set out by passenger-freighter from San Francisco on the first leg of a Pacific tour that was to last 18 months. In the course of it, he probably visited more Pacific islands than any American since Commodore Wilkes commanded the American Exploring Expedition to the Pacific in 1838-42.

Landfalls

Ullman's landfalls, for the record, were Hawaii; Wake Island; Guam; Yap, Palau, Truk, Lukonor, Ponape, Kusaie, Jaluit, Kwajalein and Majuro (Micronesia); Tarawa (Gilbert Islands); Fiji; Tongatapu and Vava'u (Tonga); Niue; Tutuila, Manu'a and Swain's Island (American Samoa); Upolu and Savaii (Western Samoa); Aitutaki, Manuae and Rarotonga (Cook Islands); and Tahiti, Moorea, Tubuai, Raivavae, Raiatea, Bora Bora, Takaroa

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Napuka, Fatu Hiva, Hiva Oa, and Nuku Hiva (French Polynesia).

Ullman did not find any of the bong trees of his heart's desire on the first part of his trip.

Hawaii with its pasteurised Polynesian, South Seas atmosphere, Wake Island with its 36 aircraft arriving and departing each day, and Guam with its bustling, Americanised modernity were scarcely conducive to the growth of bong trees.

But there *were* bong trees on some of the less-developed, far-flung islands of Micronesia, which are administered by the United States, with a niggardly purse and without much enthusiasm, on trust from the United Nations.

Moving down to British-ruled Tarawa in the Gilberts, Ullman found that Bairiki, the headquarters of the GEIC Government, looked like the Garden of Eden compared with the slums of Micronesia's district centres.

"But," he adds, "it was not Eden, of course. In a bona fide Eden (as any travel agent can tell you) there is air conditioning. There are no mosquitoes. And the toilet paper is not made in England."

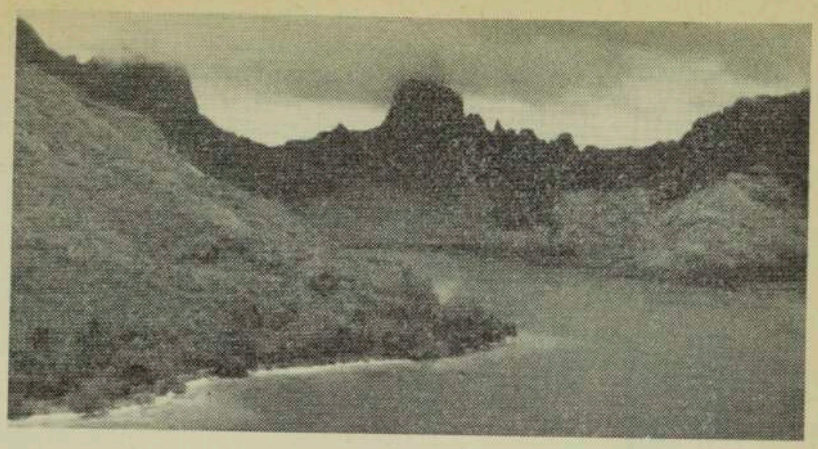
In Fiji, Ullman was vastly amused by the pukka, Somerset Maugham-ness of Suva's Grand Pacific Hotel; he did what few locals have ever done—walked from one side of Viti Levu to the other; and he had an encounter with the huge girth (even seeing was not believing") of Tonga's Prince Tungi.

Rarely-Visited

Ullman's chapter on Tonga itself is headed, "Where The Saints Have Trod," and the chapter is largely a consideration of the way that that kingdom has been completely "won for the West" in religious matters while clinging to its old ways in most all others.

In American Samoa, as in Micronesia, Ullman found that the chief complaint was lack of money and skilled personnel to develop the place, but that "in common with other mortals," the Samoans were contradictory in that they wanted both "progress and non-progress, money and freedom from the need for money, *fa'a* Samoa and the way of the world."

Ullman's chapters on his visits to American Samoa's rarely-visited Manu'a Island and Manua are among the most interesting sections of his book; but the islands which yielded the most interesting characters—among dozens of them—were undoubtedly tiny Manuae (population: 0) in the Cooks, and Tubuai in French Polynesia.



A Trap For Young Authors

On the northern side of Moorea, Tahiti's mountainous sister island, are two narrow, almost fjord-like bays, about two miles apart. Both bays are about two miles long, and the spectacular scenery within each is so similar that it is easy to confuse one bay with the other.

The westernmost bay is called Papetoai or Oponohu. But Captain Cook, the first European to visit it (in 1777), called it Taloo Harbour, apparently in the mistaken belief that Teriu, the entrance to it, was the name of the bay itself.

The people of Moorea call the other bay (pictured) Paopao. But for the past 150 years or so, Europeans have called it Cook's Bay or Baie de Cook—for a reason that now seems to have become lost.

This, inevitably, has led people to assume that Captain Cook anchored or did something spectacular in Cook's Bay, whereas, in fact, he did not even visit it personally, although he knew it was there.

The latest author to fall for the Cook's Bay furphy is Roderick Cameron, who says in his book, "The Golden Haze," reviewed next page: "It would be hard to find a more impressive or majestic sight than Paopao Bay, Cook's anchorage in Moorea."

James Ramsay Ullman does not fall into this error in his book, "Where The Bong Tree Grows," but he is even more ecstatic about the Paopao scenery, although he believes Papetoai's is pretty much on a par.

When you enter either bay, he says, "you will have an experience that will make you grateful you were born."

He goes on: "I have seen the miracle of the Himalayas from the valleys of Nepal. I have seen the East African plains at dawn, the green orchid-hug bowers of the Amazon jungle, the sculptured wastes of the Sahara in the gleam of cold moonlight. But nothing that earth can offer has stirred me more—in eye, in mind, in deepest spirit—than this entrance into the heart of Moorea."—ROBERT LANGDON.

Manuae's "character" was ex-international tennis player Karlo A. Andersen, a slender, middle-aged Dane in dark blue shorts, immaculate white shirt, blue tie with a gold clasp, golf hose with garters and white solar topee, who managed the island's spick and span coconut plantation with military precision, and who turned on—during a brief stop by Ullman's freighter—a four-course meal with wines, served on Royal Copenhagen china by a house-man and two uniformed waitresses.

Tubuai's "character" was Tony Klein, an American, who had come to the Pacific in the mid-thirties to escape the Depression, had drifted from Tahiti to Tubuai, and had lived there—the only Anglo-Saxon—ever since.

It was on Bora Bora that Ullman became acutely aware of a disease called Pacific Rot, which, he says, is a direct outcome of "underwork and underworry," and he went home.

The first result of his venture into the Pacific was a novel called *Island Before The Wind.*

Now he has published *Where The Bong Tree Grows,* which, besides

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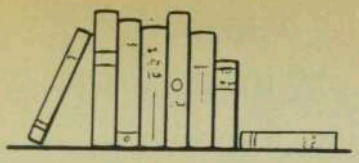
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being a sort of *Inside The Pacific Islands* (a la John Gunther) is, as he author says, "a personal story: he log of one man's journey through art of the world of the South Pacific."

As such, it is one of the most ntertaining, thoughtful, informative, nd comprehensive books on the Pacific to appear for a long time. —RL.

(WHERE THE BONG TREE GROWS. Collins, London. 31/-.)

RODERICK CAMERON'S book *The Golden Haze*, which is so a travel book of sorts, had a milar sort of genesis to that of mes Ramsay Ullman's in that when, couple of years ago, someone ked Cameron if he had a subject r a new book, he heard himself swering, much to his own surprise, at he would like to write about e South Pacific.

He next bought a map of the uth Pacific, and having decided at he could not visit all the islands, thought he would confine himself those visited by Captain Cook.

This was a happy thought, for spite the thousands of books that ve been written about the Pacific one has ever written an *In The ake of Captain Cook*.

Cameron has not written such a ok, either, for he is one of those ople who is so fascinated by the st that when he travelled in Captain ok's wake, he saw little of the esent.

The Golden Haze is therefore inly a recapitulation of Cook's counts of what he saw in the ces he visited, with occasional s thrown in from the works of ier usually, long-dead writers— ugainville, Kotzebue, Orsmund, is, Krusenstern, Melville, etc.

For all this, *The Goldne Haze* is dable enough if you are especially erested in the Pacific; and it is st handsomely produced, with 84 strations, of which several are in our.

But the book's main claim to fame st surely be the enormous number literal and typographical errors. as more of these than any book have ever read; scarcely a single e is without them; and some es have as many as two to the .—RL.

THE GOLDEN HAZE. Weidenfeld & Nolson, London 60/9.)

"De Doctuh Done Reach"

"Out-Island Doctor" is one of the most entertaining books to come out of the West Indies and certainly the most unusual. The doctor in the case is Evans W. Cottman, "not a real MD", who is assisted by Wyatt Blassinggame in writing this autobiography. In the practice of medicine, however, Evans was on his own.

UNTIL middle-life he was a science teacher at the high school, Madison, Indiana, and usually vacationed in the British Bahamas. But gradually the call of the islands got greater and that of the school less, and finally he retired to the Islands and took up the practise of medicine. Just like that.

As qualified medical men in the outer Bahamas are practically non-existent, the government grants a limited licence to persons having certain scientific qualifications. These are known as Unqualified Medical Practitioners, and engage in general practice except major surgery. The nearest parallel in the South Pacific would be if the P-NG Administration licensed European Medical Assistants to go into private practice.

No Ordinary Business

It was soon evident to Cottman that medical practice in the outer Bahamas was going to be no ordinary business. Not only had he to master the new medical jargon of the text books he had brought, but he had to learn the strange language of the local people. In time he got used to both; to being announced, when he reached some out of the way cay, that had had no medical attention for years, by someone marching through the village shouting, "De Doctuh Done Reach!"

Or being asked by every patient: "Doctuh, ain't you gonna sound me to see if my blood is running right?" From ingrowing toenails to a hang-over, you just weren't a doctor in the Bahamas if you didn't use your stethoscope right off, as a sounding rod.

To help him get about, De Doctuh built a ketch called the *Green Cross* and the adventures he had in her were equally as extraordinary as those he had with his patients.

There is laughter in every page of this book, and occasionally pathos. Above all, it proves that a man in a rut can, if he wishes, change course even in middle-life.—JT.

(OUT-ISLAND DOCTOR. Published by Hodder & Stoughton Ltd. 26/6.)

A Cook's Tour Of Europe

After reading Kenneth Cook's account of European travel (*Blood Red Roses*), some readers might be left in doubt as to whether or not it's a spoof and they've been got at; few however, will persist to the end without being amused.

KENNETH COOK is an Australian writer—newspaper reporter, creator of radio plays and features, TV commentator, novelist, you name it, he's been it. He is also the father of four small children, aged from two to nine, and thereon hangs the adventures—or the folly—that led to his present piece of descriptive literature.

In 1961 he and his wife Patricia decided to see the world even though they were financially embarrassed (although embarrassed is the last word that ever should be used in connection with the Cooks), and encumbered by offspring.

Cook's bank manager connived, by lending them £800; they let their house in Chatswood, Sydney, and took passage on a foreign ship to Genoa because its agents quoted the lowest fares. The adventure began.

Even with the self-inflicted troubles the Cooks carried with them, nothing, just nothing, could have been as continually disastrous as this story makes out subsequent events to be.

In the ordinary course of an ordinary life there must have been some smooth patches, a little sunshine; but Kenneth and his brood were not just ordinary. Even accommodating bank-managers, generous magazine editors and movie-makers are made to appear as minor catastrophes.

It says something for the exuberant style of the writer and his somewhat

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All of the books are precisely what the titles indicate and are for students or those already advanced in the subjects concerned. They use technical terms and a jargon beyond the ordinary reader.

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perverted sense of fun that you are not tempted to give the book away early in the piece as pure tripe but, to the contrary, are enticed from page to page to see what slapstick situation the menagerie will get itself into next.

On the voyage from Australia, the Cooks contracted every disease known to man and a few known only to the owners and operators of the foreign-registered vessel they sailed on. Patricia reached London suspected of being in the terminal stages of TB; they bought a boat, on another overdraft, expecting to sail it down through the canals of Europe to the Mediterranean and Greece but wrecked it, uninsured, before they had left the approaches to Maidstone. They bought a car, travelled to Spain, where Kenneth took up smuggling, and were chased out by the Guardia Civil, carrying a Frenchman, without papers, across the border in the boot of the car.

The car finally expired in Nothern France, they expended their last sous on tickets to London where they arrived "dishevelled, weary, penniless and wondering what on earth the bank manager would say this time".

"You'd better start to write something," said Patricia. *Blood Red Roses* is the result. (The title comes from a sea shanty and doesn't make any sense, either).—JT.

(BLOOD RED ROSES. Published by Michael Joseph. 26/-.)

SINCE Australia has inflicted travel writer Frank Clune on New Zealand readers it is probably only fair that the Kiwis should send us Susan Graham, author of *The Tender Traveller*. To be sure, Mrs. Graham doesn't follow the Up-Boys-And-At-Em prose approach of Frank, but the two writers have in common a propensity for name dropping and an assumption that their readers want to know all their personal arrangements. And as Frank is aggressively Australian during his travels, so Susan is aggressively Kiwi. She reminds us frequently that Katherine Mansfield is a New Zealander and is always on the lookout abroad for some tiny recognition of the existence of New Zealand.

When Mrs. Graham manages to forget she is a New Zealander, and leaves the orbit of the various New Zealand Government offices abroad, with their luncheons and cocktail parties, she drops her stuffiness and treats us to an interesting travelogue, shot through with practical hints that only an experienced traveller could pass on.

Mrs. Graham's travels take her to Bangkok and Istanbul, to Europe and London, to the US, South America and then home. It is her South American travels that save her book from being dull to all but her New Zealand fans (back home she is a newspaper columnist, and daughter of Guy Morris, Resident Commissioner of Niue and Treasurer in the Cooks after World War I).

It is in the southern continent that she allows us to share a little of the fun on being a tourist in the Andes, at La Paz, Buenos Aires and Brasilia, and the pity of it is that she doesn't give us more of this and less of the other.

THIS Land I Love, by the same author, is what you might expect: It's about New Zealand, a land in which she finds a few faults, but not often.

However, if the would-be traveller from other countries is willing to overlook this, Mrs. Graham provides good background against which something different in NZ holidays might be planned. In the case of expatriate Kiwis, of course, we can imagine this book reducing them to floods of nostalgic tears.—SI.

(THE TENDER TRAVELLER and THIS LAND I LOVE. Both published by A. H. and A. W. Reed. Each, 24/6.)

A Blueprint For Australia's Future

The word "development" is a much bandied about in Australi as in Papua-New Guinea, where for years, it has been regarde as a political cure-all, althoug few who have used it have ha much idea of putting theory int practice.

LATEST on the subject, as far a Australia is concerned, is th report of the Stanford Researc Institute of California which, throug Dr. J. B. Condliffe, made an on-th spot survey in the early months c 1963.

The report, published now und the title of *The Development of Au tralia*, produces a blue-print for th future. It is unlikely, however, th its fate will be different from simil studies that have been made c similar subjects; or that it will pr duce more than a dent in th complacency of Mr. Average Au tralia who is currently riding hig on a wave of great prosperity.

The report was made at the instig tion of the Australian Developme Research Foundation, which privately endowed. The terms reference were to "investigate t possibilities of attracting settleme to the undeveloped areas of Austral and to suggest a programme of actic directed towards realising the possibilities".

Enterprise Lacking

One of the author's interesti observations is what he calls Au tralia's "subtle lack of busine enterprise". There is, he says, reluctance to take the risks a responsibilities of mobilising capit and hiring technical services, a as a result it is estimated that forei interests already own 25 per cent. a control 40 per cent. of Australi manufacturing enterprises.

The plain message of Dr. Con liffe's report, of course, is that Au tralians are going to have to g off their tails and do more—a risk more—if they are to face t future with confidence.

He puts the deadline at 1970 a suggests a crash programme development from both Governme and private enterprise.—JT.

(THE DEVELOPMENT OF AUSTRALI Ure Smith. 39/6.)

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AUSTRALIANA OF ONE SORT AND ANOTHER

WOOL barons—and even wool peasants—of Australasia will find H. B. Carter's *His Majesty's Spanish Flock* of great interest. The same reactions could hardly be expected from Islands readers where sheep are few and far between.

Australia, particularly, lives off the back of the Merino sheep, usually without thinking very much about how this unique Spanish breed came into British hands. Author Carter, an Australian now living in the UK, describes how a partnership between Sir Joseph Banks and King George III established the flock that gave Australia the animals that, for the last century, have kept her safe from insolvency.

(HIS MAJESTY'S SPANISH FLOCK. Published by Angus & Robertson Ltd. 35/5/-.)

* * *

A GOOD many Australians write poetry—or so it would seem from the number of books of Australian verse that have come our way in the last 12 months.

The culminating volume is *Australian Poetry—1964* — an annual event, this year selected by Randolph Stow. Fifty-two poets are represented and their subjects range from "Reflections at a Parking Meter" to "A View from the Bridge Rail"—which includes Rockers with pointed shoes, and Surfies, with tri-coloured trousers.

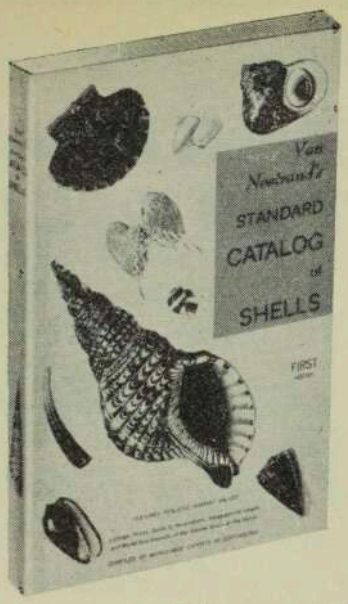
(AUSTRALIAN POETRY—1964. Angus & Robertson Pty. Ltd. 15/-.)

* * *

THE seventh number of *The Australian Children's Annual* is packed with interesting information, stories, things to do and to make and, of course, pictures. This year the pictures in colour are of New Guinea, borrowed from the adult books written by Colin Simpson.

Dr. T. S. Hepworth, Director of the Reading Research Foundation of Australia, is again the *Annual's* editor. He and his assistants aim to produce something that is not "just another children's book" and most children will agree that they have succeeded very well.

(THE AUSTRALIAN CHILDREN'S ANNUAL—No. 7. Angus & Robertson Ltd. 30/-.)



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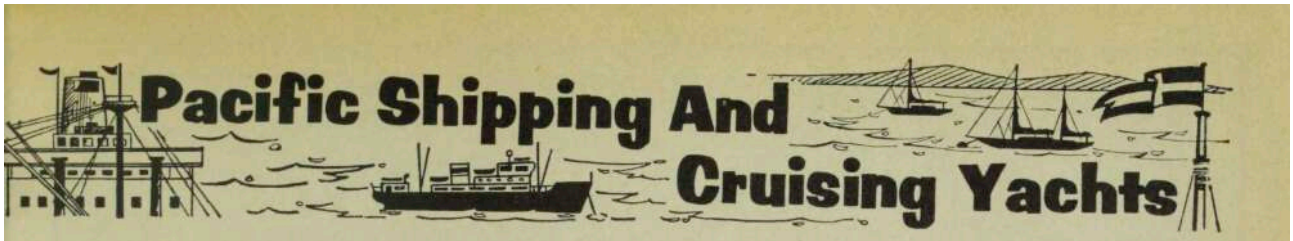
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Growing Use Of Suva Harbour Creates Pressing Problems

More berthing space and cargo shed accommodation, more slip
ıd ship repair facilities, more transit sheds, and open storage space
r overseas cargo are pressing needs in the development of Suva
arbour, according to a recent survey.

HE survey was made by a sub-committee of the Suva Chamber Commerce.

The sub-committee reported that 3 vessels with a net tonnage of 10,208 entered and cleared Suva 1957, landing 177,124 tons of go and loading 127,222 tons.

By 1963 the number of ships had en to 680 with a net tonnage of 88,435, and they landed 193,394 s of cargo and cleared 71,279 s.

The number of ships requiring re-r facilities had also risen.

The sub-committee said that as porary storage measures, till funds re available, storage space could provided in additional sheds. ese should be built at Prince's ding, and on a reclaimed site posite Prince's Landing.

To provide additional berthing ce, a series of fingers, at least 200 long, should be laid for local shipping on the seaward side of the new Walu Bay reclamation.

The present repair facilities were fully booked, and if Japanese fishing ships to be based at Levuka were slipped at Suva, provision would have to be made for another small marine slipway of at least 200 tons.

To allow for future expansion of the port area, the Government should move the Department of Agriculture and the Health Office from the present sites in Rodwell Road. Transit sheds could then be constructed on those sites.

In The News This Month

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Sunbow
Taswegian
Taurara
Te Reva
Three Cheers
Tri-Odyssey
Tuaikaepau
Tulagi
Valrosa
Viator
Viking
Vuniwai
Wakanui
Wakatoru
Wanaka
Yik Cheong

BEACHED BOAT BLOWS UP

A crocodile shooter's boat, the 40 ft. *Viking*, blew up and burnt to the waterline while beached for repairs in New Britain on August 12.

The *Viking* was owned by Mr. G. Hauritz, who used it on crocodile shooting expeditions in the New Guinea islands.

The Rabaul Harbourmaster, Captain H. Riding, said the boat had been on a reef near Cape Raoul and had got off under her own power. She was then beached for repairs.

Something had gone wrong during repair work to cause it to blow up and burn out.

"FIJIAN PRINCESS" REFLOATED

Mr. Walter Whippy, well-known Suva shipwright, refloated the auxiliary cutter, *Fijian Princess*, which sank on August 14 in Nasoata Passage, near Suva, and towed her to Suva.

Her owners, the Princess Shipping Co., had abandoned her to the underwriters.

The superstructure of the cutter was badly damaged.

FOUR MEN SURVIVE THREE-WEEK DRIFT

Four men, whose 8-ton motor vessel "Alice" broke down while travelling from Tikehau to Makatea (French Polynesia), were rescued at Mopelia Island early in September after they had drifted about 400 miles in three weeks.

The men left Tikehau on August 23 to take a cargo of fish to Makatea, a distance of 47 miles. When they failed to arrive at their destination, an unsuccessful sea and air search was made for them, the men being declared lost on August 29.

On September 10, two of the men, Ahi, 55, and Ruru Titapu, 22, who had transferred from the "Alice" to a small canoe six days earlier, reached Mopelia. Next day, in response to a radio call from there to Papeete, the air search was resumed for the "Alice" and the vessel was found seven or eight miles from Mopelia. Its two occupants, Haititi and Mariki, were not much the worse for their adventure.

BSIP REEF VICTIMS SALVAGED

BSIP residents have had some luck lately in salvaging handy little coastal vessels which had run on reefs around The Slot, and were abandoned to the underwriters.

First was the 40 ft. motor-vessel *Cape Torrens*, owned by Lever interests. She went on the reef at Malaita in March, 1963, and, after official investigation, was treated as a complete write-off.

A bright lad of these parts, Mr. Cyril Aston, who has done well over the years in salvage, inspected the "wreck", bought it for an amount that barely reached four figures, did a little patching and sent her to the slip at Yandina, for repair for overhaul.

