

Vol. 36, No. 6 (Jun. 1, 1965)

Date : 7/17/26, 4:44 AM

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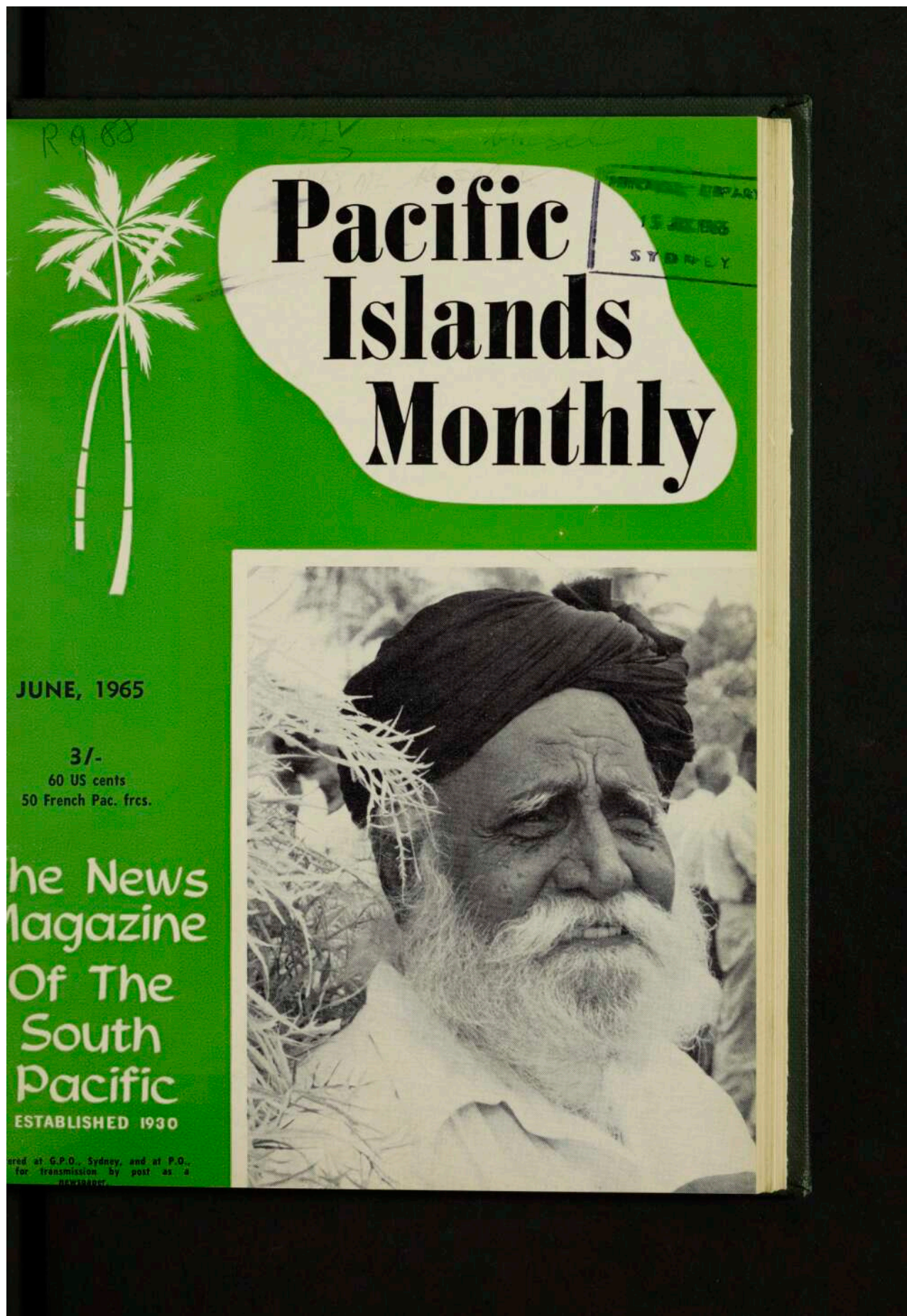
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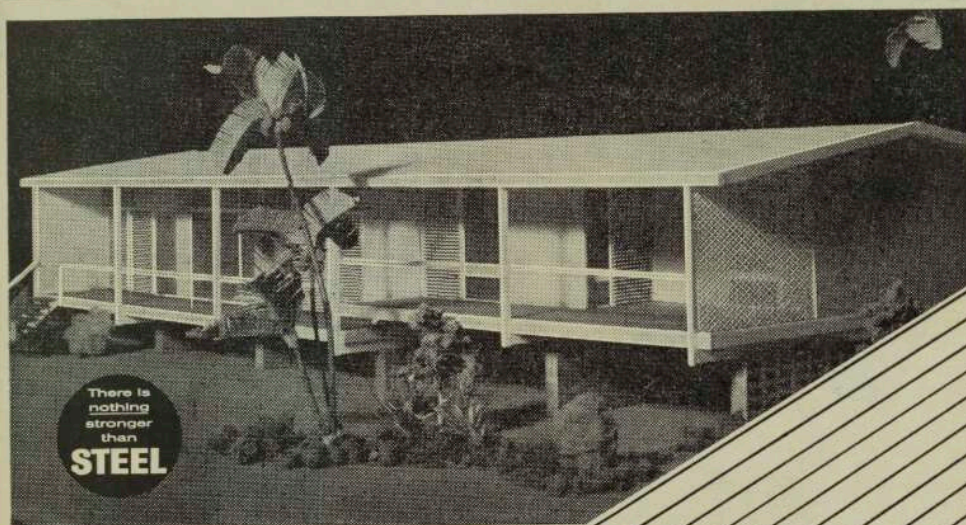
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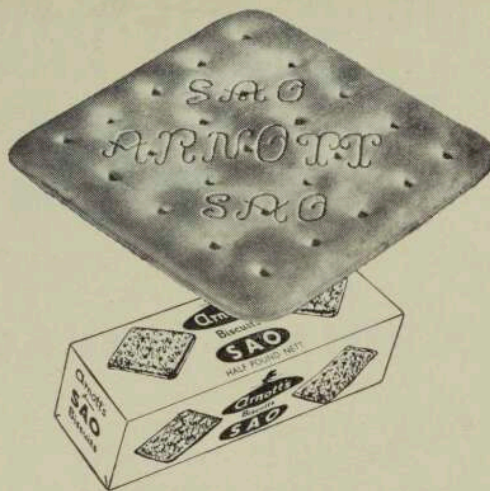
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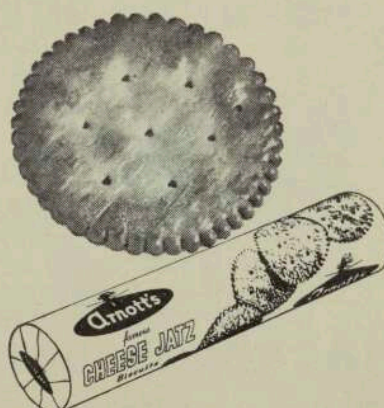
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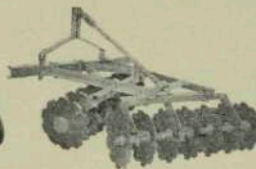
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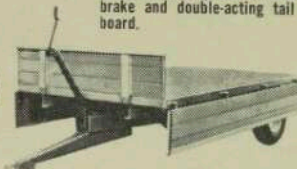
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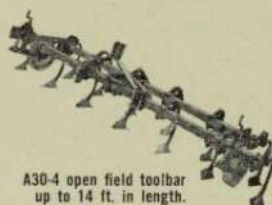