The *Fauabu Twomey*, the Melanesian Mission's medical ship donated by the NZ Lepers' Trust Board, loaded with mission people, went on the reef off San Cristoval, one dark

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ght. Local planters rallied around, d all the people and their luggage ere got safely ashore. The native atswain who was in charge had his rtificate suspended, and was fined 0.

After official proceedings, the vners salvaged the motors, and andoned the vessel to the insurance ople.

Mr. C. G. Francis, of Rere Point antation, who had helped in the cue, afterwards went back for an- er look, and ended by buying the reck" for a small nominal amount. Experts now have taken over, and s expected that the valuable, kauri- ilt hull will be afloat again soon.

W P-NG TRADER

The 250-ton tanker, *Forso*, has en acquired from the Norfolk haling Co. for the bulk petroleum de in Papua-New Guinea.

She was bought by Forso Transport . Ltd., of Port Moresby, in May, l reclassed in Sydney.

The *Forso* arrived in Port Moresby September 7.

She will carry a native crew under command of Captain C. Grove, Lae.

W TRADERS FOR NDOMINIUM

Mr. S. J. Breusch's newly-acquired , *Taswegian*, left Sydney on Sep- ber 14 for Aoba Island, New brides, where she will become an r-island trader.

The *Taswegian* is Mr. Breusch's re- cement for the *Three Cheers*, ch he sold to the New Hebrides of Sung Kwan Chee last vember.

He bought the ship from Mr. Keith liamson, at Strahan, Tasmania, had her converted in Sydney n a fishing vessel to a trading .

Mr. Williamson worked on the version job and sailed to Aoba as neer. The skipper was Captain r Mounsey.

The *Taswegian* is a 56 ft. steel boat an 18 ft. beam and a draught of . She is powered with a Gardner el engine of 114 hp.

Mr. and Mrs. Breusch, who have t part of each of the past five s in Sydney, planned to fly to the Hebrides to meet the *Taswegian* Aoba.

The big New Hebrides firm, JH, has also bought a Tasmanian ng ship for trade within the dominium.

The ship, which was converted in bane, and renamed *Koghi*, is now ervice. She can carry 50 to 60 of copra.

ADVENTURE FOR BOY SCOUTS IN "MARORO"

The Tongan Government ship *Niuvakai* went to the rescue of the well-known Fiji ketch *Maroro* at 2 a.m. on Sunday, September 5, as she wallowed helplessly in heavy seas off Nasilai Point, about 30 miles from Suva.

The *Maroro's* engines had broken down and her mizzen gaff had been carried away on a storm-tossed voyage to Matuku in the Lau Group with 34 Boy Scouts who had been attending the Fiji Jubilee Jamborette.

The *Maroro* was without her owner-skipper, Captain Stan Brown, who was in Honolulu, and was under the command of Captain Stan Smith.

She had left Suva on September 4 for Matuku and was actually in sight of Matuku next day when she had clutch failure.

Captain Smith hoisted his sails, but the *Maroro* was dead to windward and Captain Smith decided to return to Suva. The *Maroro* took a batter- ing from a wind-whipped sea and, when almost in sight of Suva, lost her mizzen gaff.

The *Niuvakai* came to the rescue in response to Captain Smith's SOS

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ashed on the Aldis lamp and took
ie *Maroro* in tow.

There was a slight collision be-
ween the two ships which broke off
ie *Maroro's* bowsprit as the *Niuvakai*
as manoeuvred in heavy seas by her
aster, Captain Ian Fraser.

The *Maroro* reached Suva about
a.m. without further mishap.

Captain Brown was due back in
uva at the end of September—after
iling a yacht belonging to author
eonard Wibberley from Honolulu to
ermosa Beach, California.

DOROTHIE" SALVAGE TTEMPT

An attempt was to be made early
October to salvage the cargo of the
000-ton freighter, *Dorothie*, which
ent on a reef in Jomard Passage,
50 miles south-east of Port Moresby
1 July 12.

Her cargo—foodstuffs and building
aterials—was estimated to be worth
100,000.

If the cargo is salvaged, an attempt
ay be made to refloat the *Dorothie*.

NDING ON "KAVIENG RADER" DISASTER

Two heavy seas shipped in ab-
rmal weather, and an extremely
nfused sea southeast of Cape St.
eorge at the southern tip of New
eland, was the apparent cause of
e capsize of the *Kavieng Trader*
February 16, 1964.

This was stated recently by a
ard of inquiry into the loss of
e ship. The ship, whose crew of
escaped in two lifeboats, was
rrying a cargo of petroleum pro-
cts in bulk and in drums (*PIM*,
arch, p. 10).

The board's report said that the
as filled the deck to the top of
e bulwark and the ship did not
cover from a resulting heavy list.

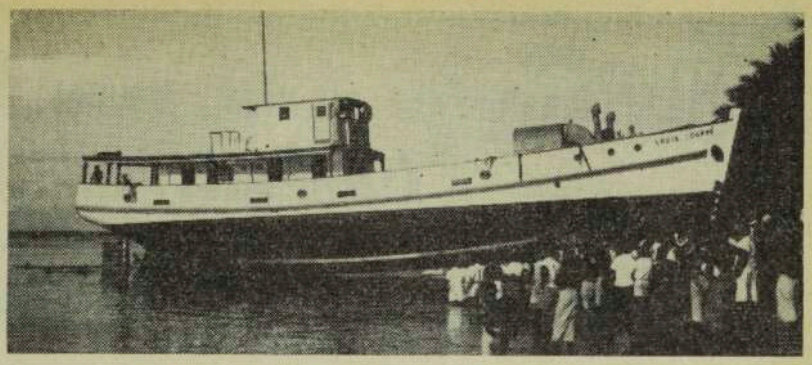
No blame was attachable to any
rson—the conduct of the master
d crew at the time was deserving
commendation.

COND SHIP FOR P-NG O-OPERATIVE FEDERATION

The Papua Federation of Native
o-operative Associations is building
new ship, which is estimated to cost
5,000.

To be named *Papua*, it will be 70
long, and will have a cargo
pacity of 1,000 bags of copra.

The *Papua* will be the association's
cond ship, the other is the *Hiri*.
ie new ship is needed to lift the
creased tonnages being hauled by
pua coast co-operatives.



Biggest Since The War

The "Louis Couppe", the biggest ship to be built in New Guinea since the war, was launched at Kokopo, New Britain, early in August. The 90 ft ship belongs to the Catholic Mission, and will service Catholic missions along the New Britain coast, and will carry timber from the mission sawmill at Ulamona. The "Louis Couppe", named after NG's first Catholic bishop, was blessed by the Bishop of Rabaul, the Most Rev. J. Hoehen, and was launched by Mrs. J. Foldi, wife of the District Commissioner.

HYDROGRAPHIC SURVEY OF MILNE BAY COMPLETED

The *Ataluma*, owned by Australian Hydrographic Services Pty. Ltd., recently finished a hydrographic survey of Milne Bay, P-NG, the first in a programme of such surveys, which will last about 14 months.

The next job for the *Ataluma* is at the southern shore of Collingwood Bay for a hydrographic survey of the shipping route between Cape Vogel and Wanegella.

FIJI "TELEPHONE" LINK FOR SHIPS

The Fiji Posts and Telegraphs Department has provided an additional frequency of 2638 kilocycles for the use of local vessels in ship-to-ship communication at sea.

The Fiji Postmaster-General, Mr. W. G. J. Cruickshank, announcing the new service recently, said the service could not be used for passing information other than marine matters, and must not be used when ships were in harbour.

SAFETY REGULATIONS IGNORED

A recent spot check of Western Samoa shipping by the marine authorities revealed a startling state of affairs.

Almost every boat checked was lacking in some safety equipment, such as life preservers, tow-ropes, and radio.

Some ships had to lay up for several days till they could comply with safety requirements.

FORMOSAN JUNK GOES HOME

The 70 ft. Formosan motor junk, *Yik Cheong*, after a substantial refit at Rabaul, left about the middle of August to go home. The bridge deck was smashed and a helmsman was killed when two ammonia cylinders, strapped to the deckhouse, exploded in New Guinea waters on June 30 (*PIM*, Aug., p. 103).

The captain, Hui Ching Yit, who suffered severe injuries and for weeks hovered between life and death in the Nonga Base Hospital, is still in hospital.

He lost an arm and a leg in the explosion.

SHIP FOR MEDICAL WORK IN FIJI

The Fiji Public Works Department is building a new ship, the *Vuniwai*, for the Medical Department, and expects it will be commissioned late in November or early in December.

The new *Vuniwai* will be 75 ft. long, and will have a 19 ft. beam and a draught of 8 ft. Her displacement weight will be 90 tons. She has been designed to carry 12 passengers and a crew of 10.

A dispensary will be built in, and there will be provision for X-ray work, dental inspections and, if necessary, emergency operations.

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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 manoeuvreable 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 hav disconnecting clutch so that orders can be signalled from bri to engineroom telegraph as a straight forward non-reply telegr 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 squ inch. A second identical Gardner set also drives a self prim 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 e end: The windlass operates singly and the warping ends oper 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 pull from the barrel of 1 ton at 50 ft. per minute. Supplie Thos. Reid & Sons (Paisley) Ltd.

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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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Shipping News In Brief

● NEW SCHEDULES: The BP ips *Tulagi* and *Malaita* are now erating on new schedules. The *ılagi* will omit Bougainville ports om the voyage due to start from dney on October 2. This is ex- cted to cut the round trip from to 40 days. The *Malaita*, has ken over the Bougainville ports om the *Tulagi*.

● FREIGHT RATES UP: The ight rates of Messageries Mari- nes and the Dutch shipping lines ving New Caledonia, were raised 15 per cent. on September 1.

● SLIPWAY REDESIGNED: e NSW Public Works Department s redesigned the slipway and dle for slipping cargo boats at d's Beach, Lord Howe Island. A ostantial slipway will run from western side of the shed at the ch well down into the water, and boats will be slipped in a large el cradle, 30 ft by 10 ft.

● FOR PAGO PAGO: The US ast Guard cutter, *Cape Providence*, ived in Pago Pago on August 4 m Hawaii and is now stationed American Samoa. It is a 95 ft commanded by Lieutenant lliam Sobek with a crew of two ty officers and 10 enlisted men.

● STILL ON REEF: The 90-year-old P-NG coastal vessel *Capella* was still on Paramana Reef, near Hood Point, in mid-September after going aground there on September 8. Early reports indicated that her hull was not damaged, and it was hoped to float her off on a favourable tide.

● FOR NEW CALEDONIA: The Government of American Samoa has sold the *Isabel Rose* to Pan Pacific Lines Ltd., Honolulu. The purchase price is believed to be about $8,600. The *Isabel Rose* after overhaul will go into the inter-island trade in New Caledonia.

● FOR ISLANDS RUN: The Union Steam Ship Co. Ltd. has added the *Wanaka* (3,000 tons) to its Australia-Pacific Islands cargo run, because its other ships could not cope with increased imports into Fiji.

● NEW BSIP CLUBHOUSE: The Point Cruz Yacht Club's new clubhouse was formally opened August 15 by the High Commissioner. Sir Robert Foster. Sir Robert praised the members for starting such a club in a small community.

● APIA WHARF WORK: Pile-driving for the Apia wharf was expected to start in September after the arrival of 150 tons of cement and steel piling from Japan.

A steel barge is being equipped at Pago Pago for pile-driving. A 50-ton capacity crane belonging to the American Samoa Government will be mounted on the barge.



Cruising Yachts

● *EUROPE*, 75 ft schooner, arrived in Vila from Futuna and Apia on August 10 with a crew of four—the skipper, Rene Corpel (French), Walter Gerull (German) Jack Risser (American) and Helene Levy (from Tahiti). An American and a South African were to join the vessel in Vila.

Under the patronage of Princes Grace of Monaco, the *Europe* is on a world cruise to tape record folk music and obtain photographs. She left Monaco in April, 1962.

● *SUNBOW*, 65 ft steel motor yacht, arrived at Apia on August 15 from Suva on a cruise from Singapore to Honolulu (*PIM*, September, p. 108).

● *GANNET*, 21 ft yacht, arrived at Nukualofa on August 9 from London, via the Marquesas, Tahiti, and Rarotonga.

Skipper Ronald Russell sailed on his own to the Marquesas, where he was joined by Dick Pohe.

At the end of August they sailed to Whangarei, NZ.

● *LUCENT*, 67-year-old yacht which began her career as a fishing boat in the south of England, arrived in Tahiti in mid-August with Roger

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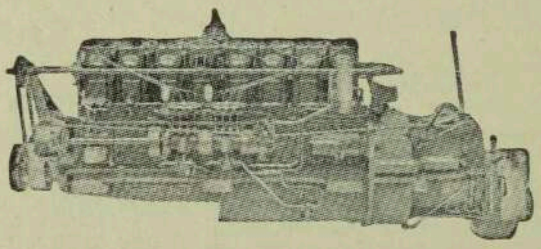
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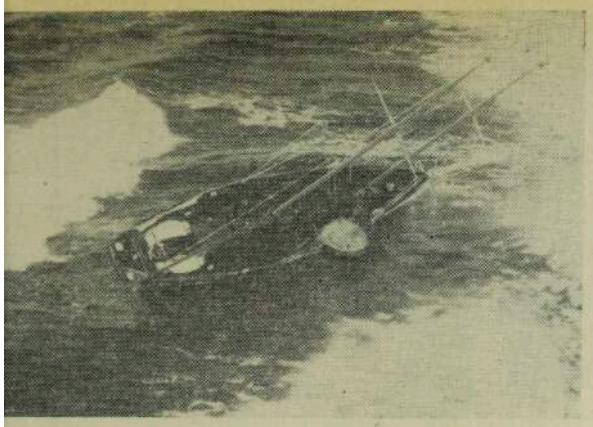
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The American yacht "Diablo" on the reef at Tau Island, near Nukualofa, in August. — RNZAF photo.

ameson, who bought the vessel five ears ago to sail to Sydney.

Jameson left England three years go. He spent a year of those three ears in the Galapagos Islands where e worked with a team of experts om UNESCO.

Lucent went on the slips in apeete for an overhaul.

● *AEGAEAN*, 38 ft Canadian tch, with Dale Nordlund, his wife tty, and their daughters Jule and elley, will be in Port Moresby for me time following a voyage from aryborough, Queensland. *Aegaean* ft Vancouver in September, 1962, d has visited several Islands rritories.

In a note from Port Moresby, Mr. ordlund says: "After arriving in ustralia a year ago, we first visited isbane, then went on up to Mary-orough, where we waited out the clone season. I worked during this riod for Capricorn Charters, build-s of island craft.

"We left there at the end of April, uising north inside the Barrier Reef a leisurely fashion, spending 2½ onths before leaving the Queensland ast and crossing the Coral Sea to rt Moresby."

● *ANNETTE*, 48 ft auxiliary tch, arrived in Nukualofa in ptember with owner-skipper C. J. ke, his wife Joyce, his father harles, and Terence Dare, all of ustralia.

The ketch had come from the Cook ands, where, for 3½ months, she d run a shuttle service between rotonga and the lower islands at request of the Cook Islands thorities because of a shortage of pping. The service saved fruit rth hundreds of pounds.

Pike and his crew plan to visit i and the New Hebrides, before urning to Australia.

● *AUAU-KAI*, 37 ft yacht, owned Roger and Elizabeth Bath, of Long Beach, California, was still in Nukualofa in mid-Septmber.

● *BARLOVENTO*, 70 ft American staysail schooner, owned by Mr. and Mrs. Hardy Wright, was due to leave Papeete at the end of August after eight months in the waters of French Polynesia.

Barlovento, which was built in 1932, is on a world cruise that may take up to eight years. From Papeete, she planned to visit the Austral Islands, Cooks, Samoas, Fiji, Tonga, New Hebrides, and Sydney.

The Wrights expect to be in Fiji for Christmas this year, and Sydney for Christmas, 1965.

● *DEFIANT*, 60 ft sloop-rigged ocean-going ketch, arrived in her home port of Auckland on August 18, after an 11-day cruise from Suva.

She spent several weeks in Fiji waters.

Two members of the crew who sailed to Fiji, Mr. L. H. Aitken and Mr. D. Rose, were unable to spend much time in Fiji and flew back to New Zealand.

To replace them, owner Roy Lidgard, signed on Ratu Timoci Valusu, who wanted to visit New Zealand, and two Fiji seafarers, Messrs Billy Smith and Stephen Smith (unrelated).

● *DIABLO*, 60 ft schooner, owned by an American, Captain Frank Wade, struck a reef near Tau Island, about 16 miles east of Nukualofa, about 4 a.m. on August 17. She was badly holed and damaged in subsequent heavy seas, finishing in only 4 ft of water at high tide. But she was eventually refloated and was towed to Nukualofa on August 29.

A whaling boat working in the area rescued Captain Wade and his crew of six—R. Amundson, K. Dean Davidson, Phil and Paul Strong, Joe

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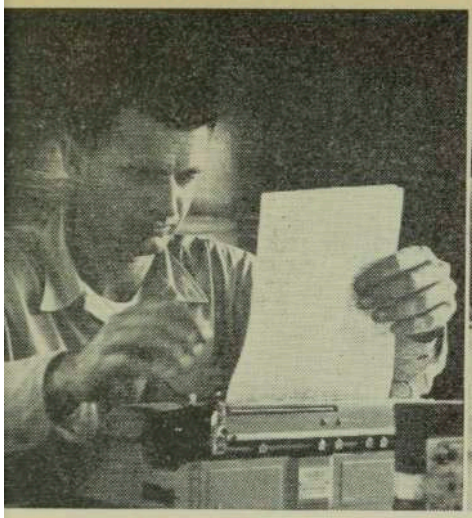
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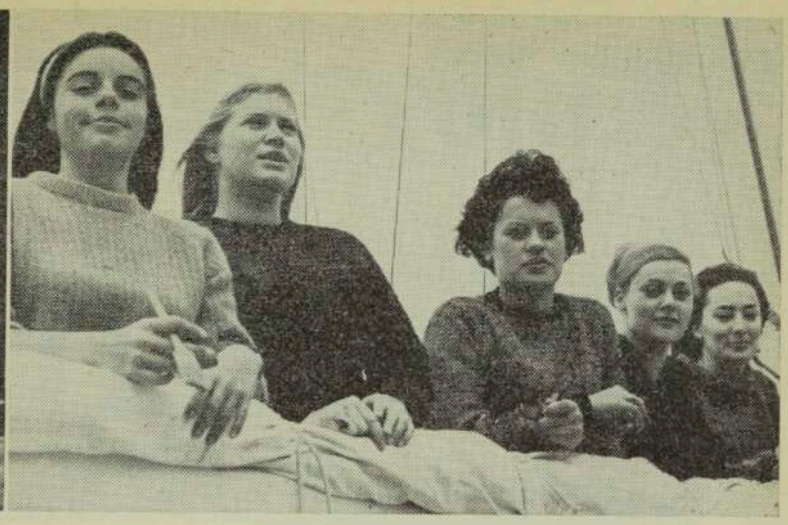
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eiter and Jim Sawyer—after the ounding.

The whaling boat was skippered Tevita Fifita, master of the ill-ted *Tuaikaepau* which stranded on uth Minerva Reef two years ago. so on board was author Olaf hen who wrote a book on the inerva Reef experiences of Tevita d his crew.

Fifita's boat crew salvaged parts the *Diablo*, including the masts d other removable items. Later the gine was removed and taken ore.

A salvage team which took over, mprising brothers Carl, Alan and k Riechelmann, managed to arate the keel, which was a solid on lump of lead, from the hull.

Three young Tongan boys, with elines round them, took turns in ing to cut, under water, braces porting the keel. As they dived y were pounded by 9 ft high ves, and were badly cut on the rp coral.

After the keel was removed, the ht, with the aid of many oil ms, was floated off and slowly ed to Nukualofa, where she was ched for repairs.

Meanwhile, Captain Wade and his w had returned by air to the US; Captain Wade is expected back Tonga soon.

● *NEOPHYTE*, 45 ft ketch, with ner-skipper Lee Quinn (the all-crew man), returned to Nuku-fa at the end of August after king a trip to Suva and back. As orted in our last issue (p. 108), *phyte* arrived in Nukualofa from ckland at the end of July.

n Suva, Lee was looking for two men to replace two New Zealand s, Gillian Higgins, 21, and Marlene Newbold, 18, who quit the ketch after the trip from Auckland to Nukualofa with three other girls.

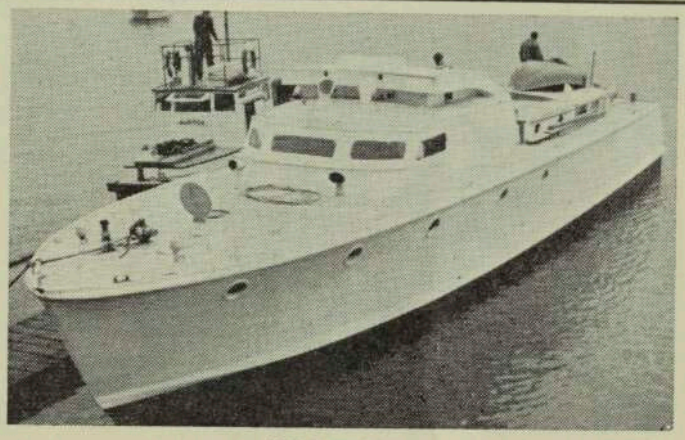
Quinn's wife and her three children, who had joined *Neophyte* in Tonga, returned to California from Suva as the children's summer vacation was over.

Latest reports say Quinn now plans to sail back to Suva and then New Caledonia, Australia and India.

● Lee Quinn (left) with the five girls who made up the crew of his yacht "Neophyte" when he was in New Zealand waters recently.—Photo: "Northern Advocate", Whangarei.

● *TAURARA*, 30 ft yacht, with Rene Groznykh and Jean-Marie Noel, arrived in Papeete from France on August 9.

(Over)



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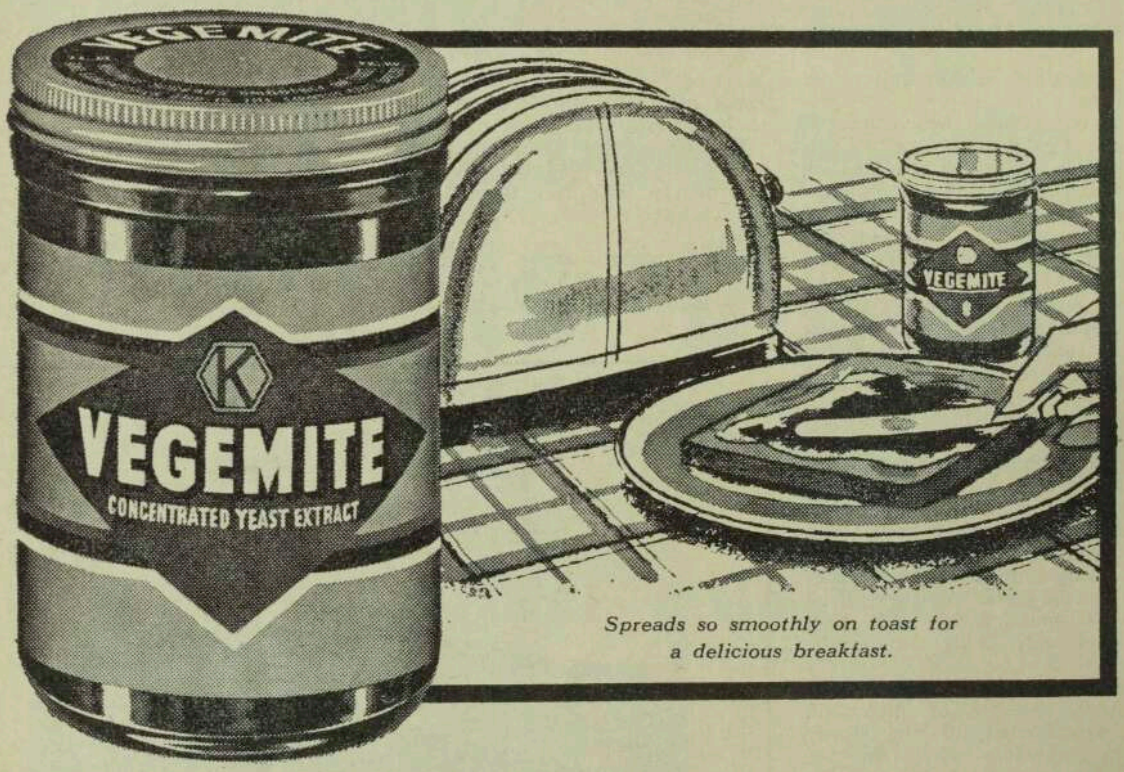
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● *WAKANUI*, 28 ft yacht, arrived Nukualofa on August 29, en route Samoa. On board were skipper hil Sharp, from Auckland, and Jim avies, who competed in the New ealand-Noumea yacht race, and isa Daniells, of New York, who as on holiday, and who joined the ew in Suva.

● *WAKATORU*, trimaran, arrived Rarotonga on August 22, from aoul Island (Kermadecs). On rd were a Mr. and Mrs. Gatland d a Mr. Cole.

● *TRI-ODYSSEY*, a trimaran, th a crew of three men and a girl, rived in Papeete from Honolulu September 2 after an eventful yage lasting a month. The crew embers are Jerry Allen, Jack omson, Leroy Fry and Carroll bart.

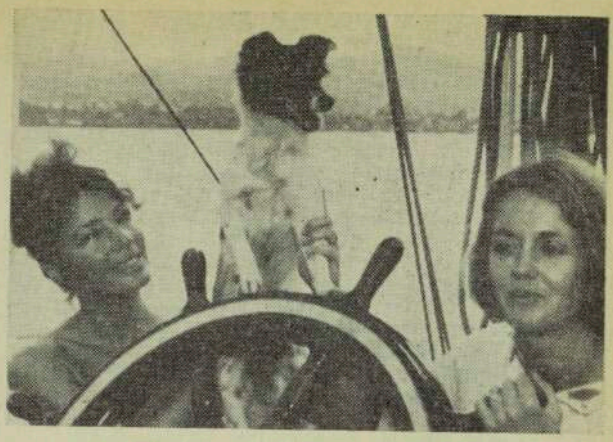
● *VALROSA*, 35-metre yacht, ived at Suva in the latter part of gust from Tahiti, via Samoa. ppered by Marc Darnois, she is her way to the Far East.
Darnois bought *Valrosa* in Monte rlo and plans eventually to use for charter work in Papeete.
The *Valrosa* left Suva at the end August for New Caledonia.
She has been chartered to two of rnois' friends, Mr. Gerard Leclery, a French industrialist, and Mr. Jean-Jacques Manigot, who worked for the Shell Co. in Africa for many years.

The charterers will leave the *Valrosa* in either Indonesia or Bangkok and will fly back to France.

There was some bungling by an Immigration Department official after *Valrosa* reached Suva.

It all started when the official was invited on board the yacht for drinks.

He became suspicious when the name Rosita was mentioned and no one answering the name seemed to be around.



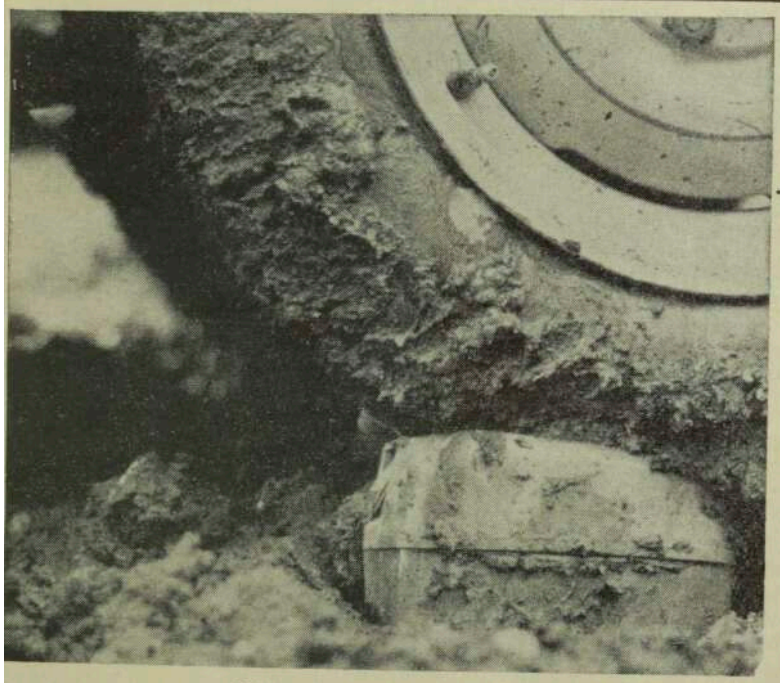
Misses Biky Marque (left) and Karine Didier, of the yacht "Valrosa" with Rosita, the yacht's mascot, which caused an Immigration Department official and police some trouble in Suva in August. See below. —Photo: Stan Whippy.

When he went ashore he consulted the list of those stated to be on board and not finding a Rosita, he reported the matter to the police.

The police boarded *Valrosa* to investigate, but left quickly (with their tails between their legs) for Rosita is a dog, the ship's mascot.

● *ELEUTHERA*, a John Alden 48 ft steel ketch, from Seattle, has been having a good look around the islands of French Polynesia in recent weeks. The ketch is sailed by Earl Schenck, Jr. and his wife Paula.

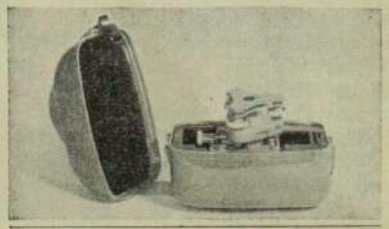
They left Seattle for San Diego



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on April 4, and set off from San Diego for the Marquesas on May 4. A voyage of 23 days took them the 3,005 miles to Taiohae, Nuku Hiva, where they stayed until June 8.

"On the same day that we arrived at Taiohae," Mr. Schenck tells us in a note from Bora Bora, "two other yachts did, too. We understand it was the first time three yachts had come into Taiohae on the same day.

"The other two were *Minerva,* a 50 ft ketch from San Francisco with two couples on board—Hugh and Marge Corum, owners, and Viola and Jack Frost, all from California; and *Te Reva,* a 38 ft steel ketch from Belgium, owned and skippered by Fred Debels, with crew members Jerry Sauzier, of Mauritius, Monty Malden, of Van Nuys, California, and Don Nightingale, of Auckland, New Zealand.

"Fred Debels is on his second circumnavigation, the first being as crew aboard *Omoo.* He plans to spend eight months in Papeete before going on.

Third Visit

"Later, during our stay at Taiohae, *Viator* arrived. She is a 32 ft schooner from San Francisco owned and skippered by Harry Close, who is making his third visit to these islands. The first was in 1937 in the same boat.

"From Taiohae, we sailed for Ua Pou, and the next two weeks were spent cruising the islands of Ua Pou, Hiva Oa, Tahuata and Fatu Hiva.

"June 27 found us at Takaroa (Tuamotus), where we spent a total of five days. At Takaroa, *Eleuthera, Minerva, Te Reva* and *Viator* were together again — by accident, and we were told that it was the first time in the island's history that four yachts were there at one time.

"So we formed the Takaroa Yacht Club and presented the village with a yacht register which all yachtsmen visiting Takaroa are invited to sign and so become members of the club.

"We spent five days at Takaroa and then sailed to Papeete where we arrived on July 4 for a stay of three weeks. Our daughter Marli joined us there. She will be with us until September 15 when she will fly home to enter her senior year at Stanford University.

"Since Papeete, we have visited Moorea, Huahine, Raiatea, Tahaa and Bora Bora. We hope to go to the Australs some time in September-October. Our future plans are wide open, but we hope to continue cruising the South Pacific, although we do not have a definite itinerary yet."

Carpenter Jubilee

(Cont. from p. 81)

is still on the Carpenter board. He retired from Dalgetys many years ago.

In 1929, another Carpenter, J.A., who was then the New Zealand manager of Burns Philp, joined the firm as managing director. He held that post till he retired in 1936 when Mr. W. R. Carpenter took it over.

In this year also, Mr. W. R. Carpenter was knighted and his elder son R.B., was appointed assistant managing director. The second son, C.H., had also joined the board by then.

When war broke out in 1939, Sir Walter Carpenter, who was overseas, was unable to get back to Australia. So he stopped in Canada and while there he developed the vegetable oil industry for that country.

Later, he was able to make a trip or two to Australia.

Although Carpenters suffered severe losses during the war, a policy of diversification carried out through the 30's enabled them to build up great internal strength.

Insurance Company

One of their activities of that period was to set up an insurance company, Southern Pacific, which operates in Australia, New Zealand and the Pacific. Sir Walter was first chairman of this company, which is a public company.

While Sir Walter was living in Canada, Mr. R. B. Carpenter acted as chairman and managing director—his sons and the remainder of the board refusing to allow him to relinquish the position of chairman, which he retained till his death in 1954.

However, he insisted that he retire as substantive managing director, and Mr. R. B. Carpenter was then confirmed in the post.

At the same time, Mr. C. H. Carpenter was appointed managing director, and today the brothers are joint managing directors.

Mr. R. B. Carpenter became chairman on his father's death, and Mr. C. H. Carpenter was appointed deputy chairman.

W. R. Carpenter and Co. Ltd. made the biggest takeover in South Pacific commerical history in 1956 when they acquired Morris Hedstrom Ltd., which trades in Fiji, Tonga and Samoa.

W. R. Carpenter Holdings Ltd. came into existence in September, 1957, when it was registered in Canberra, with the principal object of acquiring all the issued capital of £1,305,321, comprising 5,221,28 5/- stock units in W. R. Carpente and Co. Ltd.

The authorised capital was £ million in 5/- shares, of whic 9,995,982 were issued to the vend shareholders on the basis of two f each stock unit. That transactio took capital to £2,611,517.

£10 Million

Subsequent transactions, includi a 1-for-4 issue at a premium, a a 1-for-4 bonus issue, have brou paid capital today to £6,250,00 The nominal capital is £10 million

Apart from extensive interests the Pacific, the firm has substanti holdings in many leading Australi firms.

It is one of the biggest shareholde in Ansett Transport Industries, probably the second biggest shar holder of Burns Philp stock, a has a big interest in Woolworths.

But Carpenters were interested commercial aviation long befo their association with Ansett.

They started an airline in P-N in 1932 with two Fox Moths, a later this enterprise became separate company under the nam of Mandated Airlines.

In the first half of 1938, Carpe ers started the first air mail servi between P-NG and Australia, usi DH86B aircraft.

This service was amalgamated wi Qantas at the start of World War but the Chifley Government boug out the Qantas shares later, so t Carpenter commercial aviation act ities were again confined to t Territory.

Big Holding

In 1959 Ansett-ANA boug Mandated Airlines, and it w through that deal that Carpent acquired their big Ansett holding.

Another deal in 1959 s Carpenters go into the neon fie They formed Neon Holdings Lt which took over Consolidated Ne

In 1961, with the acquisition Claude Neon Industries Lt Carpenters extended their intere in this field.

The firm's latest venture is in tea industry. With its record achievement over half a centu there is little doubt that it will p off handsomely.

The present members of the bo are Messrs. R. B. Carpenter, C. H. Carpenter, W. S. Bennett, B. Perriman, W. G. Johnson (chairm and managing director of W. Carpenter and Co. (Fiji) Ltd C. D. Brownhill, H. E. Snell (cha man of Morris Hedstrom Ltd G. C. Remington and W. A. Ince.

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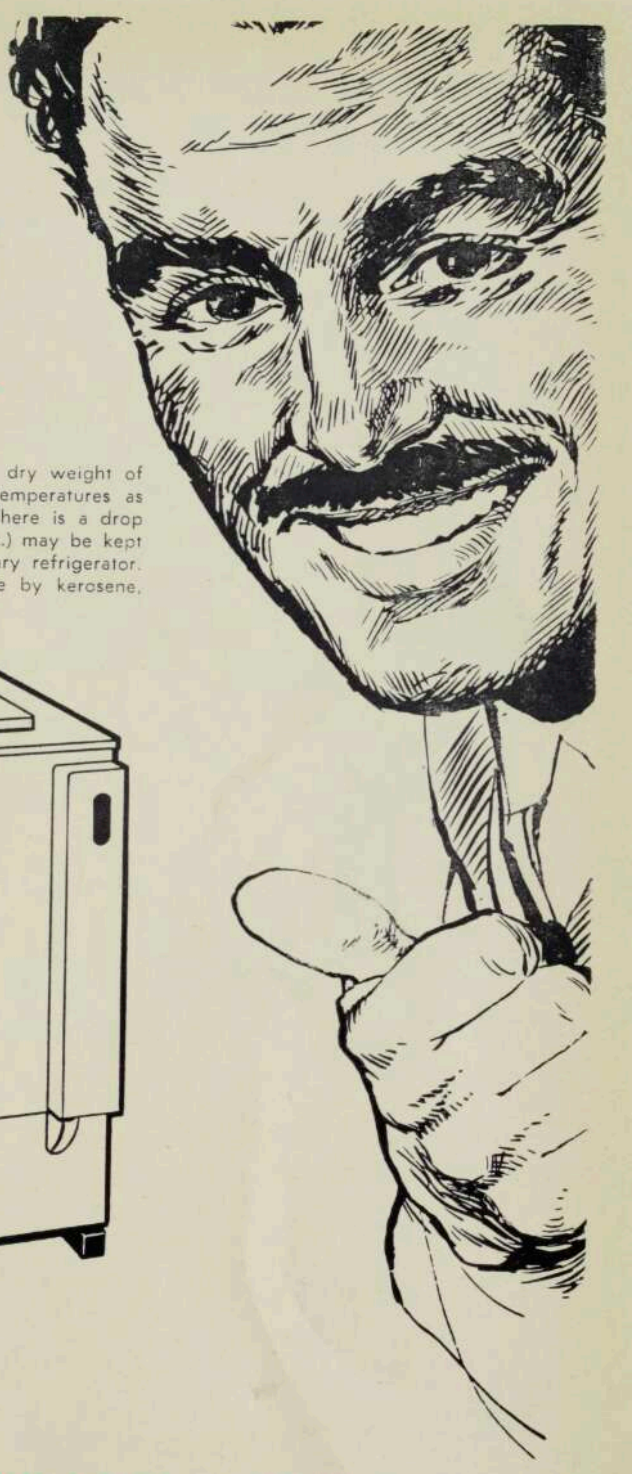


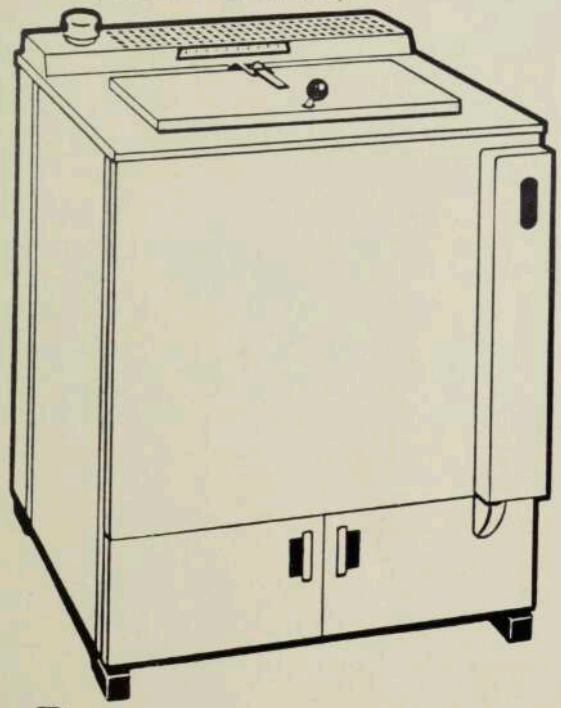
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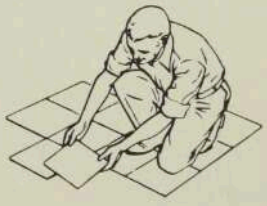
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Aussies, as a rule, are not given to observing anniversaries or raising memorials to historical events; in fact it is difficult —at times—to even find a reliable written record.

HOWEVER, this year someone has got cracking and anniversaries commemorating both World War I and II have been observed by visits to Rabaul by original members of the A.N. & M.E.F. of War I and of the 2/22nd Battalion of War II.

The Rabaul district was an outstanding spot in both wars: Australia's first engagement with the enemy in War I and in War II it was the locale of Australia's most tragic tactical gaffe.

Strange to relate that despite the fact German New Guinea was Australia's first land conquest in War I, it was not until 20 years later, in 1934, that any kind of memorial was raised in the Territory to commemorate the event, and then it was more or less only by a fluke.

First Naval Loss

So far as I know there is still nothing to mark Australia's first naval loss in 1914, when somewhere in the Rabaul seas Submarine AE 1 failed to return from an operation.

The Bitapaka Memorial. Tom Ellis, Sen., Chief Clerk in the Rabaul Lands Office (father of Tom, the present Highlands DC), ever a public-spirited man, despite the fact he was a public servant, got the idea of forming an automobile society for New Guinea.

The organisers decided to hold the inaugural run "to the spot where the first Australian was killed along the Bitapaka Road in September, 1914."

One Sunday in 1934 cars assembled in Casuarina Avenue, a white ribbon was stretched across the road near Tex Roberts' garage and Mrs. Coote (Yes, the same lady who now lives out Pila Pila way) cut the ribbon and off we tootled; pulling up at the approximate spot where the first War I casualty occurred and here we had a roadside picnic, but decided it was an unsuitable site for the erection of a memorial.

A site nearer Bitapaka was selected and later the Automobile Club of New Guinea sent a delegation to the Administrator, Brig.-General Tom Griffiths, asking that a memorial be erected on the selected site, etc.

Tom Griffiths gave his full support and instructed the Public Works Department to co-operate with us; this meant that Bill McGowan designed a memorial stone, suitably inscribed: "In this vicinity . . ." It was Tom Griffiths' last public function to unveil the memorial on September 12, 1934. It was the day



STICKING HIS NECK OUT

Stephen Emery, of Rabaul, nearly raised the roof recently when he attended the Court Street School's annual fancy dress ball for schoolchildren as a giraffe. The ball was held at Xavier Hall and was attended by 200 children and their parents. Stephen's costume was adjudged the most outstanding.

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before Brig-General McNicoll took over the reins of office.

Footnote: It is good to see where the Sydney City Council has now erected a plaque at the northern end of Macquarie Street to mark this 50th anniversary of the AN & MEF'S departure. Its a pity, though, it has taken a city 50 years to realise that those troops made history and that Australia attained nationhood status far more in New Guinea than she did at Anzac.

THE SECOND WAR

Numerology may have something to do with the visit of members of the 2/22nd Battalion in August—22 years after they retreated from Rabaul.

There was little fuss and certainly no ceremony when in 1941 the troops arrived in Rabaul. It was all very hush-hush. In fact it was a moot point as to whether they should have been stationed in a mandated territory at all.

No mention of troops in Rabaul was allowed in the Press; the closest newspaper reference was to "Little Hell' (and one would need to be a poker-player to realise the association with Three Twos—2/22).

For the most part they were a happy crowd and relations with civilians were good. Women auxiliaries and what-have-you catered for their entertainment; sporting fixtures became the normal week-end routine and there were several good athletic carnivals held with all sections of the community taking part.

I recall one such gathering when George Milne (later to become popular manager at the Wentworth Hotel—he is now general manager of the Jerusalem International) collected all the honours in weight-lifting.

The town turned out each day at sunset, down along the Malaguna Road, to watch the Retreat and to hear the band. Strangely enough in all reminiscences of the 2/22nd I have seen no mention made of this extremely fine branch of the unit. It was comprised of the entire Salvation Army band from one of Melbourne's suburbs, together with their silver-plated instruments. That's what I call "get-togetherness."

Anzac House. In the vicinity of where the Retreat was sounded there was erected a recreation hall called Anzac House; well do I remember a revue staged there by the combined talent of military and civilian artists about the first week in December '41.

Outstanding entertainers were Dave Hutchinson-Smith and Gordon Braden in their sketch of the Radio Announcers. Then there was the yodeller, Harry Milson; the "The Poor Little Mill Girl" sketch with Clive Abott, Ron Wear, Andy Foster, Peters and Seamark; the Egyptian dancers George and Merv. Paton and, of course, the camp orchestra under the baton of Corporal Trigg, the only one to get his rank shown on the programme!

They Return. And now, after 22 years, some of the old members of "Little Hell" have visited those scenes where—to use their own words years ago—"they chased over the hills like bloody hairy goats."

The naked slopes of Vulcan, as they knew them when the Japs came in, are now jungle covered.

DID YOU KNOW?

That Harold Coldham, who died last April, left a gross estate valued at £652,000? He bought Bali plantation in the Witu Group from the Exproboard. He went to the Territory in 1921.

* * *

That old-time dentist-cum-prospector Syd. Barker, is still chasing the elusive 'weight, including copper in the Ramu area?

* * *

That Gilbert ('Ow are yer, mate?) Renton spent some days in Liverpool (NSW) Hospital last month, following a "heart condition." He is on the improve now.

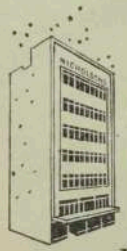


LOOK WHAT'S NEW IN MUSIC...



RING OUT THE BELLS	3/6
LET'S TRY AGAIN	3/6
ALWAYS ON MY MIND	3/6
GIRL NAMED SUE	3/6
GIRL FROM IPANEMA	3/6
HELLO DOLLY — guitar	3/6
YOU'RE NO GOOD	3/–
MASHED POTATOES	3/–
WHEN YOU'RE NOT NEAR	3/6
ONLY YOU	3/–
SWEET WILLIAM	3/–
DO WAH DIDDY DIDDY	3/6
I JUST DON'T KNOW WHAT TO DO	3/6
I SHOULD HAVE KNOWN BETTER	3/6
ROCK MY SOUL	3/–
IF I FELL	3/6
KISSIN' COUSINS	3/6
DANG ME	3/–
EVERYBODY LOVES SOMEBODY	3/–
FIVE HUNDRED MILES	3/–
SUCH A NIGHT	3/–
FERRIS WHEEL	3/–





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People

● A new headmaster for the British School in Vila arrived in the New Hebrides in September. He is Mr. L. Trotter, who has been a teacher in New Zealand for 40 years, and was headmaster of a large primary school in Lower Hutt, New Zealand, until his recent retirement.

● Mr. C. Sorensen, formerly of Gillespie Bros., Sydney flourmillers, has been appointed manager of the Rabaul branch of the New Guinea Co. Ltd. He was born in Fiji and was a member of the staff of Morris Hedstrom Ltd. from 1926 to 1960, except for two years as manager of the Ba Hotel. He was stationed in several parts of Fiji and in Tonga and Samoa by Morris Hedstrom Ltd. He left Fiji in 1960 to live in Australia.

● Mr. H. S. Roberts, Tonga Crown Solicitor, has been appointed puisne judge in the Kingdom. He succeeds the late Mr. Justice Hunter (see p. 129). Mr. Roberts will continue to carry out the duties of Crown Solicitor till a new appointment is made.

● Vai Mikilolo, 25-year-old Tongan housewife, gave birth to triplets on September 6. The triplets, two girls and a boy, were the second set born in Tonga within a week. The father is Fakama'a Mikilolo, a professional boxer.

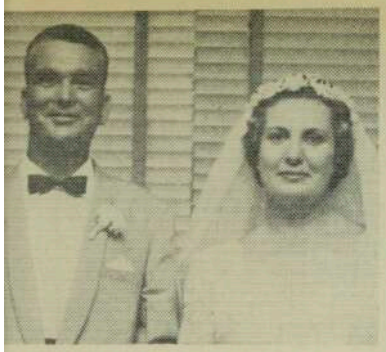
● Mr. G. Parsonson, Lecturer in History at the University of Otago, New Zealand, left Vila on September 7 to return to New Zealand after extensive work in the New Hebrides and the Solomons to gather material for a history of the Pacific Islands.

● Australian travel writer, Frank Clune, left Sydney for Pitcairn Island in September on a private visit to gather material for a new book about the island. Mr. Clune was in Norfolk Island earlier this year and plans to produce a book about it for Christmas.

● Matthew Koso, of Totoa, Maringhe District, BSIP, has been awarded a Royal Humane Society silver medal and certificate for his courage in attempting to rescue a man attacked by a shark near the Ysabel coast.

Koso pulled the man, Dovi, away

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ABAUL WEDDING: Miss Gretel Burke d Mr. Ted Hutchinson, attended by ra Holden and Mervyn King, were re- ntly married in St. Francis Xavier urch, Rabaul. Both are well-known Rabaul identities.

om the shark and then half-pulled d half-carried him 200 yds to the ore, with the 18 ft shark swimming und the two men all the way. ovi, when Koso finally got him hore, was dead from loss of blood.

● Mr. Denis Fisk, of the ABC ws service, P-NG, flew from abaul to Sydney in September to married to Miss Jennifer Proctor, Dover Heights. Mr. Fisk and his ide later returned to Rabaul.

● The NSW Director of Educa- n, Dr. H. S. Wyndham, visited pua-New Guinea in September to dy education problems and to see there was any way in which ditional help could be given to Territory.

● Mr. Roger Nott, the Admini- ator-designate of Norfolk Island, ll take up his new duties about beginning of November.

● The Archbishop of Canterbury, . Michael Ramsay, will visit Fiji xt March. He will be the guest of Governor, Sir Derek Jakeway, d Lady Jakeway, while he is in va.

● President de Gaulle, of France, ll visit Polynesia next year during visit to Japan.

● Mr. Trafford Smith, who re- ntly became responsible for the cific and Indian Oceans Depart- nt in the Colonial Office, will visit i, the GEIC, the BSIP, the New brides, New Guinea, Australia and w Zealand early next year. In 39, Mr. Smith was seconded from the Colonial Office to work as an administrative officer in Fiji for 18 months.

● The Rev. A. R. Tippett and Mrs. Tippett arrived in the BSIP in August where Mr. Tippett is undertaking research into mission work as part of a project sponsored by the World Council of Churches, working in conjunction with the South Pacific continuation committee. He was a member of the Methodist Mission in Fiji for several years.

● Archdeacon Peter Thompson, of the Melanesian Mission, BSIP, and Miss Joanna Tolohi, of Sikiana, were married in the All Saints Cathedral, Honiara, on August 8.

● Four P-NG senior education officers in training to become supervisory teachers, went to Fiji late in August to attend Fiji Education Department seminars, visit schools, and study primary education, teacher training, school management and in-service training.

They were Bilalai Paak, of New Britain; Henry To Waingut, of New Britain; Rome Kokiua, Central District; and Gau Henao, Central District.

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In A Nutshell

ORFOLK ISLAND has decided to curtail its projected pro-amme for replacement of the finitive stamp series because of proposal to introduce decimal rrency in Australia and her ter-ories 1966.

A 10d stamp showing Slaughter y scheduled for issue on Sep-nber 28, is to be the last definitive mp issued before February, 1966.

However, there will be special ristmas issues in 1964 and 1965 d another commemorative stamp.

● The discovery of practice mbs and ammunition during an thmoving operation near a Nadi rport taxi-way was sufficient to se a suspension of work till erts had a look at the discovery. e bombs were dumped in the sea.

● More than 7,000 Cook, Niue d Tokelau Islanders live in Zea-d, with about another 850 iving each year to settle, says the Island Territories Department nual report. Niueans settle mainly Auckland with small colonies in llington and Hamilton; half of Cook Islanders are in Auckland, h the remainder in other parts the North Island. Most of the kelauans are in Wellington.

● The Fiji Post Office will soon e over from Cable and Wireless Tonga-Fiji wireless circuit.

Other Pacific territories are to be ked with Fiji radio circuits to able them to use the Compac le, which provides a continuous -hour service to almost anywhere the world.

The remaining Cable and Wireless egraphic circuits to 11 other cific administrations should be nsferred to the Fiji Post Office the end of 1964.

● A serious increase in the mber of criminal cases in Raro-ga is revealed in the annual report the Cook Islands Police Depart-nt for the year ended December 1963. The report shows a total 1,369 cases dealt with in the Cook ands during the year, compared h 989 the previous year. In the outer islands, cases decreased from 1,533 in 1962 to 1,316 in 1963.

Commenting on the Rarotonga figures, the report says: "There has been a marked increase in both consuming intoxicating liquor and animal trespass offences during the year. Also of concern is the increasing number of dishonesty cases".

Meanwhile, in Fiji, crime has decreased dramatically in the past two years.

The annual report of the Colony's Police Commissioner, Mr. R. H. T. Beaumont, reveals a 38 per cent. decrease in penal code offences in 1963 compared with the figures for 1962 and 59 per cent. compared with the 1961 figures.

A total of 4,191 true penal code offences were recorded last year, and every type of crime showed a drop with the exception of manslaughter, which showed an increase of two.

● The Catholic Mission at Wairiki, Taveuni, Fiji, celebrated its centenary in September. A highlight of the celebrations was the blessing of a huge concrete cross, 60 ft high, surmounting a 400 ft hill fort, now known as Vuni Koruse, by the Vicar Delegate, the Very Rev. Father L. Hannan, SM.

● The scheme to replace houses on Niue destroyed by the disastrous hurricanes of February, 1959, and January, 1960, has made good progress, according to the annual report on the island tabled in the NZ Parliament recently.

Of the 747 houses approved for construction, 516 have been completed and a further 188 have the roofs on and require only minor work.

● A Condominium school of agriculture is being built at Tagabe, just outside Vila, New Hebrides, at a cost of about £44,500. The British and French Governments are contributing equally to its construction. The school is expected to be opened about the middle of next year.

● Tahiti, which prides itself on its lack of violent crime, was shocked and angry at the end of August over a brutal assault on Mrs. Willy Bambridge, proprietor of the Restaurant Maeva in Papeete, as she was leaving her restaurant just before midnight on August 28. Two members of the French Foreign Legion, aged 22 and 29, were later arrested and charged with the crime.

● Oysters grown at Kairuku, on the south coast of Papua, had proved superior to imported oysters, Dr. A. Rapson, Chief of the Fisheries Division in the P-NG Department of Agriculture, has reported.

Dr. Rapson made this remark to Mr. Luis Devambez, SPC fisheries expert, who was on an inspection tour. Mr. Devambez said later he had been most impressed with the oyster culture.

The experiment was started late last year to introduce a cash crop for the local people. Fisheries trainees collected oysters from mangrove beaches, put them on wire frames in the sea along the fringe of the mangroves and left them to grow.

● An extraordinary general meeting of the Syndicat de l'Hotellerie of Tahiti resolved unanimously on August 9 to seek the re-establishment, as early as possible, of TEAL's air service to Tahiti.

● A small airport is being built at Kouaoua near Houaïlou on the east coast of New Caledonia. It will be 750 metres long, suitable for small aircraft. It is expected that Transpac, the territory's internal airline, will organise a service which will open up this area to tourism.

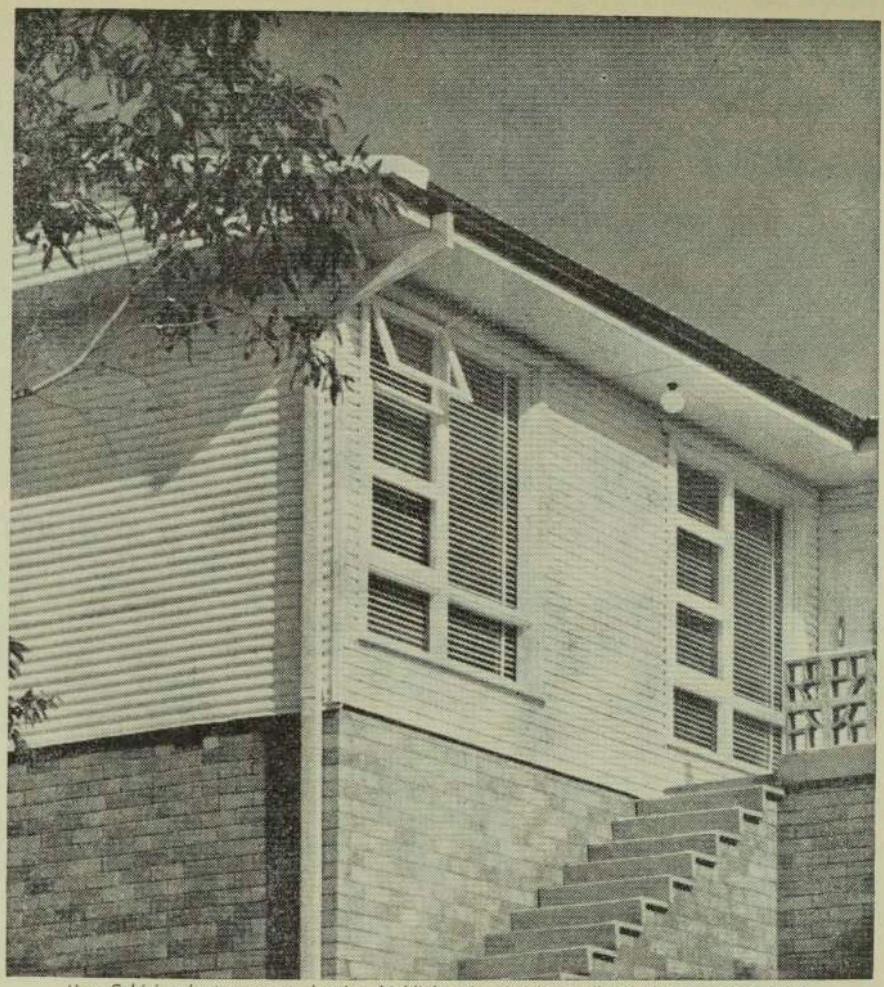
● Messrs. David Gaskin and Marton Cawthorn, NZ marine



SHOWING THE FLAG

....The Australian Navy flagship, HMAS "Melbourne", made a three-day "show the flag" visit to Rabaul late in August after taking part in SEATO exercises.

Her visit was marked by parties, sports matches between the crew and Rabaul teams, a band recital and a marching display. The ship was open to inspection by the public.



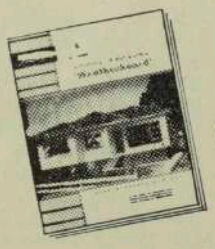
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WAR ON THE SPORTS FIELD

Assaulting the referee on the football field is not altogether uncommon in P-NG Rugby League, but it can be expensive, as two New Guineans found out recently.

In a match between Comworks and South Lae on August 30, Godou Edea hit referee Robert Taylor, knocking him unconscious.

The second incident was on September 5, when Maeareke Seore was alleged to have assaulted referee Gordon Sears during a match between Waraahs and South Lae.

In court charged with assault, each man was fined £15, after which the prosecutor, Sub-Inspector R. Sexton, told the court that assaults were a habit in Lae Rugby League when players disagreed with the referee's decision.

Magistrate Sir Colman O'Loghlen said the two men had acted like "bush kanakas" instead of people living in a civilised community.

---

ogists, are in Fiji to investigate density of sperm whales in the Pacific.

heir findings will enable them to what quota the NZ whaling inistry should have, and what yield whales in the area can be ained. They will work mainly he Koro Sea from the *Maroro*.

A severe earth tremor was felt nd near Vila at about 2.30 p.m. September 6. The Senior logist, Mr. A. Warden, estimated force at about five or six on the calli scale.

P-NG Administration officials ut mid-September refused to re- e the name of an Indonesian onal who crosses from West New nea into Papua-New Guinea at Watung border post in the Sepik. he man had with him his wife six children and a servant. He the authorities that he originally e from the Rimo Islands, close ingapore.

The airstrip at Korolevu, Fiji, being extended to take threened Drover aircraft.

● More than 400 children were affected by a mysterious epidemic which ravaged Tahiti in August. Four cases were fatal. The disease, thought to be due to a virus, was characterised by diarrhoea and vomiting. It was reported to be moderating at the end of August.

● Members of the Noumea Chamber of Commerce have been pressing the New Caledonia Government to obtain the territory's sugar supplies in Australia. This would bring down the price of sugar by about 3d a lb. At present, New Caledonia's sugar comes from a variety of sources, except the cheapest. These sources include France, Belgium, Hong Kong and even England.

Meanwhile, New Caledonia poultry farmers have been pressing the local government to tax eggs and poultry imported from abroad to protect their own production.

Consumers fear that a tax on imported poultry and eggs would help to increase the cost of living, as the importation of these products has always tended to keep local prices within reason.

● Construction has been completed of the Paul Gauguin Museum at Papeari, Tahiti, about 30 miles from Papeete. The museum was built with funds from the Singer-Polignac Foundation (*PIM*, June, p. 132).

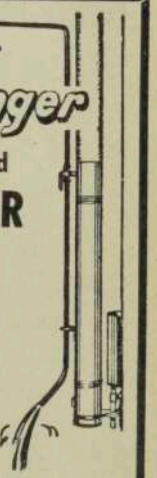
● The P-NG House of Assembly has abolished the right of trial by jury for the people of the territory. The right was previously available only to Europeans, charged with capital offences.

● *Samoa News* the American Samoan newspaper with its provocatively critical editorials concerning the Administration, may be published again soon. It temporarily ceased publication in April after one year of existence. It was published by Sivia Sunia in Pago and printed for him in Apia by Samoa Newspapers Ltd. publishers of *Samoana*. *Samoa News* ceased publication pending the arrival from US of machinery that will permit printing of the paper in Pago, and it is expected to be on sale again within the next few months.

● Fiji importers need no longer obtain a licence to import goods from Japan, except for gold and gold jewellery, because of the signing of Treaty of Commerce, Establishment and Navigation between Britain and Japan.

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Pacific Commerce and Produce

W. R. CARPENTER'S REMARKABLE GROWTH CONTINUES

W. R. Carpenter Holdings d.'s remarkable growth con- ues. The latest consolidated t profit, for the period ended ne 30, was £2,054,371, which s an increase of £318,771, or .4 per cent. on the result for year ended September 30, 63.

OR the latest balance, the date has been advanced from September to June 30, the date on which st of the subsidiaries balance.

n the six years since the holding npany was formed the group profit almost quadrupled — from 7,907 in 1957-58, to the latest fit.

he earning rate on capital in 7-58 was 19.8 per cent. There a sharp jump to 29 per cent. in 8-59, and since then it has been: 9-60, 36.9; 1960-61, 36.9; 1-62, 35.25; 1962-63, 36.25; 3-64, 36.5.

he dividend for the latest year 5 per cent., including a final of per cent., and is a reduction from per cent. The directors last year cast a dividend of 15 per cent. on eased capital after a one-for-four us issue.

he 15 per cent. dividend requires 3,750.

he latest profit was Carpenter's successive profit increase.

he chairman, Mr. R. B. Car- er, said in the report that income investments increased consider-

he merchandise turnover gained ubsidiaries in the Pacific Islands shown a substantial improve- t," he said. "Australian-based idiaries earned enhanced net ts during the period."

he group's investment income by £98,854 to £531,428. This des £431,260 (up £96,518) from l shares and debentures.

sted investments with a book e (cost or valuation) of £8,209,518 had a market value of £11,890,243 at June 30.

A year previously, listed investments with a book value of £7,912,823, had a market value of £10,938,096.

A summary of recent results in the accounts shows that W. R. Carpenter earns about half its profits in Australia.

A proportion of the group's profits earned in Australia fell slightly from 50.84 to 49.2 per cent. in the latest year.

Misima Agreement Ratified

PACIFIC ISLANDS MINES LTD. shareholders at a special meeting in Sydney on September 14 ratified an agreement which had been signed with Cultus Explorations Ltd., Canada, to develop the Misima gold mine in Papua (*PIM*, Sept., p. 125).

The agreement provides for Cultus to spend £400,000, which will entitle it to a 60 per cent. interest in the mine. Share prices increased slightly following ratification.

Rich Chrome Mine Closes Down

ONE of the richest chrome mines in the world closed down at the end of August because its product could not be mined at a competitive price. It is the Tiebaghi mine at Paagoumene in north-west New Caledonia.

The mine was opened in 1903. It was worked continually for the next 59 years, during which 2,100,000 tons of chrome ore were extracted. In March, 1962, the staff of over 300 was reduced to less than 30, and last year only 15 were retained for security purposes. The remaining 15 were dismissed at the end of August.

The village of Tiebaghi on the coast from which the ore was shipped after being brought down from the mine high in the mountains once had a population of 600 people. It will now become a ghost town.

Investment Invited In SPSM Ltd.

CSR's chief manager in Fiji, Mr. A. S. Hermes, who is also managing director of South Pacific Sugar Mills Ltd., CSR subsidiary, announced on September 9 that the Fiji public would have the opportunity to share in the ownership of SPSM. Five million shares of 5/- each will be offered, which will represent £1,250,000 of the present total issued capital of £9,250,000.

At present the capital is in £1 shares, but each £1 share will be divided into four shares of 5/- each.

Mr. Hermes said that should applications be received for more than 5 million shares of 5/- the CSR proposed to reserve the right to accept applications for the excess over 5 million. The right would also be reserved not to proceed with the sale if the response fell below an acceptable minimum number of shares.

The shares to be transferred from the ownership of CSR would carry the right to all dividends declared in future by SPSM Ltd.

Companies would be considered as buyers of the shares, but there would be some limitations on companies not predominantly owned or controlled by persons resident in Fiji.

Mr. Hermes' announcement is a sequel to the 1961 inquiry into the Fiji sugar industry by a commission headed by Sir Malcolm Trustram Eve. The Commission recommended among other things that a CSR subsidiary be set up in Fiji and that at a later date shares in the subsidiary company be released.

Turtle Trade Appeal

FIJI curio vendors have asked the Government to ban the export of raw turtle shells. They claim that the tortoiseshell souvenir trade is gradually being strangled because traders have been exporting turtle shell in bulk. (Over)

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SANTO BUSINESS SCENE: Modern stores erected in the last few years by Burns Philp (top) and Comptoirs Francais des Nouvelles Hebrides (centre) have helped to lift Santo, New Hebrides, from the realm of wartime quonset huts, which are still much in evidence. The ornate building below is occupied by a Chinese company in Santo.—Photos: Rob Wright.

Fiji Wants FOB Duty Assessment

FIJI may soon revert to assessme of Customs duty on the f.o value of goods. The Colony's 19 Fiscal Review Committee made th recommendation in its report.

The c.i.f. system (cost, insuran freight) was adopted about 18 yea ago, and became more and more u popular because of the time a paper work involved.

Commerce has been pressing f several years for a reversion to t f.o.b. method. Businessmen agr that duty rates must rise to off the loss of revenue, and have su gested that this could be done on selective basis.

Pacific Trade Move

THE New Zealand Government h given qualified approval to a p posal to set up a Pacific trade ganisation of Australia, Jap Canada, the US and New Zealand

The proposal, which is long ter and known as "The Pacific Bas plan, was raised in September wh a Japanese Chamber of Comme and Industry goodwill mission visi Australia and New Zealand.

The move would appear to be natural sequel to the Comm Market and a tendency for so areas of the world to set up th own "common market" or trad blocs.

A Pacific basin trading area wo naturally involve many island grou which are now trying to bolster th economy with increased trade.

Banana Disease No Serious Fiji Threat

FIJI'S banana producers—ab 95 per cent. Fijians—w severely jolted on September and the jolt is likely to be felt la in other banana producing isla of the South Pacific, and ev further.

The banana industry was told t the black leaf streak, the horri disfiguring disease wich kills leaves and bares the fruit to killing rays of the sun, is winn the fight.

The expert, Mr. Robert Lea brought from Britain about a y ago when the disease first laid blight on the plantations, had be optimistic when he first tackled but his latest announcement co not have been gloomier.

Mr. Leach, a plant patholog

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who gave the disease its name—it has been found nowhere else but in Fiji—has admitted that control is very difficult.

"It is a fungus disease carried by airborne organisms and is gradually spreading from the south-eastern part of Viti Levu.

"It has already reached Viti Levu Bay, Korovisilu and Namosi on Viti Levu and signs have been found on Vaveuni.

"The disease is likely to continue to spread and it could spread throughout the world."

And that is bad news for Samoa and other South Pacific producers. It has already decimated crops in the Sigatoka Delta area on Viti Levu, and the disease, together with the depredations of the March floods, has made such inroads that Fiji's banana deliveries to New Zealand, her one and only overseas customer, are down to 45 per cent. of the quota.

The only effective treatment is regular oil spraying which is expensive and only practicable under close management in organised and accessible plantations—which is what the biggest part of Fiji's plantations are not.

The cost of spraying, says Mr. Leach, which may range from about 3/- a case in plantation areas to perhaps double in scattered groves, and that may make production uneconomical.

The statement from the Agriculture Department contains a hint that suggests the disease may be even more serious than has been admitted.

It advises the growers to look to other crops, to cocoa and coffee, and says the department will advise and help growers with those crops. Cocoa and coffee have been tried before in Fiji without much success but newer and improved methods may make another attempt at finding substitutes for bananas more successful.

There is one gleam of hope, however, for the banana industry. Apart from the fact that some better method of beating the black death may be discovered, the Lomaivuna scheme, begun for the purpose of providing bananas for the now abandoned Japanese market, may be able in time to supply sufficient bananas.

Lomaivuna, where 100 families have now been settled, each with 5 acres, has complete supervision of the bananas grown in well arranged groves so that controlling disease will be easier than in any other plantation in Fiji.

The report adds that it is not proposed at present to use the bananas from Lomaivuna for the New Zealand market at the expense of traditional growers who can meet their quotas. But, with only 45 per cent. of the quota being met, it hardly looks as if anyone is meeting his quota.

Lomaivuna is being geared to produce rubber as well as market produce, but bananas were number one on the plan.

It is obvious, however, that Fiji has missed the banana boat to Japan.

Interest In Islands Fruit

A DEMAND is growing in New Zealand for fruit and vegetables from the Islands. The demand is particularly for off-season fruit.

A TEAL Electra one day in August flew half a ton of fruit and vegetables from Nadi to Auckland.

There is a growing demand for such delicacies as water melon and egg plant, which cannot be grown in New Zealand in the colder months.

Auckland produce dealers say it is becoming profitable to handle lines from the Islands because air freights are becoming cheaper.

There is apparently little worry about the demand suddenly evaporating, because of the growing population of Islanders and Indians in Auckland, which has been buying most of the produce.

Interest In Fiji Pineapples

Melbourne businessman and former Victorian Cabinet Minister, Sir Arthur Warner, has interested himself in the Fiji pineapple venture launched last year by a Nadi surveyor, Mr. E. C. Ewins, and his son, Mr. G. S. Ewins.

A company, Fiji Pineapples Ltd., was recently registered in the Colony, and has its headquatrers at Raiwai, Waqadra, Nadi.

Sir Arthur last year proposed to

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Burns Philp (South Sea) Co. Ltd., Nuku Alofa, Vavau and Haapai, Tonga Islands.
Burns Philp (South Sea) Co. Ltd., Pago Pago, Eastern Samoa.
Max Haleck, Pago Pago, Eastern Samoa.
Burns Philp (South Sea) Co. Ltd., Apia, Western Samoa.
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Fiji Trading Co. Ltd., Suva, Fiji Islands.
Thaw & Weaver Ltd., Duty Free Shop, Nandi Airport, Fiji.
Gilbert & Ellice Islands Colony Wholesale Society, Betio, Gilbert Islands.
R. J. A. Ingram, Rarotonga, Cook Islands.
Société Franco Océanienne, Papeete, Tahiti.
British Phosphate Commissioners, Christmas Islands, Nauru and Ocean Island.
Wake Island Imports Ltd., Wake Island.
The Kirby Company of Guam, Guam.

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(See advertisement on page 28)

establish television in Fiji and also to manufacture television sets and parts, but had to abandon the plan, temporarily at least, when the Fiji Government decided the time was not ripe to set up television in the Colony.

Fiji Plan For A Provident Scheme

SAVING for a rainy day is something Islands people generally give little thought to, but, if the Fiji Government adopts a provident scheme exhaustively prepared by a social security adviser from London, they will be forced to give both thought and cash to it.

The expert is Mr. J. E. Ashford, of the British Ministry of Employment and Pensions, who has now made his report after investigations in Fiji lasting almost a year.

His scheme is simply one of compulsory saving with all employers and employees paying a suggested amount equal to 5 per cent. of the employees' wages.

The sum accumulated to a member's credit, would be payable under the following conditions: As an age benefit, payable at 60; withdrawal benefit, payable at 56 where the member has not worked as a wage-earner for one year; invalid benefit, where a member is medically certified as unfit for further employment; survivor's benefit, on the death of a member; special death benefit, to a deceased member's widow, to bring up his accumulated credit to £100 where it is below that amount; marriage benefit, where the member is a woman who marries; and emigration benefit, where the member is about to leave Fiji for good.

The Government, suggests Mr. Ashford in his lengthy report, would administer the fund but would not contribute to it, although he calculates the Inland Revenue Department would be short of between £70,000 and £90,000 for income tax relief on contributions from wages and profits.

The scheme would apply to all persons over 16 employed for wages under contract of service. It could be extended later to take in self-employed.

Since it was at the Government's request that Mr. Ashford made his survey and no doubt the Government, is "sold" on the idea, but Mr. Ashford will have a host of doubters to win over, mainly those whose motto is "I'm all right Jack". These people would not be prepared to concede that saving was to Fiji's economic advantage.

All a large section will consider is the fact that they will be asked to contribute to a fund for someone else's benefit.

And, when one considers that the Government had to introduce legislation to force dishonest employers to pay the meagre wages that many of them try to avoid paying, the Fiji Provident Fund has several reefs to negotiate before it gets into safe harbour.

Mr. Ashford fears one possible bad effect. "On the introduction of the fund, employers might seek to add the cost of contributions to their prices, and employees might base a demand for higher wages on their obligation to contribute, both moves inflationary in tendency," he says.

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The Stock Market

SYDNEY

	Aug. 21 Seller	Sept. 23 Seller
Bali Plantations . .	6/3	5/6
Burns Philp	121/-	114/6
Burns Philp (SS) .	63/6	65/-
Choiseul Plntn. . .	110/-	108/-
C.S.R. Co.	80/9	73/9
Dylup Plantations .	9/3	8/1
Fiji Industries . . .	20/-	19/6
Hackshall's	17/11	19/-
Kerema Rubber . .	3/9	3/9
Koitaki Rubber . .	16/6	16/9
Lolorua Rubber . .	8/11	5/10
Makurapau Plntn. .	4/9	5/-
Mariboi Rubber . .	6/3	5/11
Pacific Is. Timbers .	4/9	4/3
Palgrave	2/6	b2/3
Plantation Holdings .	3/3	b3/6
Queensland Insurance	87/-	81/-
Rubberlands	4/-	3/6
Sogeri Rubber . . .	7/6	7/3
Sthn. Pac. Insurance	29/-	26/-
Steamships Trading .	15/6	14/6
W. R. Carpenter . .	39/11	38/-
Watkins Consolidated	2/9	2/11

OIL AND MINING SHARES

	Dec. 4, 1958	Aug. 21, 1964	Sept. 23 1964
Emperor . .	b9/-	b4/9	s5/-
Loloma . .	b30/-	b19/3	b17/9
Bulolo G.D.	b32/-	b48/-	b51/-
N.G.G. Ltd.	b2/3	b3/-	b3/2
Oil Search .	b9/9	b3/-	b2/6½
Ent. of N.G.	s11d	b1d	b1½d
Pac. I. Mines	—	s4/4	b4/5
Ditto New .	—	b4/-	b4/4
Papuan Apin.	b4/6	b4/2	b3/9
Placer Dev.	b91/-	b331/-	b350/-

Sydney Stock Exchange share price index for "Ordinaries" on September 23 was 361.96, on August 21, it was 376.01.

EXCHANGE RATES

FIJI.—Through BANK OF NSW, ANZ BANK and BANK OF NZ. Australia on Fiji, basis £100 Fiji: Buying, £A111/2/6 Selling, £A113. **Fiji-London,** basis £100 London: B, £110/15/-; S. £112. **NZ-Fiji** basis £100 NZ: B, £111/11/9; S £110/4/3.

SAMOA.—Through BANK OF NZ. Australia on Samoa, basis £100 Samoa: T. T. B. £A123/12/6; S. £A124/10/9. **Samoa-London,** basis £100 London: B. £99/7/6 S. £101/10/-. **Samoa-NZ,** basis £100 NZ B. £100; S. £100/10/-. **Samoa-Fiji** basis £100 Samoa: B. £111; S. £110.

NORFOLK IS.—Commonwealth Bank quotes exchange rate **Australia-Norfolk Island:** 5/- per £A100.

PAPUA-NG. — COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo Kavieng, Madang, Wewak), **BANK OF NSW** (branches: Port Moresby, Lae, Bulolo Rabaul, Madang, Samarai, Goroka agencies: Wau, Boroko, Kokopo), **ANZ BANK** (Port Moresby, Lae, Rabaul) and **NATIONAL BANK OF A/ASIA.** Port Moresby, Lae) quote exchange rate Australia-Papua-NG: 10/- per £A100.

FRENCH PACIFIC COLONIES.—Pacific francs (CPF) are used in New Caledonia, New Hebrides, and Fr. Polynesia. **FRENCH BANK (Comptoir National D'Escompte de Paris,** Sydney), in Sept 1964, quoted: Selling, Noumea, 196 Pac francs to £ Aust.; Papeete 196 (nom. Pac. francs to £ Aust.; 247 Pac. francs to £ Stg., 96.5 Pac. francs to US $ Noumea 18 Pac. francs to 1 French franc (conversion rate: 1 Pac. franc equals 0.055 French franc), Paris-London Selling 13.660 francs to £Stg.

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Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. Samoa; 18/- Fiji; 20/- Tonga, Solomons & WPHC areas; 196 Pac. Frs.; $US2.25.)

COPRA

PAPUA-NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by six members, including three planters' representatives; and the Board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing-mill in Rabaul, and (d) Japan (surplus as available). Prices generally tally with ruling rate in Philippines, with premiums for hot-air dried.

P-NG Board's Tentative Purchase Prices for copra delivered main ports are: Hot-Air Dried, £61/10/- per ton; FMS, £60/-/- per ton; Smoke-Dried, £59/-/- per ton.

FIJI:—No Government control—producers sell where they wish. Bulk of copra goes to crushing-mills in Suva. Sept. 21 prices were: HAD £F57/5/-, SD £F54/15/-.

WESTERN SAMOA: — Official Copra Board takes all production, sells same and makes payments to producers. It goes mainly to Abels Ltd., NZ crushers, and the open market. Local price recently was £56/12/6 Samoan, first grade.

TONGA: Sales are under Government control. Part of production goes to Europe, under arrangement with Unilever controlled by Philippines prices, and part to open market.

SOLOMON IS.: All production marketed through official BSI Copra Board, at prices based on Philippines rate. Output goes to Unilever, UK; to Australian crushers; and the balance on to the open market. Local price in September was: **1st grade, £60/-/-; 2nd grade, £58/10/-; 3rd grade, £56/-/- per ton, f.o.b., BSIP ports (Honiara, Yandina and Gizo).**

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates less freight, etc. The Copra Board subsidises the price at: First Grade £6/4/2 per ton, Second Grade £2/2/1 per ton.

NEW HEBRIDES:—Price on Sept. 1 was approximately £A38/10/- (7,700 Pac. francs), French price on Sept. 15 was 20 francs per metric ton, c.i.f., Marseilles.

COOK IS.:—Copra goes to Abels, Ltd., Auckland, who operate the only NZ copra crushing mill. Price paid is average London price for previous three months, less handling charges. Prices for fourth quarter, Oct.-Dec., 1964, is £NZ63/10/3 1st grade, £NZ62/5/3 standard grade—both f.o.b., Rarotonga.

OTHER PRODUCE

COCOA:—Islands prices are usually based on the rates for Ghana cocoa. Oct.-Dec. shipment is £Stg.182/10/- per ton, c.i.f., Sydney.

P.-N.G.: Sydney buyers on Sept. 23 reported: Quote No. 1: In store, Rabaul, export quality £182 per ton, or on wharf Sydney, according to quality: No. 205; quote No. 2: Best quality, on wharf Syd., £210, in store, N.G. ports, £180-£183 (for UK, continent and USA shipments).

W. SAMOA:—Nominal prices quoted in Sydney, September 10, were: Grade 1, £Stg.180; grade 2, £Stg.165, f.o.b., Apia.

COFFEE:—P.-N.G.: September 23, good quality A grade, per lb, 4/4; B grade 4/2; C grade, 3/6 to 3/9, 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. Bukoba £Stg.290 (f.a.q.). Tanganyika AA NQ, A NQ, B NQ.

PEANUTS. — P.-N.G.: Sydney agents reported Sept. 23—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 Sept. 21 was: No. 1 RSS, Spot, 69⅝ Straits cents per lb (24.28d Aust.).

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, reported Sept. 23: 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 September 23 by **Sydney independent shell agents were:** Sound £850, D £625, E £335, EE £235 (in store Sydney). **Cook Islands: Penrhyn £NZ425 (approx.), f.o.b., Rarotonga.**

TROCHUS.—Sydney buyers on Sept. 23 indicated the following quotations to Islands producers: No. 1—**Papua**—nominally £90 per ton, f.o.b., Papuan ports; **N.G. and B.S.I.**—£85-£90, f.o.b., Islands ports. No. 2—**Papua**—£80-£90 per ton; **N.G., B.S.I.**—£75-£85 per ton.

GREEN SNAIL SHELL.—Sydney buyers quoted on Sept. 23: No. 1: 1st grade only, £285 on wharf, Sydney. No. 2: £285-£295 (best quality), on wharf, Sydney; or £285-£295, f.o.b., Islands ports.

CROCODILE SKINS.—On September 23 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) 14/6 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, Sept. 22, Philippines, in bulk, $195 US (equal to £Stg.88/0/5) per long ton c.i.f., UK/Nth. European ports. Malayan, FMS, NQ, UK/Nth. European ports. NEW YORK: September 22, Philippines, $174 US per short ton, c.i.f., Pacific Coast ports. CEYLON: 950 Rupees per ton, c.i.f.

Coconut Oil: LONDON, Sept. 22, Ceylon, 1% in bulk, £Stg.111/-/- per ton, c.i.f., UK/North European ports. Straits, 3½%, NQ c.i.f.

Rubber: LONDON, Sept. 21, c.i.f., RSS No. 1 Spot, 20⅞d Stg. lb, Nov. shipment, c.i.f., 20½d Stg. lb, No. 7 contract, Nov., 20⅞d Stg. lb.

(£1 Australian is equal to about 2.2 US Dollars or 10½ Rupees.)

Trading Notes

P-NG TEA TESTS: Experiments to test tea growing conditions in the P-NG Southern Highlands started about mid-September. The Department of Agriculture chose pilot plots of two acres each in the Ialibu, Giluwe and Pangia areas.

PROHIBITION LIFTED: The prohibition on the importation into P-NG of pigs and pig meats from Australia has been lifted. The ban was imposed in June, 1961, when there was an outbreak of swine fever in Australia.

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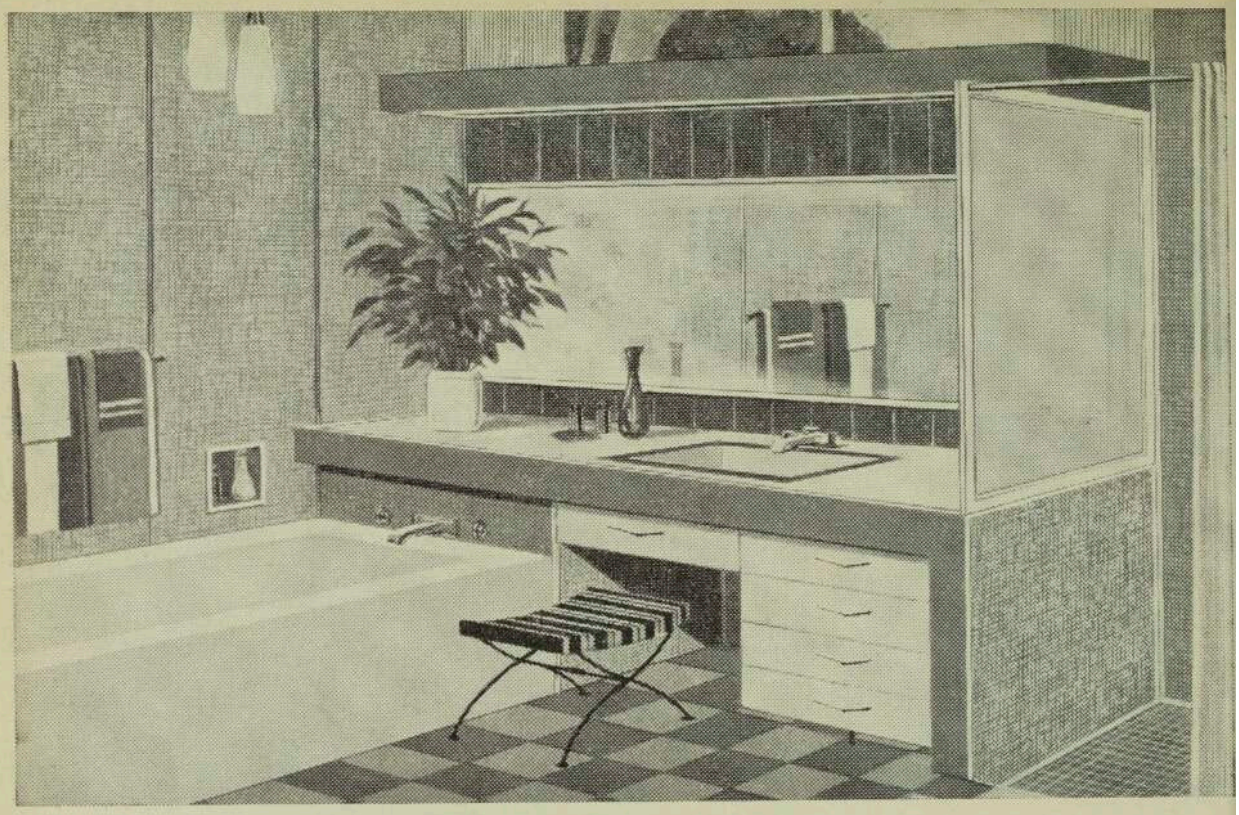
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DEATHS OF ISLANDS PEOPLE

Mr. Justice David Hunter

Mr. Justice David Blair Hunter, Judge of the Supreme Court of Tonga from March, 1954, until ill-health forced him to retire in July, 1963, died in Concord Military Hospital, Sydney, on September 30. He was 66.

Mr. Justice Hunter's 10 years in Tonga made him widely known throughout the Kingdom. For several years, he was president of the Nukualofa Club.

Born in Sydney, Mr. Justice Hunter was admitted to the NSW Bar in 1923 after being educated in Berlin, London, and Sydney. He served as a private in World War I and was a major in the Australian Army Legal Corps in Australia and New Guinea in World War II.

He served for two terms as Mayor of North Sydney, and was an alderman for 13 years. He was well known in Sydney surfing circles in the 1920's and 1930's.

Mr. Justice Hunter is survived by his widow Gladys, who was ill in hospital in Sydney at the time of his death. They had no children.

Mr. G. W. Cockburn

Mr. George W. Cockburn, a former foreman printer in the Government Press, Suva, died in Sydney on August 22.

He retired in 1941 after about 30 years service, during which he twice acted as Government Printer.

Mrs. Alison Niall

The death occurred in Sydney on September 9 of Alison Niall, wife of the Speaker of the Papua-New Guinea House of Assembly, Mr. H. L. R. Niall. She was 59.

Mrs. Niall had been flown to Sydney when she became ill a short time before and Mr. Niall had left her bedside to open the second sitting of the House of Assembly in Port Moresby on September 1. When her condition worsened he returned to Sydney.

The Assembly adjourned as a mark of respect when it received news of her death, and there were many tributes to her on both sides of the House. The Deputy-Speaker, Mr. J. K. McCarthy, said her many friends deeply regretted her passing; Government leader of the House, Dr. John Gunther, said it was sad to think that Mrs. Niall had not been spared to enjoy the quiet retirement that she so much sought. Simogun Peta said he had known Mrs. Niall during the war and he wished to express the sorrow of the people of Papua-New Guinea.

Mr. and Mrs. Niall were married in Sydney in January, 1930, when Mr. Niall was a cadet patrol officer. Shortly afterwards the two returned to Gasmata, New Britain, where Mrs. Niall was the first white woman to be stationed there.

In subsequent years she moved with her husband to New Ireland and the Sepik and she was in Wau when World War II broke out.

After the war, which she spent in Sydney, she was the first white woman to return to Wewak, when Mr. Niall was appointed District Officer there in 1946.

For the last 16 years she had been living at Lae, where until his retirement in January, Mr. Niall had been Morobe District Commissioner. She undertook with charm the onerous job of being a District Commissioner's wife in an important area—playing hostess on occasions to Prince Philip, to Governors-General and other VIPs.

Her funeral in Sydney was attended by a very large number of New Guinea friends, many of them now living in Sydney. There were more than 140 wreaths.

Mrs. Niall is survived by Mr. Niall and a daughter, Lois (Mrs. Frank Johnson).

Mr. R. D. Blandy

The British Resident Commissioner in the New Hebrides from 1940-1950, Richard Dennis Blandy, died in South Australia on September 7, aged 72. For a tribute see page 23.

Mr. K. P. Proctor

Mr. Kenneth Rodda Proctor, a senior engineer with W. R. Carpenter & Co. Ltd., died in Sydney on August 30. He was 54.

Mr. Proctor, who was born in Tasmania, joined W. R. Carpenter in January, 1948, after wartime service with the RAAF. He went to Suva two months later to take charge of the milling plant of Island Industries Ltd., a company subsidiary, and remained there until 1952. He then went to Rabaul to supervise the installation of plant at the Toboi mill of Coconut Products Ltd.

In January, 1955, Mr. Proctor returned to Sydney as engineer responsible for the general supervision, maintenance and expansion of both the Suva and Rabaul plants.

Mr. Proctor left a widow, and a son and a daughter, both of whom are married.

Mr. T. W. Brunt

Mr. Theodore Weber Brunt, formerly of Western Samoa, died in Auckland on August 17, aged 92.

He was born at Fagamolo, Savaii, and was a planter and baker in both Savaii and Apia.

He had been living in retirement in New Zealand for 15 years.

Mr. Brunt is survived by Mrs. Brunt, six sons and three daughters.

Mr. Andre Jacquemin

The death occurred in Tahiti on August 31 of Mr. Andre Jacquemin, who was manager in Papeete of the Compagnie Francaise des Phosphates de l'Oceanie from 1931 until his retirement in 1955. CFPO exploits the phosphate deposits at Makatea.

Mr. E. F. Gibbes

Mr. Ernest Francis Gibbes, who was well known in shipping circles in Fiji for many years, died at Tamavua, near Suva, on August 1, aged 73.

Hon. Lavaka

The Hon. Lavaka, a Tongan noble, died early on August 24. He had been receiving treatment at Vaiola Hospital for two months before his death.

He was the first noble appointed by Queen Salote after her succession to the throne.

He served as a District Officer, and was a member of the Legislative Assembly and the Agricultural Council for many years.

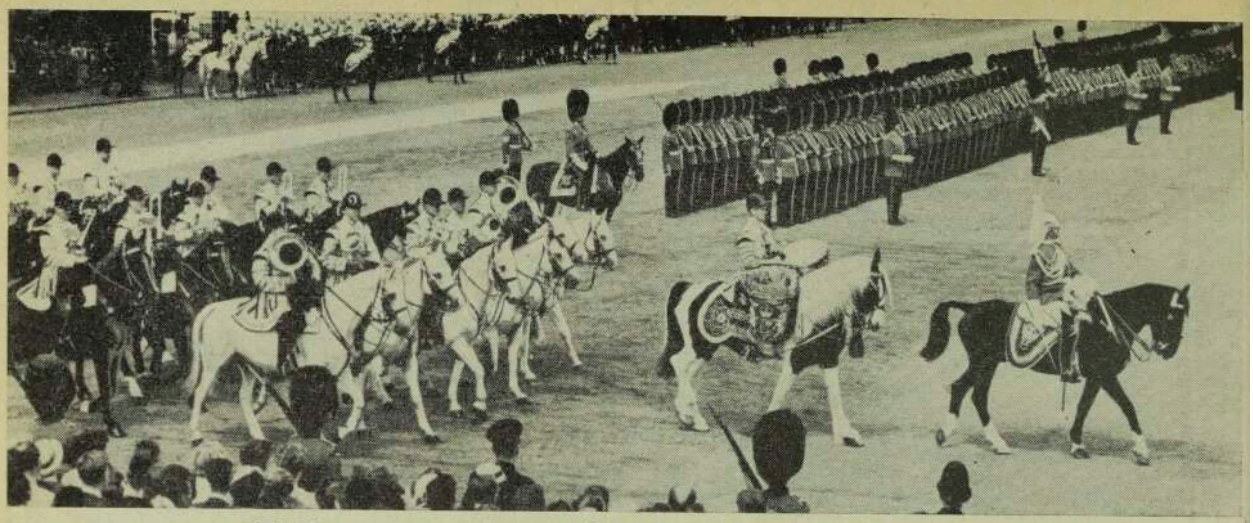
Captain Raymond Jaensch

Captain Raymond Jaensch, 42, one of the best light aircraft pilots in Papua-New Guinea, died while being flown to Madang on September 4 for emergency treatment for injuries he received in an air crash near Dumpu, Madang District.

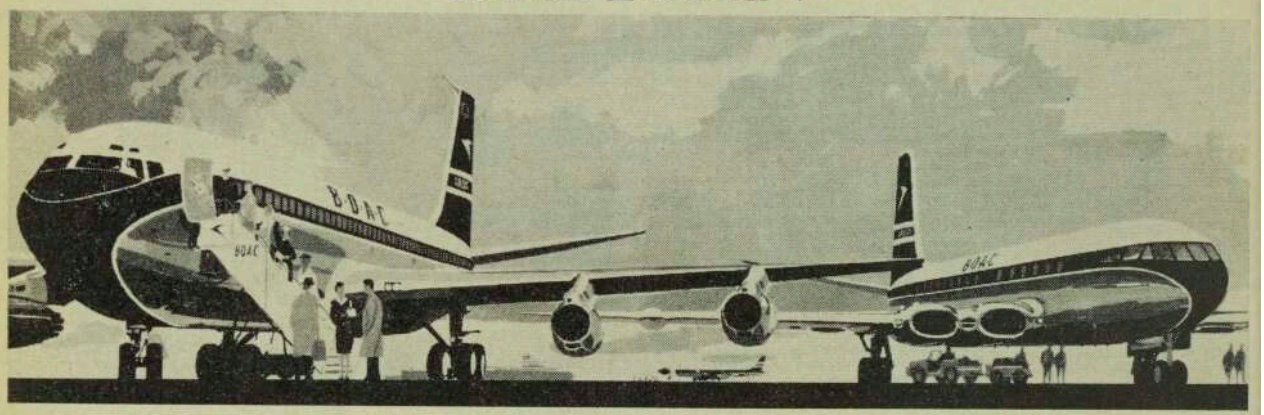
Captain Jaensch was piloting a Dornier single engined aircraft belonging to the Lutheran Mission when it crashed soon after take-off.

Captain Jaensch, who was married with four children, was formerly a member of the Royal Australian Air Force. He had flown Lutheran Mission planes in New Guinea for more than 10 years.

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"Pacific Islands Monthly" is a member of the Australian National Travel Association and the Pacific Area Travel Association.

More Tourists Are Trying Portuguese Macao

Macao, the small Portuguese enclave on the South China Coast, has become more and more popular with tourists recently since the problem of how to get there quickly and easily from Hong Kong has been solved.

TRAVEL TALK

ABROAD

THE solution is the use of three new hydrofoil ships which skim the 40 miles from Hong Kong across the Pearl River Estuary in 75 minutes flat.

Each ship, with crew of five, can carry up to 72 passengers who pay a one-way fare of 15/7 Australian on week days and £A1/11/3 on holidays and weekends.

Besides the hydrofoils, a luxury ship, the *SS Macao*, capable of accommodating 1,000 passengers, will make the trip in two hours this summer.

All this speed and comfort is a far cry from the vintage ferries which used to take nearly four hours to cross the island-dotted sea.

Travellers in a hurry can make the hop in 15 minutes in a four-seater seaplane, operated by Macao Air Transport, the world's smallest round trips airline. There are three roundtrips a day at a fare of less than £A4.

More Hotels

Hand in hand with the stepped up transportation to Macao go other efforts to tempt the tourist. The colony, once short on hotel space, has just opened the Estoril, an inn atop a casino with a fine view of the peninsula and harbour. Rates begin at £A3/11/6 double—with a 20 per cent. discount for weekday guests.

Another modern inn is the Vila Tai Yip with spacious rooms, garden and pool.

Aside from new hotels and new casinos, Macao boasts a handsome greyhound racing stadium. Up on a hillside is a modern hospital, and along the waterfront is a new school. Streets are tidy and patrolled by officers in white armbands and puttees. Gambling, a way of life in Macao, is now regulated, and gambling tables operate under the eye of the law.

Aside from games of chance, Macao has a good deal to offer the tourist in search of adventure.

There is Barrier Gate, the so-called "hole in the bamboo curtain" at the neck of the peninsula, where Portuguese troops face Chinese sentries. Through the Gate roll the products of Red China on rickshaws, bicycles and bamboo poles. Now and then, the border opens for a funeral procession, but the guards are ever alert for trickery.

Although the influence of Portugal is strong on the surface—witness the typical banyan-shaded mansions and such items as the bust of Vasco da Gama, the Barracks of Sao Francisco, and the portrait of Prince Henry—a deeper look reveals that Macao is 99 per cent. Oriental.

It is filled with the sights, sounds and smells of China.

Narrow streets are festooned with laundry and Buddhist prayer flags. Pedicabs jingle, wooden clogs clop, noodle and lotus root vendors shout their wares. Shops display such medicinal items as dried snakeskins and powdered tusks.

Always Portuguese

Macao's strategic harbour has long made Macao a favourite "plum in the Asiatic pudding", and it has been coveted, from time to time, by the Dutch, British and Japanese.

But no flag other than the Portuguese has waved over it.

Macao is the oldest European settlement in the Far East and was a base for the spread of Christianity.

Not surprisingly, it still has its share of Christian churches and chapels, monasteries and convents, and ruins of such buildings.

One such ruin, the baroque facade of St. Paul's Church, was built by Japanese Christians in 1602. When the church was burned in 1835, no-one bothered to rebuild it, and today legend has it that Macao will remain Portuguese as long as the charred facade stands.

Sacred to the Chinese is the Temple of Kum Yam, dedicated to the goddess of mercy during the Ming Dynasty. Chinese gamblers stop here to pray for luck before going to the casino. Out in the courtyard is the stone table where Caleb Cushing of the United States and Viceroy Yi of China signed the first commercial treaty between their two nations in 1844. Macao at that time was a thriving hub for the China trade.

The fortunes of Macao are on the

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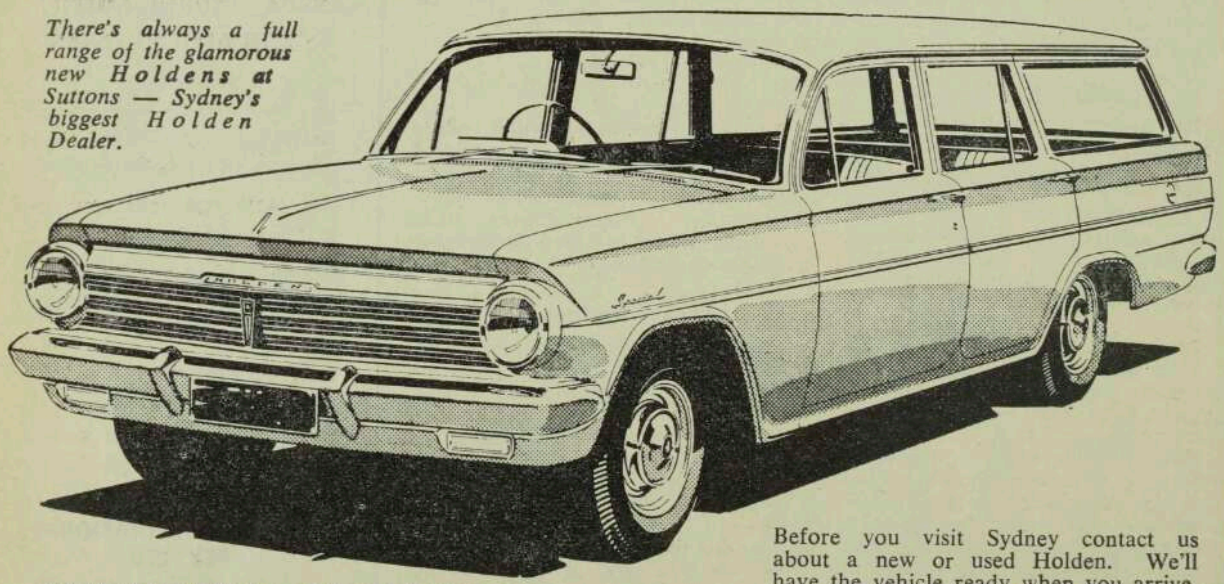
Regular sailings approximately every six weeks via Panama Canal and South Africa, calling at a selection of the following ports: Rarotonga, Fiji, Tahiti, Acapulco, Balboa, Curacao, Trinidad, Barbados, Miami (Pt. Everglades), Bermuda, Lisbon, Southampton, Las Palmas, Cape Town, Durban, Fremantle, Melbourne, Sydney, New Zealand.

For full particulars apply:—
Fiji—Any branch or agency of Burns Philp (South Sea Co. Ltd.)
Cable Address: Burphil.
Tahiti Messageries Maritimes Papeete.
Cable Address: Messagerie Papeete.

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e for the first time since the mmunists came to power in Red ina. As a duty-free port, Macao ers the visitors many bargains in h items as ivory, silk, teakwood, rcelain, jade and jewellery.
The big local industry is fire ckers, with a factory, located for sons of safety, on the island of ipa off the coast.
Tourists from Hong Kong can e advantage of low transportation d hotel rates during the week. ces rise on weekends, when re- ents of Hong Kong head across estuary to play roulette and -tan.

Pacific Islands Cruises

P and O-Orient

"Arcadia", Dec., 1964: Sydney Dec. 3, Auckland Dec. 21, Nukualofa ec. 24, Vavau (cruise in harbour) ec. 25, Suva Dec. 26-27, Sydney ec. 31.
"Oriana", Jan., 1965: Sydney Jan. 5, Suva Jan. 19-21, Rarotonga (no nding) Jan. 22, Auckland Jan. 26, icton Jan. 28-29, Sydney Jan. 31.
"Chusan", May-June, 1965: Sydney lay 25, Auckland May 28, Rarotonga o landing) May 31, Bora Bora une 2, Papeete June 3-5, Suva une 10, Lautoka June 11, Sydney une 15.
"Orcades", July-Aug., 1965: July 23, ord Howe (no landing) July 24, orfolk (no landing) July 25, ukualofa July 28, Pago Pago July 29, uva Aug. 1-2, Sydney Aug. 6.
"Oronsay", Aug.-Sept., 1965: Sydney ug. 26, Lord Howe (no landing) ug. 27, Norfolk Aug. 28, Savusavu ug. 31, Suva Sept. 1, Noumea Sept. 4, Sydney Sept. 6.

Cogedar Line

"Flavia": Leave Sydney Mar 18, 965, returning via Rabaul May 1 and uckland.

China Steam Navigation

"Kuala Lumpur", Nov. 11-Dec. 10, 965: Sydney, Nukualofa, Haapai, avau, Apia, Suva, Sydney.

Sitmar Line

"Fairstar", Jan. 6-21: Sydney, risbane, Noumea, Nukualofa, Suva, ydney.

Toyo Yusan Co.

"Oriential Queen", Dec. 20, 1964- an. 11, 1965: Sydney Dec. 20, uckland Dec. 24, Vavau Dec. 28, ago Pago Dec. 28-29, Apia Dec. -30, Suva Jan. 2-3, Auckland Jan. 7, ydney Jan. 11. Jan. 13-27, Sydney an. 13, Norfolk Jan. 17, Suva Jan. -21, Noumea Jan. 23-24, Sydney an. 27. Mar. 7-24, Sydney Mar. 7, oumea Mar. 10-12, Suva Mar. 14-15, uckland Mar. 19-20, Sydney, Mar. 24. ar. 25-Apr. 16, Sydney Mar. 25, uckland Mar. 29-30, circle Norfolk land Apr. 1, Noumea Apr. 2-4, iva Apr. 6-8, Auckland Apr. 12, ydney Apr. 16. Apr. 28-May 12, ydney Apr. 28, Rabaul May 4, uam May 8, Toyko May 12.

THE PACIFIC

NEW SERVICES FOR TAHITI AND TONGA

UTA-AIR France will inaugurate a second weekly service between New Caledonia, Fiji and Tahiti at the beginning of November.

A special economy excursion fare of £A179/19/- from Sydney to Tahiti and return will be available until March 31.

Meanwhile, RAI, the French Polynesian branch of UTA, has inaugurated a weekly service between Tahiti and Moorea with a Gruman Goose aircraft.

The Gruman Goose, an eight-passenger amphibian, takes off from Tahiti's Faaa Airport and lands inside the reef at Maharepa, Moorea, near the American-operated Bali Hai Hotel. The flight takes 14 minutes, against about two hours in the diesel launch, which runs a daily service between Papeete and Paopao Bay. Fares are: Single, 700 Pacific francs (£A3/10/-); return, 1,200 Pacific francs (£A6).

Polynesian Airlines are to start a fortnightly service between Apia and Nukualofa on October 5.

Planes will leave Apia at 10.30 a.m. on Sundays and, crossing the international dateline, reach Tonga at 1.45 p.m. on Mondays.

Return flights are scheduled to leave Nukualofa at 2.45 p.m. on Mondays and arrive at Apia at 6 p.m. on Sundays.

There will be connections for Pago Pago in mornings and evenings.

PACIFIC TOURS FOR THE WELL-HEELED

FOR an outlay of $5,130 (about £2,330 Australian), Hemphill World Cruises, of Los Angeles, California, have organised two tours of the South Pacific next year for people with 68 days to spare who would like to have a good look around, and who insist on first-class air travel between stops.

The Hemphill tours begin in Los Angeles on February 27 and October 9 and take in visits to Tahiti, Moorea, Bora Bora, Fiji, Western Samoa, Tonga, the North and South Islands of New Zealand, Australia (including Hobart, Launceston, Melbourne, Canberra, Sydney, Brisbane, Mackay, the Great Barrier Reef and Cairns), Papua-New Guinea, and the Solomons.

If you're prepared to do without the visits to Cairns, New Guinea and the Solomons, which take 11 days, the trip is yours for $4,390 with first class air travel, or $3,953 with economy/tourist class air travel.

But if you settle for the cheaper fare for either the short or long trip, you must be prepared to get by with only 44 lb of baggage, whereas first class passengers can take 66 lb.

In a brochure on their Pacific tours, Hemphills say: "We offer the best that can be obtained, whatever it may be. We do not search for hardships or discomforts, but members (i.e. passengers) will be expected to tolerate them should they occur. References may be asked of those who have not travelled with us before."



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Cables: "Welcomeguest, Sydney"

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● PIM's shipping and airways schedules are up to the minute. They are revised each month just before publication from information supplied by the shipping and airways companies.

SHIPPING 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: Oct. 9, Nov. 4 (approx.).

Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney (B 0151).

Sydney-Fiji-Tonga-Samoa

Union Steam Ship Co. maintains monthly services from Melbourne and Sydney (periodically from Adelaide) to Lautoka, Suva (including transhipments for Vavau and Niue), Apia and Nukualofa.

Next sailing: Waiana Nov. 15 (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-GEIC

Karlander-New Guinea Line vessel Elisabeth Boye sails regularly from Sydney to Tarawa, Gilbert & Ellice Islands Colony.

Next voyage: From Sydney Oct. 7, arr. Tarawa Oct. 21.

Details from Karlander NG Line (F. H. Stephens Pty. Ltd., agents), 13 Bridge Street, Sydney (27-8311).

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 Taiohoe, Marquesas Group), Vila, Noumea and Sydney, and return by same route.

Next inwards voyages, ex-Marseilles:

Tahitien: Taiohae Oct. 8, Papeete Oct. 10-13, Vila Oct. 20-21, Noumea Oct. 22-25, arr. Sydney Oct. 28.

Caledonien: Papeete Nov. 20-23, Vila Nov. 30-Dec. 1, Noumea Dec. 2-5, arr. Sydney Dec. 8.

Next outwards voyages, ex-Sydney:

Tahitien: Dep. Sydney Oct. 31, Noumea Nov. 3-6, New Hebrides Nov. 7-15, Noumea Nov. 16, Papeete Nov. 22-26.

Caledonien: Dep. Sydney Dec. 11, Noumea Dec. 14-17, New Hebrides Dec. 18-26, Noumea Dec. 27, Papeete Jan. 2-6, Taiohae Jan. 9.

Polynesie maintains monthly passenger sailings between Sydney, Noumea, Vila, Pt. Sandwich (occasionally), and Santo.

Next Sydney sailings: Oct. 16, Nov. 6, 27.

Details from Messageries Maritimes, 36 Grosvenor St., Sydney (BU 2654).

Sydney-NZ-Fiji-Tahiti Panama-UK

Southern Cross and Northern Star each make four round-the-world voyages per year, two west-bound, then two east-bound, calling at Fiji and Tahiti every trip.

Southern Cross: From Southampton (UK) via 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.

Northern Star: From Southampton (UK) via South Africa at Sydney Dec. 3-5, Wellington Dec. 8-10, Auckland Dec. 12, Fiji Dec. 15, Tahiti Dec. 19-20, thence via Panama to Southampton, arr. Jan. 14.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (BW 1828).

Sydney-Norfolk Is. New Caledonia

Colorado del Mar and Milos del M (owned by Societe Maritime Ca donienne, Noumea) carrying cargo or make a regular three weekly voy from Sydney or Melbourne to Lord Ho Is., Norfolk Is., New Caledonia (Noume

Next sailing: Colorado del Mar fr Sydney Oct. 9 (approx.).

Details from F. H. Stephens Pty. Lt 13 Bridge St., Sydney (27-8311).

Sydney-Norfolk Is.-New Hebrides-BSI-Bougainville

MV Tulagi leaves Sydney about ev six weeks for Norfolk Is., Vila, San Honiara and BSI ports.

Next Sydney sailing: Nov. 10.

Details from Burns, Philp and Co. Lt 7 Bridge Street, Sydney (B 0547).

Sydney-Papua-New Guinea

Malekula sails from Sydney Brisbane, Pt. Moresby, Samarai, Raba Alexishafen, Madang, Lae, Samarai,

Australia-NZ-Fiji-Canada-USA

		ORONSAY	ORSOVA	ARCADIA	IBERIA
SYDNEY	depart	Oct. 7	Nov. 16	Jan. 2	Feb. 10
AUCKLAND	arr/dep	thence via Far East	Nov. 19	Jan. 5	Feb. 13
SUVA	arr/dep	—	Nov. 22	Jan. 8	Feb. 16
HONOLULU	arr/dep	Oct. 31-Nov. 1	Nov. 27	Jan. 13	Feb. 21
VANCOUVER	arr/dep	Nov. 6	Dec. 2-3	Jan. 18-19	Feb. 26-27
SAN FRANCISCO	arr/dep	Nov. 8-9	Dec. 5-7	Jan. 21-22	Mar. 1-2
LOS ANGELES	arr/dep	Nov. 10	Dec. 8	Jan. 23	Mar. 3
HONOLULU	arr/dep	Nov. 15	Dec. 13	Jan. 28	Mar. 8
SUVA	arr/dep	Nov. 22	Dec. 20	Feb. 4	thence via Japan &
AUCKLAND	arr/dep	Nov. 25	Dec. 23	Feb. 7	Hong Kong
SYDNEY	arrive	Nov. 28	Dec. 26	Feb. 10	Apr. 2

Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 55 Hunter St., Sydney (2-031

USA-Eastern Pacific-NZ-Sydney-Central Pacific-Hawaii

		MONTEREY	MARIPOSA	MONTEREY	MARIPOSA
SAN FRANCISCO	depart	Sept. 20	Oct. 15	Nov. 5	Nov. 29
LOS ANGELES	arr/dep	Sept. 21	Oct. 16	Nov. 6	Nov. 30
BORA BORA	arr/dep	Sept. 29	Oct. 24	Nov. 14	Dec. 8
PAPEETE	arr/dep	Sept. 30-Oct. 2	Oct. 25-27	Nov. 15-17	Dec. 9-11
RAROTONGA	arr/dep	Oct. 3	Oct. 28	Nov. 18	Dec. 12
AUCKLAND	arr/dep	Oct. 8-9	Nov. 2-3	Nov. 23-24	Dec. 17-18
SYDNEY	arr/dep	Oct. 12-15	Nov. 6-9	Nov. 27-30	Dec. 21-24
NOUMEA	arr/dep	Oct. 18	Nov. 12	Dec. 3	Dec. 27
SUVA	arr/dep	Oct. 20	Nov. 14	Dec. 5	Dec. 29
NIUAFOOU	arr/dep	Oct. 21	Nov. 15	Dec. 6	Dec. 30
PAGO PAGO	arr/dep	Oct. 21	Nov. 15	Dec. 6	Dec. 30
HONOLULU	arr/dep	Oct. 26-27	Nov. 20-21	Dec. 11-12	Jan. 4-5
SAN FRANCISCO	arrive	Nov. 1	Nov. 26	Dec. 17	Jan. 10

Details from Matson Lines, 50 Young St., Sydney. (BU 4272)

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resby, Brisbane, Sydney. At present dergoing special survey. Next Sydney ling: Oct. 30 (approx.).
Malaita sails from Sydney for Brisne, Pt. Moresby, Wewak, Lombrum, rengau, Kavieng, Rabaul, Bougainville rts. Next Sydney sailings: Oct. 7, Nov. (approx.).
Bulolo sails about every six weeks: dney, Brisbane, Pt. Moresby, Samarai, e, Madang, Rabaul, Samarai, Pt resby, Brisbane, Sydney. Next Sydney lings: Oct. 23, Dec. 4 (approx.).
Montoro sails from Melbourne for dney, Brisbane, Pt. Moresby, Samarai, niara, Rabaul, Kavieng, Wewak, Alexisfen, Madang, Lae, Pt. Moresby, Sydney. xt Sydney sailing: Nov. 21 (approx.).
Braeside sails about every six weeks: lbourne, Sydney, Brisbane, Pt. Moresby, baul, Madang, Lae, Pt. Moresby, dney. Next Sydney sailing: Oct. 17 pprox.).
Details from Burns, Philp and Co. Ltd., Bridge Street, Sydney (B 0547).

Soochow and Shansi leave Sydney about ery four weeks for Brisbane, Pt. resby, Samarai, Sydney.
Next Sydney sailings: Soochow Oct. 12; ansi Oct. 26.
Details from New Guinea Australia Line wire and Yuill Pty., Ltd., agents), 8 ring Street, Sydney (BU 4701).

Sletholm: Leaves Sydney approximately ery five weeks for Brisbane, Pt. resby, Lae, Madang, Wewak, Sydney. xt Sydney sailing: Oct. 9 (approx.).
Sletta: Leaves Sydney approximately ery five weeks for Brisbane, Rabaul, ewak, Madang, Lae, Sydney. Next dney sailing: Oct. 16 (approx.).
Details from Karlander NG Line (F. Stephens Pty., Ltd., agents), 13 Bridge reet, Sydney (BU 8311).

Austasia Line's vessel Makati runs beeen Australian ports (turn round at elbourne) and Papua-New Guinea.
Makati: Dep. Melbourne Oct. 23, Sydney t. 31, Brisbane Nov. 3, Pt. Moresby v. 8, Rabaul Nov. 12, Madang Nov. Lae Nov. 18.
Details from Blue Star Line (Aust.) Pty., d., 17-19 Bridge St., Sydney (BU 1271).

Sydney - P-NG - Far East

Australia-West Pacific Line's Motorssels maintain services between Ausalia and Hong Kong via Islands ports. Southbound vessels call at: NG, BSI uarterly), New Hebrides (irregularly), d Australian ports. Northbound vessels m Sydney call regularly at NG ports.
Aros: From Adelaide and Melbourne, p. Sydney Oct. 9, Brisbane Oct. 11-13, abaul Oct. 17-19, Lae Oct. 20-22, adang Oct. 23-24, thence to Manila and ng Kong, returning to Rabaul Nov. -15, Madang Nov. 16-17, Lae Nov. -20, Brisbane Nov. 24-26, arr. Sydney v. 28, thence to Adelaide and elbourne.
Tenos: From Far East, at Rabaul Oct. -20, Madang Oct. 21-22, Lae Oct. 23-25, risbane Oct. 29-31, arr. Sydney Nov. 2, ence Adelaide and Melbourne.
Milos: From Melbourne, dep. Sydney t. 22, arr. Brisbane Oct. 24-27, Rabaul t. 31-Nov. 1, Lae Nov. 2-4, Madang v. 5-6, thence Hong Kong and Manila.
Details from Wilh. Wilhelmsen Agency, Bridge St., Sydney (BU 6301).

China Navigation Co. Ltd. vessels aking, Ashun and Kweilin call at Rabaul,

DAIWA LINE

DIRECT SERVICE

JAPAN / SOUTH PACIFIC

M.V. "FIJI MARU" Voy. No. 2

(D/W 9,830 Tons)

Dep. **YOKOHAMA, JAPAN,** Sept. 25.
GUAM Sept. 30.
***BIAK** Oct. 4-5.
***SUKARNAPURA** Oct. 7-9.
APIA Oct. 20-21.
PAGO PAGO Oct. 22.
***NUKUALOFA** Oct. 24.
SUVA Oct. 26-27.
LAUTOKA Oct. 29-30.
NOUMEA Nov. 2.
AUSTRALIA Nov. 6-10.
VILA Nov. 15.
SANTO Nov. 16-17.
HONIARA Nov. 20.

* Subject to cargo inducement.

Heavy lift and passenger accommodation available.

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Next sailing — M.V. "Daiko Maru".

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.

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on their way north from Sydney to Hong Kong. Next vessel:

Kweilin: Leaves Melbourne Nov 4, for Sydney, Brisbane, Rabaul Nov. 21, thence Manila.

Details from Swire and Yuill Pty. Ltd., agents, 8 Spring St., Sydney (BU 4701).

Dominion Navigation Co. Ltd. (UK) vessels maintain monthly service between Sydney and Japan (via Manila, Hong Hong and Keelung), return via Guam and Rabaul.

George Anson: Dep. Japan Oct. 15, for Guam Oct. 19-20, Rabaul Oct. 24-25, arr. Sydney Oct. 31.

Francis Drake: Dep. Sydney Oct. 14, arr. Brisbane Oct. 16-17, Manila Oct. 28-29, Hong Kong Oct. 31-Nov. 3, Japan Nov. 9-16, Guam Nov. 20-21, Rabaul Nov. 25-26, Sydney Dec. 2.

Details from H. C. Sleigh Ltd., 115 York Street, Sydney. Tel. (2-0253).

Sydney-Tahiti-UK

Chandris Line vessel Ellinis maintains regular service from Sydney via Tahiti to Southampton, and return via Tahiti to Sydney.

Ellinis: Leaves Sydney Nov. 1, arr. Tahiti Nov. 9 and Southampton Dec. 2.

Details from Chandris Line, 10 Martin Place, Sydney. Tel. BL 3383.

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: Vivarais Oct. 19 (Noumea Oct. 25); Vanoise Nov. 16 (Noumea Nov. 22).

Other MM vessels run between France and Sydney, via Panama Canal and Pacific ports.

Next vessel: Godavery (Papeete Oct. 31. Vila Nov. 12, Santo Nov. 14, Noumea Nov. 16, Sydney Nov. 23).

Details from Messageries Maritimes, 36 Grosvenor St., Sydney (BU 2645).

Far East-Fiji-NZ-Sydney

Royal Interocean Lines operate a service from Singapore to Fiji, NZ, and Australia, with three vessels (Van Cloon, Van Noort and Van Neck) calling periodically at Suva and/or Lautoka.

Van Noort at Suva-Lautoka Nov. 5-7; Van Neck at Suva-Lautoka Dec. 13-15.

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., vesse maintain monthly service from Jap southwards through P-NG, BSI, Ne Hebrides, Fiji and N. Caledonia. usual return to Japan direct.

Chengtu: From Japan and Hong Kor due Rabaul Oct. 12, Madang Oct. 1 Lae Oct. 20, Samarai Oct. 25, Pt. Moresb Nov. 1, Vila Nov. 4, Suva/Lautoka No 7, Noumea Nov. 12, thence to Japan, ar Dec. 2.

Chekiang: From Japan and Hong Kor due Rabaul Nov. 11, Wewak Nov. 1 Madang Nov. 18, Lae Nov. 22, Pt. Moresb Dec. 2, Suva/Lautoka Dec. 7, Noume Dec. 13, thence to Japan, arr. Jan.

Details from China Navigation Co., Lt (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 Guam, Sukarnopura (opt.), Apia, Pag Pago, Nukualofa (opt.), Suva, Levuk Lautoka, Noumea, Vila, Santo, Honiar thence returning to Japan.

Current voyage: Fiji Maru dep. Japa Sept. 25. Next voyage: Daiko Maru de Japan late Oct. (approx.).

New Zealand-Cook Is.

NZGS Moana Roa (40 passengers) make approximately monthly voyages fro Auckland (NZ) to Rarotonga (Coo

The Pacific's Most Modern Cargo Fleet . . .

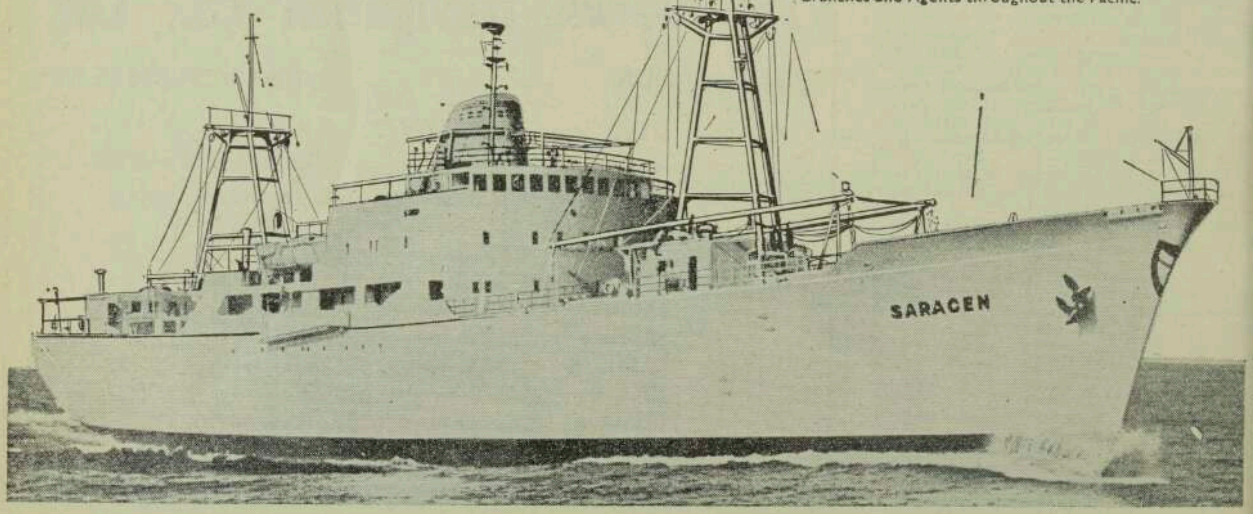
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CRUSADER SHIPPING CO. LTD.

Consign refrigerated and general cargo by *Crusader*, for fast, efficient delivery to leading Pacific Ports.

Regular services connect
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lands), with calls at Niue and some her Cook Islands when cargo warrants. Details from NZ Department of Island rritories, Wellington (Tel. 45-117) or y office of Union SS Co. of NZ, Ltd.

NZ-Fiji-Tonga-Samoa

Tofua maintains a service from Auckd to Suva, Nukualofa, Vavau, Niue, go Pago, Apia, Suva and return to ckland. Next Auckland sailings: Oct. Nov. 24.

Matua maintains a service from ckland to Lautoka, Suva, Nukualofa, ia, Suva, and return to Auckland. xt Auckland sailings: Oct. 13, Nov. 10. Details from Union Steam Ship Co. NZ, Quay and Commerce Sts., Auckd. (Tel.: 49-430).

NZ-New Caledonia - P-NG-Far East

Crusader Shipping Co.'s cargo vessels, ining between NZ and the Far East, l at New Caledonia and Papua, and, in ne instances, Guam. Next voyages: rusader: Dep. NZ Oct. 21, for Noumea 24, Pt. Moresby Oct. 28, thence gapore, Pt. Swettenham, Manila and g Kong.

ort Montreal: Dep. NZ Oct. 31 for am, arr. Nov. 15, thence to Japan.

Details from Shaw, Savill Line, agents, Queen St., Auckland. (Tel.: 30-310).

New Zealand-Tahiti

ew Zealand Shipping Co. Ltd. vessels, rating between NZ and UK, via ama, make a call every two months Tahiti, northbound and southbound.

ext northbound voyage: Rangitane, Wellington Oct. 17, due Papeete 23.

ext southbound voyage: Rangitoto n London, due Papeete Nov. 17.

etails from NZ Shipping Co. Ltd., tomhouse Quay, Wellington, NZ.

Tonga-Fiji-Samoa

onga Shipping Agency operates a o and passenger service between ualofa and Fiji (Suva, Lautoka, igton, Rotuma) with MV Aoniu. Calls also made as required at Apia (W. oa) and Pago Pago (Am. Samoa). n-round in Suva is usually two days, the agents there are Morris Hedstrom.

UK-Panama-Samoa-Fiji

ne Fiji Direct Service is maintained Conference vessels, sailing at regular thly intervals out of London, via ama, for Apia, Suva and Lautoka, ell, Gwyn and Co., Ltd., act as Load-Brokers in London.

xt sailings: ex-London: Oct. 8, Nov.

K-Panama-Tahiti-Australia

gedar Line operates regularly from hampton, via Panama and Tahiti to ey. Next vessels:

avia: Leaves Southampton Nov. 11, Tahiti Dec. 21, and Sydney Jan. 965.

relia: Leaves Southampton Dec. 11, Tahiti Jan. 5, and Sydney Jan. 17.

tails from agents: H. C. Sleigh, 115 St., Sydney. Tel. B 0253.

● **PIM's airways schedules are arranged alphabetically from point of departure under five main headings: Trans-Pacific Services, Australia-New Zealand, Australia-Pacific Islands, Inter-Territory Services and Internal Services.**

UK-Papua-NG-BSI

Bank Line operates a direct service from Europe to P-NG and BSI, vessels going on to Australia for cargo-loading and returning to UK via Suez. Next vessels:

Sprucebank: From Continent and London, arr. Pt. Moresby Oct. 27, Samarai Oct. 29, Lae Oct. 31, Madang Nov. 4, Wewak, Nov. 6, Rabaul Nov. 9, t/ships at Rabaul, Honiara Nov. 12.

Olivebank: From Continent and London, arr. Pt. Moresby Dec. 5, Samarai Dec. 8, Lae Dec. 9, Madang Dec. 12, Wewak Dec. 15, Kavieng Dec. 17, Rabaul Dec. 18, Honiara Dec. 21.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (BU 2041).

USA-Tahiti-Am. Samoa-Fiji-Australia

Matson-Oceanic Line operates a five-weeks passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Terminal ports, in Australia, vary with cargoes offering. Vessels call at Papeete, Pago Pago, Suva, Sydney, Brisbane, etc.

Next trans-Pacific sailings: From Brisbane, Sierra Oct. 20 (approx.); Ventura Nov. 28 (approx.); Sonoma Jan. 10 (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 Glen Nov. 20; Pioneer Surf Dec. 29.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

USA-Tahiti-Samoa-Fiji-New Caledonia

Pacific Islands Transport Line's vessels Thorsisle and Thor I maintain approximately six weeks service from West Coast Nth. American ports to Pacific Islands.

Thor I: From US at Papeete Oct. 5-7, Pago Pago Oct. 11-13, Apia Oct. 14-15, Nukualofa Oct. 18-20, Suva Oct. 21-22, Noumea Oct. 24-25, Vila Oct. 26-27, Pago Pago Oct. 30-31, Los Angeles, arr. Nov. 13, San Francisco Nov. 15.

Thorsisle: Dep. San Francisco Oct. 29, Los Angeles Oct. 30-Nov. 3, at Papeete Nov. 14-16, Pago Pago Nov. 20-23, Apia Nov. 24-25, Suva Nov. 28-29, Noumea Dec. 1-3, Pago Pago Dec. 7-8, arr. Los Angeles Dec. 22, San Francisco Dec. 25.

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

Sat.: Dep. Sydney 5 p.m., arr. Brisbane 6.15 p.m., dep. 7 p.m., arr. Honolulu 7.30 a.m. Sat., dep. 9 a.m., arr. San Francisco 4.40 p.m.

SOUTHBOUND

Sat.: Dep. San Francisco 8 p.m., arr. Honolulu 9.50 p.m., dep. 11.59 p.m. Sat., arr. Brisbane 5 a.m. Mon., dep. 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., Sun.: Dep. Sydney 7 p.m., arr. Nadi 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 (Oct. 9, 23, Nov. 6, 20, Dec. 4, 18, 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 Vancouver alternate Sats. (Oct. 10, 24, Nov. 7, 21, Dec. 5, 19, 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. (Oct. 17, 31, Nov. 14, 28, Dec. 12, 26, etc.): Dep. Sydney 11 a.m. by Britannia for Auckland (arr. 4.50 p.m.).

Sat.: Dep. Auckland 5.35 p.m., arr. Nadi 9.40 p.m., dep. 10.35 p.m., arr. Honolulu Sat. 10 a.m., dep. Sun. 10 a.m. by DC8, Vancouver, Amsterdam (arr. Mon. 2.25 p.m.).

SOUTHBOUND

Sat.: Dep. Amsterdam 2 p.m. 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. (Oct. 20, Nov. 3, 17, Dec. 1, 15, 29, etc.): Dep. Auckland 1.05 p.m. for Sydney (arr. Tues. 3.55 p.m.).

(International Dateline crossed between Nadi-Honolulu.)

● **PIM's shipping and airways timetables are correct to time of publication.**

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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

Mon., Wed., Fri.: Dep. Auckland 8.30 a.m., arr. Melbourne 11.30 a.m.

Wed.: Oct. 28 only. Dep. Auckland 10.30 a.m., arr. Melbourne 1.30 p.m., dep. Melbourne 2.30 p.m., arr. Auckland 9 p.m.

Tues., 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.

Mon.: Oct. 19 and 26. Dep. Christchurch 7 p.m., arr. Melbourne 9.40 p.m.

Tues.: Oct. 20 and 27. Dep. Melbourne 1 a.m., arr. Christchurch 7.10 a.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.

Tues., Wed. (from Oct. 27): Dep. Sydney 1.30 p.m., arr. Auckland. 7.15 p.m.

*Sun., Wed., Fri.: 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. Fri. (Oct. 30 only): Dep. Sydney 11.59 p.m., arr. Auckland Sat., Oct. 31, 5.45 a.m.

**Sun., Wed., Fri.: Dep. Sydney 4.30 p.m., arr. Auckland 10.15 p.m.

†Fri.: Dep. Auckland 10 a.m., arr. Sydney 12.05 p.m.

††Mon.: Dep. Auckland 8 p.m., arr. Sydney 10.05 p.m.

* Service does not operate after October 25.

** Service does not operate after October 25.

† Also operates Tues., October 27.

†† Also operates on October 28 and 30.

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.

Mon.: Oct. 19 and 26. Dep. Sydney 12.15 p.m., arr. Christchurch 6 p.m.

Tues.: Oct. 20 and 27. Dep. Christchurch 9 a.m., arr. Sydney 11.40 a.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.

Wed., Sat.: Dep. Sydney 12.45 a.m., arr. Wellington 6.40 a.m.

Wed., 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

Tues., Sat.: Dep. Wellington 8.45 a.m., arr. Melbourne 11.45 a.m.

Mon., 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 10 a.m., arr. Nadi 3.35 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 Aircraft

Fri.: Dep. Sydney 8 a.m., arr. NI 2.45 p.m. Flight extends NI-Auckland-NI. (See "Inter-Territory Services").

Sun.: Dep. NI 2.45 p.m., Sydney arr. 6.45 p.m.

Sydney-Papua-New Guinea

Trans Australia Airlines and Ansett-ANA operate from Sydney to Lae and return with DC6B's. TAA runs the service Mondays, Wednesdays, Fridays a Saturdays; Ansett-ANA Sundays, Tu days, Thursdays and Fridays.

NORTHBOUND

TAA: Mon., Wed., Sat. dep. Sydney 9 p.m., arr. Brisbane 11.50 p.m. D Brisbane 12.40 a.m. next day, arr. Moresby 6.10 a.m., dep. Pt. Mores 7 a.m., arr. Lae 8 a.m.

Fri.: Dep. Sydney 9.30 p.m., a Brisbane 11.35 p.m., dep. Brisb 12.25 p.m. Sat., arr. Pt. Moresby a.m., dep. Pt. Moresby 6.45 a.m., a Lae 7.45 a.m.

Ansett-ANA: Sun., Tues., Thurs., dep. Sydney 9.45 p.m., arr. Brisb 11.45 p.m., dep. Brisbane 12.40 a next day, arr. Pt. Moresby 6.10 a. dep. Pt. Moresby 7 a.m., arr. 8 a.m.

SOUTHBOUND

Ansett-ANA: Dep. Lae Wed., Fri., S Sun., 9.15 a.m., arr. Pt. Moresby 10 a.m., dep. Pt. Moresby 11 a.m., Brisbane 4.10 p.m., dep. Brisbane 4 p.m., arr. Sydney 6.55 p.m.

TAA: Tues., Thurs., Sun. dep Lae 9 a.m., arr. Pt. Moresby 10.15 a.m., d Pt. Moresby 11 a.m., arr. Brisb 4.15 p.m., dep. Brisbane 4.50 p. arr. Sydney 6.55 p.m.

Sat.: Dep. Lae 9.30 a.m., arr. Moresby 10.30 a.m., dep. Pt. More 11.15 a.m., arr. Brisbane 4.30 p. dep. Brisbane 5.05 p.m., arr. Syd 7.10 p.m.

Qld.-Papua-New Guinea

TAA, with Fokker Friendship Prop-

Alt. Mon.: Dep. Townsville 1.50 p. Cairns, arr. 2.45 p.m., dep. 3.50 p. arr. Pt. Moresby 6.10 p.m. (Oct. 26, Nov. 9, 23, Dec. 7, 21, etc.).

Alt. Wed.: Dep. Lae 12.30 p.m., Moresby arr. 1.30 p.m., dep. 2.15 p. Cairns arr. 4.35 p.m., dep. 5.35 p. arr. Townsville 6.30 p.m. (Oct. 14, Nov. 11, 25, Dec. 9, 23, etc.).

CAIRNS-PT. MORESBY-CAIRNS

Ansett, with Fokker Friendship Prop-

Alt. Sat.: Dep. Cairns 3.35 p.m., arr. Moresby 5.55 p.m. (Oct. 17, 31, N 14, 28, Dec. 12, 26, etc.).

Alt. Sun.: Dep. Pt. Moresby 9.05 a. arr. Cairns 11.25 a.m. (Oct. 18, N 1, 15, 29, Dec. 13, 27, etc.).

INTER-TERRITORY SERVICE

Fiji-Am. Samoa

PAA, with DC7C Aircraft

Sun.: Dep. Nadi 12 noon, cross Int national Dateline, arr. Pago Pago p.m. Sat.

Tues.: Dep. Pago Pago 4 p.m., cr International Dateline, arr. Nadi p.m. Wed.

Fiji-Am. Samoa-NZ

TEAL, with Electra Mk. II.

Sun.: Dep. Auckland 8.30 p.m., arr. N 12.15 a.m. Mon. Dep. Nadi 2 a. cross International Dateline, arr. P Pago Sun. 5.45 a.m.

Sun.: Dep. Pago Pago 10 a.m., cr International Dateline, arr. Nadi M 11.40 a.m. Dep. Nadi 12.30 p.m., Auckland 4.20 p.m.

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·iji-Gilbert & Ellice Islands

Airways Ltd., with Heron Aircraft

Mon. (Oct. 12, 26, Nov. 9, 23, Dec. , 21, 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 rr. 11.40 a.m.

Wed. (Oct. 14, 28, Nov. 11, 25, Dec. , 23, etc.): Dep. Tarawa 7 a.m., Funafuti arr. 11.40 a.m., dep. 12.40 .m., Nadi arr. 4.35 p.m., dep. 5.20 .m., Suva arr. 6.05 p.m

Fiji-New Hebrides-BSI

Airways, Ltd., with Heron Aircraft

., Thurs.: Dep. Suva 9 a.m., Nadi rr. 9.40 a.m., dep. 10.25 a.m., Vila rr. 1 p.m. Next day (Tues. or Fri.) ep. Vila 8 a.m., Santo arr. 9.15 a.m., ep. 9.45 a.m., Honiara arr. 1.40 p.m. ., Sat.: Dep. Honiara 6.45 a.m., anto, arr. 10.40 a.m., dep. 11.10 .m., Vila, arr. 12.25 p.m., dep. 1.10 .m., Nadi, arr. 5.45 p.m., dep. 6.30 .m., Suva, arr. 7.15 p.m.

Fiji-New Zealand

PAA, with DC7C Aircraft

Thurs.: Dep. Nadi 6.45 a.m. for uckland, arr. 11.30 a.m.

Thurs.: Dep. Auckland 6.30 p.m. or Nadi, arr. 11.10 p.m.

TEAL, with Electra Mk. II's.

r: Dep. Auckland 10 a.m. and 8.30 ., arr. Nadi 1.45 p.m. and 12.15 a.m. ., Wed., Thurs., Fri., Sat.: Dep. Nadi 15 a.m., arr. Auckland 9.05 a.m.

: Dep. Nadi 8.45 a.m., arr. Auckland 2.35 p.m.

: Dep. Nadi 12.30 p.m., arr. Auckand 4.20 p.m.

Thurs., Fri., flights ex-Auckland and Sat. flights ex-Nadi are operated by as under charter to TEAL.

Fiji-Tonga

Airways, Ltd., with Heron Aircraft

alt. Thurs. (Oct. 15, 29, Nov. 12, 26, ec. 10, 24, etc.): Dep. Suva 7 a.m., rr. Nukualofa 11.15 a.m. Dep. Nukuafa 12 noon, arr. Suva 2.15 p.m. tails from Fiji Airways, Ltd., Victoria ie, Suva.

Fiji-Western Samoa

Airways, Ltd., with Heron Aircraft

Thurs. (Oct. 8, 22, Nov. 5, 19, Dec. 17, 31, etc.): Dep. Suva 7.45 a.m., oss International Dateline, arr. Apia 25 p.m., Wed. (Oct. 7, 21, Nov. 4, , Dec. 2, 16, 30, etc.).

Thurs. (Oct. 8, 22, Nov. 5, 19, Dec. 17, 31, etc.): Dep. Apia 10 a.m., oss International Dateline, arr. Suva 40 p.m., Fri. (Oct. 9, 23, Nov. 6,), Dec. 4, 18, etc.).

lew Caledonia-Fiji-Tahiti-Fiji-New Caledonia

UTA-Air France with DC8 Jet

: Dep. Noumea 9.15 p.m. for Nadi, r. 11.59 p.m., dep. 2 a.m. Tues. for apeete (cross Dateline), arr. 8.15 m. Mon.

: Dep. Papeete 12.30 a.m. for Nadi ross Dateline), arr. 3.10 a.m. Wed., p. 6.15 a.m. Wed. for Noumea, arr. 55 a.m.

: Dep. Noumea 2.05 p.m. for Nadi, r. 4.50 p.m., dep. 3.45 p.m. for Papeete (cross Dateline), arr. 11.59 p.m. Tues.

Sat.: Dep. Papeete 3 p.m. for Nadi (cross Dateline), arr. 5.40 p.m. Sun., dep. 8 a.m. Mon. for Noumea, arr. 8.55 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 2.30 p.m. for Auckland, arr. 6.15 p.m.

Fri.: Dep. Auckland 11 a.m. for Noumea, arr. 1 p.m.

New Caledonia-Wallis Island

UTA, with DC4 Aircraft

Monthly service (second Wednesday)

Wed. (Oct. 14, Nov. 11, Dec. 9, etc.): Dep. Noumea 8 a.m. for Wallis Is., arr. 3.30 p.m.

Fri. (Oct. 16, Nov. 13, Dec. 11, 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., Oct. 17, 31: Dep. NI 2.45 p.m., arr. Auckland 6.30 p.m. Dep. Auckland 10.30 a.m., arr. NI 1.30 p.m., Oct. 17, 31.

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. (Oct. 19, Nov. 2, 16, 30, Dec. 14, 28, etc.).

Alt. Wed.: Dep. Honiara (DC3) 7.30 a.m. for Yandina, Munda, Buka, Rabaul, Lae, arr. 3.45 p.m. (Oct. 7, 21, Nov. 4, 18, Dec. 2, 16, 30, etc.).

Alt. Tues.: Dep. Lae (Fokker) 9 a.m. for Rabaul, Buka, Munda, Honiara, arr. 4.20 p.m. (Oct. 13, 27, Nov. 10, 24, Dec. 8, 22, etc.).

Alt. Wed.: Dep. Honiara (Fokker) 6.45 a.m. for Munda, Buka, Rabaul, Lae arr. 12 noon (Oct. 14, 28, Nov. 11, 25, Dec. 9, 23, etc.).

P-NG - West NG

TAA, with DC3 Aircraft

Alt. Tues. (Oct. 13, 27, Nov. 10, 24, Dec. 8, 22, etc.): Dep. Lae 10 a.m. for Madang, Wewak, Sukarnopura, arr. 1.50 p.m.

Alt. Wed. (Oct. 14, 28, Nov. 11, 25, Dec. 9, 23, etc.): Dep. Sukarnopura 11.05 a.m. for Wewak, Madang, Lae, arr. 5.05 p.m.

BIAK (WEST NG)-LAE

Garuda Indonesian Airways (DC3).

Alt. Tues. (Oct. 20, Nov. 3, 17, Dec. 1, 15, 29, 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. (Oct. 7, 21, Nov. 4, 18, Dec. 2, 16, 30, 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.

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.

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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).
Fri.: Dep. Faleolo 8 a.m., arr. Aitutaki 2 p.m., dep. 2.30 p.m., arr. Rarotonga 3.35 p.m.
Fri.: Dep. Rarotonga 8 a.m., arr. Aitutaki 9.05 a.m., dep. 9.40 a.m., arr. Faleolo 2.10 p.m.

W. Samoa-Fiji

Polynesian Airlines Ltd., with DC3

Alt. Wed. (Oct. 14, 28, Nov. 11, 25, etc.): Dep. Faleolo 10 a.m., arr. Nadi next day 2.04 p.m.
Alt. Fri. (Oct. 16, 30, Nov. 13, 27, etc.): Dep. Nadi 2.45 a.m., arr. Faleolo alt. Thurs. (Oct. 17, 31, Nov. 14, 28, 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. 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., Thurs., Fri., Sat., Sun. and dep. 7.20 a.m. Tues., Thurs., Fri., Sat.

Suva-Labasa-Savusavu-Labasa-Suva: Dep. 10.30 a.m. Tues.

Suva-Savusavu-Matei-Suva: Dep. 11.30 a.m. Mon.

Suva-Ura-Savusavu-Suva: Dep. 7.20 a.m., Wed.

Suva - Savusavu - Labasa - Savusavu - Suva: Dep. 10.30 a.m. Thurs., Sat., Sun.

Suva-Ura-Suva: Dep. 7.20 a.m., Sun.

Suva - Labasa - Matei - Labasa - Suva: D
10.30 a.m. Mon.

Suva-Matei-Labasa-Matei-Suva: Dep. 1
a.m. Fri.

Suva-Savusavu-Suva: Dep. 10.30 a.
Tues., Wed.

Details from Fiji Airways, Ltd., Victo
Arcade, Suva.

French Polynesia

RAI, with DC4 Aircraft

Services to the Leeward Group (I
Sous le Vent), Society Islands.

Mon., Fri.: Dep. Papeete 9 a.m., Raia
arr. 9.55 a.m., dep. 10.20 a.m., B
Bora, arr. 10.40 a.m.

Tues.: Dep. Papeete 7 a.m. Raiatea,
8 a.m., dep. 8.20 a.m., Bora Bo
arr. 8.40 a.m.

Wed.: Dep. Papeete 9 a.m. Huahine,
9.50 a.m., dep. 10.10 a.m., Raia
arr. 10.30 a.m., dep. 10.50 a.m., B
Bora, arr. 11.10 a.m.

Thurs.: Dep. Papeete 8 a.m., arr. B
Bora 9.10 a.m.

Sat.: Dep. Papeete 8 a.m., Raiatea,
8.55 a.m., dep. 9.20 a.m., Bora Bo
arr. 9.40 a.m.

Mon., Wed., Fri., Sat.: Dep. Bora B
4 p.m. Raiatea, arr. 4.20 p.m., d
4.45 p.m., Papeete, arr. 5.35 p.m.

Tues.: Dep. Bora Bora 9 a.m., Rangi
arr. 11 a.m., dep. 3.15 p.m., Pape
arr. 4.45 p.m.

Wed.: Dep. Bora Bora 2.45 p.m., Raia
arr. 3.05 p.m., dep. 3.20 p.m., Huah
arr. 3.40 p.m., dep. 3.55 p.m., Pape
arr. 4.45 p.m.

Thurs.: Dep. Bora Bora 5.30 p.m., Pape
arr. 6.40 p.m.

Details from RAI, Quai Bir Hake
Papeete, or any UTA office.



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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 Drovers

VILA-ERROMANGA-TANNA-ANEITYUM-FUTUNA

Mon.: Dep. Vila 8.30 a.m., arr. Tanna 9.45 a.m., dep. 11 a.m., arr. Vila 12.15 p.m.

Wed.: Dep. Vila 8.30 a.m., arr. Erromanga 9.15 a.m., dep. 9.30 a.m., arr. Tanna 10 a.m., dep. 11 a.m., arr. Erromanga 11.30 a.m., dep. 11.45 a.m., arr. Vila 12.30 p.m.

Fri.: Dep. Vila 8.30 a.m., arr. Tanna 9.45 a.m., dep. 3.30 p.m., arr. Vila 4.45 p.m.

Every second Friday a flight is made from Tanna to Aneityum, leaving at 10.30 a.m. and returning at 12.35 p.m. Once monthly, a Friday flight is made from Tanna to Futuna, leaving at 10.30 a.m. and returning at 2.45 p.m.

VILA-TONGOA

Tues.: Dep. Vila 8.30 a.m., 2 p.m., arr. Tongoa 9.05 a.m., 2.35 p.m., dep. 10.30 a.m., 4 p.m., arr. Vila 11 a.m., 4.30 p.m.

Fri.: Dep. Vila 8.30 a.m., arr. Tongoa 9.05 a.m., dep. 10.30 a.m., arr. Vila 11 a.m.

Details from New Hebrides Airways.

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. (Oct. 13, 27, Nov. 10, 24, Dec. 8, 22, etc.).

LAE-RABAUL-LAE (Fokker Prop-Jet)

Tues. Dep. Lae 9 a.m., Rabaul arr. 10.55 a.m. (Oct. 13, 27, Nov. 10, 24, Dec. 8, 22, etc.).

Wed.: Dep. Rabaul 10.10 a.m., Lae arr. 12 noon (Oct. 14, 28, Nov. 11, 25, Dec. 9, 23, etc.).

PORT MORESBY-DARU (DC3)

Fri.: Dep. Pt. Moresby 8.45 a.m. for Daru, returning same day via Balimo, arr. 2.25 p.m. (Oct. 16, 30, Nov. 13, 27, Dec. 11, 25, 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. (Oct. 8, 22, Nov. 5, 19, etc.).

Alt. Fri.: Dep. Daru 9 a.m. for Pt. Moresby, arr. 11.15 a.m. (Oct. 9, 23, Nov. 6, 20, 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. (Oct. 19, Nov. 2, 16, 30, Dec. 14, 28, etc.).

Fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Deboyne, Samarai, Pt. Moresby, arr. 4.30 p.m. (Oct. 12, Nov. 9, etc.).

Fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Pt. Moresby, arr. 4.30 p.m. (Oct. 26, Nov. 23, 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.

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Mon.: Dep. Lae 6.30 a.m. for Goroka, Madang, Rabaul, arr. 11.35 a.m.

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Dep. Goroka 7.45 a.m. for Kainantu, Lae, Wau, Pt. Moresby, Wau, Lae, Goroka, Mt. Hagen, arr. 5 p.m.
Tues.: Dep. Rabaul 7 a.m. for Wewak, Madang, Goroka, Lae, arr. 3 p.m.
Wed.: Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul, arr. 4 p.m.
Dep. Lae 8.55 a.m. for Goroka, Madang, Wewak, arr. 12.15 p.m.
Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.
Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.
Dep. Madang 7 a.m. for Goroka, Lae, arr. 8.45 a.m.
Dep. Mt. Hagen 6.30 a.m. for Banz, Goroka, Wau, Pt. Moresby, Wau, Lae, Goroka, Madang, arr. 3.45 p.m.
Dep. (Piaggio) Wewak 6.15 a.m. for Goroka, Wewak, Vanimo, Wewak, arr. 2.45 p.m.
Dep. Madang 8 a.m. for Mt. Hagen, Banz, Minj, Madang, arr. 11.45 a.m.
Dep. (Piaggio) Goroka 8.15 a.m. for Mt. Hagen, arr. 8.50 a.m.
Dep. (Piaggio) Mt. Hagen 6.30 a.m. for Banz, Goroka, arr. 7.30 a.m.
Dep. (Piaggio) Wewak 8.30 a.m. for Lumi, Nuku, Wewak, arr. 11.05 a.m.
Dep. (Piaggio) Wewak 1 p.m. for Maprik, Yangoru, Wewak, arr. 2.45 p.m.
Dep. (Piaggio) Mt. Hagen 9.30 a.m. for Mendi, Erave, Ialibu, Kagua, Mt. Hagen, arr. 12 noon.
Thurs.: Dep. Madang 7.30 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, arr. 2.30 p.m.
Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae, arr. 4.40 p.m.
Dep. (Cessna or Piaggio) Mt. Hagen 1.30 p.m. for Banz, Minj, Goroka, arr. 2.50 p.m.
Dep. (Piaggio) Wewak 8.30 a.m. for Telefomin, Wewak, arr. 11.40 a.m.
Dep. (Cessna) Wewak 8.30 a.m. for Aitape, Sissano, Vanimo, Dagua, Wewak, arr. 12.15 p.m.
Dep. (Cessna or Piaggio) Wewak 3 p.m. for Angoram, Wewak, arr. 4 p.m.
Fri.: Dep. Lae 8.55 a.m. for Goroka, Madang, arr. 10.35 a.m.
Dep. (Piaggio) Lae 9.05 a.m. for Kainantu, Goroka, Minj, Banz, Mt Hagen, Wabag, Mt. Hagen, arr. 1.10 p.m.
Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.
Dep. Wewak 6.15 a.m. for Madang, Lae, arr. 8.50 a.m.
Dep. (Piaggio) Goroka 7.30 a.m. for Lae, arr. 8.25 a.m.
Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.
Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul, arr. 4 p.m.
Dep. Goroka 7.45 a.m. for Wau, Pt. Moresby, Wau, Lae, Goroka, arr. 2.40 p.m.
Dep. Madang 8 a.m. for Mt. Hagen, Banz, Minj, Goroka, Minj, Banz, Mt. Hagen, Madang, arr. 3.30 p.m.
Dep. (Piaggio) Mt. Hagen 9.30 a.m. for Mendi, Kagua, Erave, Ialibu, Mt. Hagen, arr. 12 noon.
Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang, arr. 10.35 a.m.
Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.
Dep. Madang 7 a.m. for Goroka, Lae, arr. 8.45 a.m.
Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.
Dep. Rabaul 6.30 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae, arr. 4.40 p.m.
Dep. (Piaggio) Wewak 8.30 a.m. for Ambunti, Burui, Wewak, arr. 10.05 a.m.

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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, Woitape, Tapini, Bereina, Kairuku, Aroa (opt.), Rorona (opt.), Pt. Moresby, arr. 1.30 p.m.
Dep. (Piaggio) Pt. Moresby 8.20 a.m. for Tapini, Woitape (opt.), Pt. Moresby, arr. 9.50 a.m. (30 min. later if call made at Woitape).
Tues.: Dep. (DC3) Pt. Moresby 8.30 a.m. for Kokoda, Popondetta, Pt. Moresby, arr. 11 a.m.
Dep. (DC3) Pt. Moresby 7.30 a.m. for Daru, Balimo, Daru, Pt. Moresby, arr. 1.50 p.m.
Dep. (Piaggio) Pt. Moresby 11 a.m. for Cape Rodney, Paili (opt.), Pt. Moresby, arr. 12.50 p.m. (20 min. later if call made at Paili).
Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Woitape, 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).
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, Woitape, 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 Woitape, 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. (Oct. 8, 22, Nov. 5, 19, Dec. 3, 17, 31, etc.): Dep. (DC3) Pt. Moresby 7 a.m. for Popondetta, Embi, Wanigela, Vivigani, Losuia, Popondetta, Pt. Moresby, arr. 1.45 p.m.
(Oct. 15, 29, Nov. 12, 26, 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, Woitape, 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.
Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Woitape, Tapini, Pt. Moresby, arr. 10.30 a.m.

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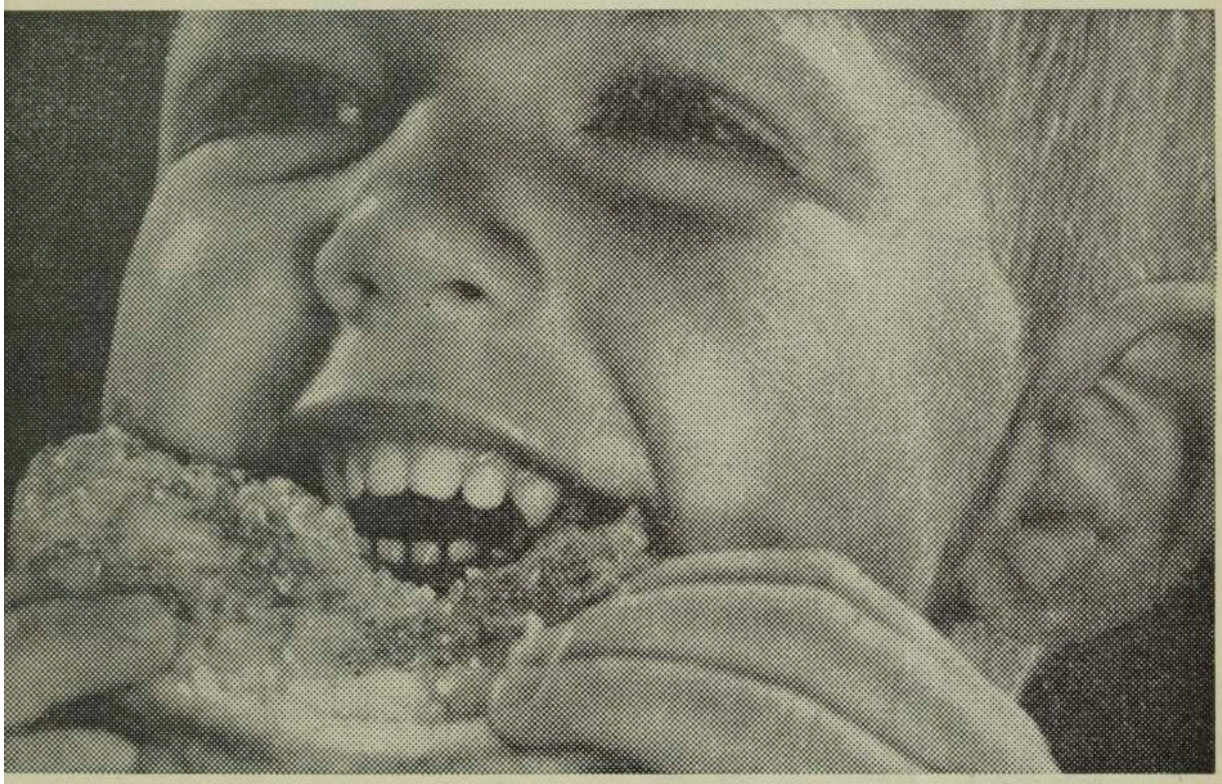
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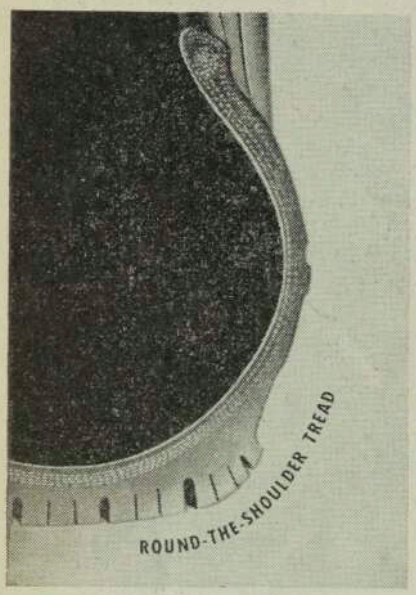
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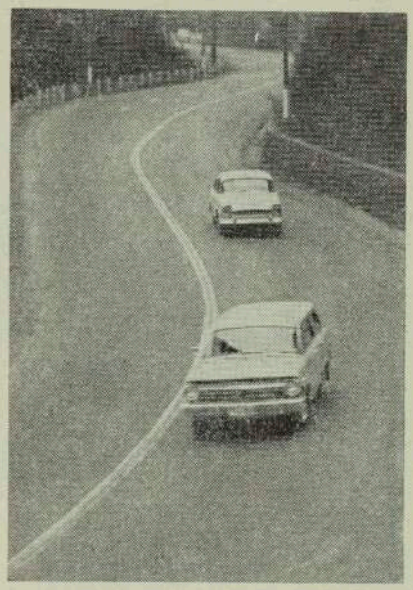
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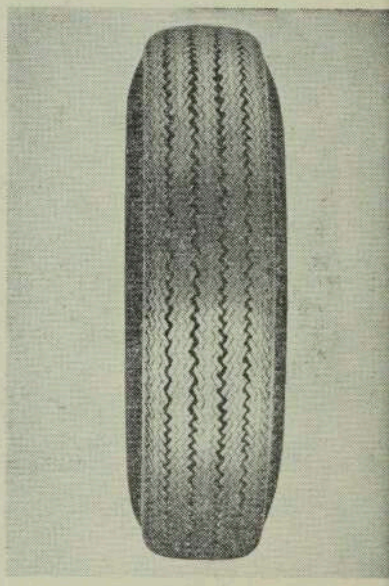
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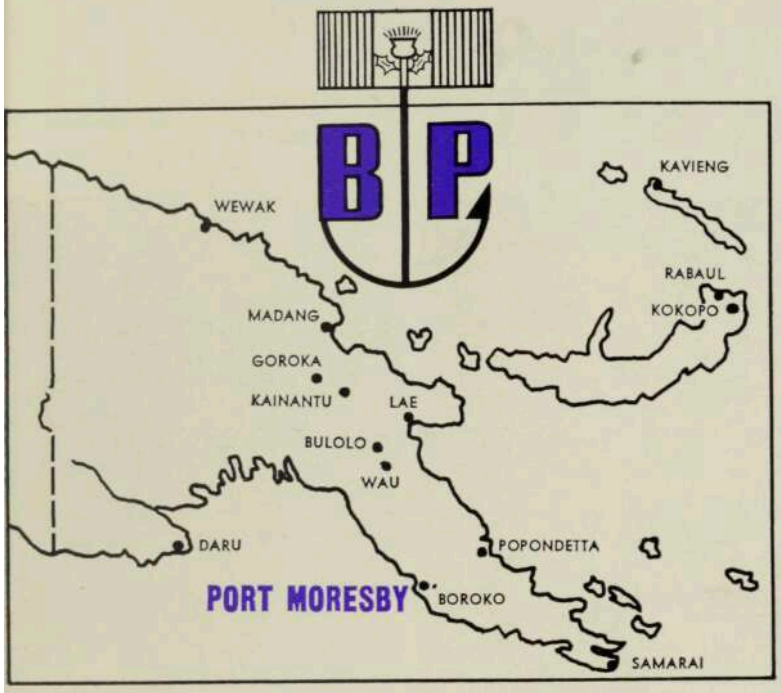
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