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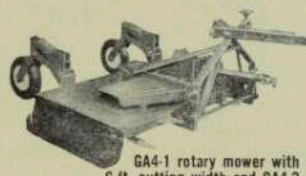
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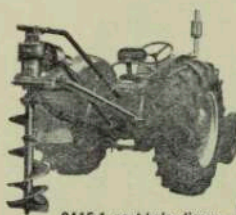


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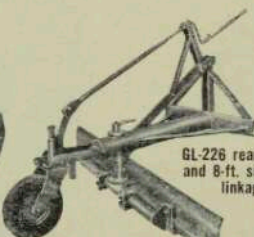
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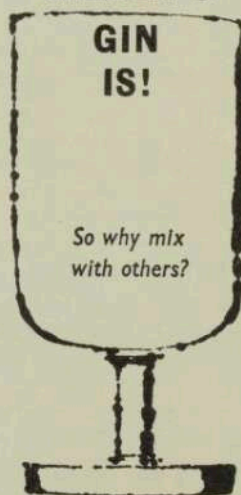
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OUR COVER: This sturdy Sikh is a citizen of Fiji—one of the 230,000 Indians who comprise about half the population of this British Colony, which is now on the threshold of political change. The big question in Fiji at the moment is: Why will the changes bring? (See story on p. 10.)—Photo: Rob Wright.

PACIFIC ISLANDS MONTHLY

OWNED AND PUBLISHED BY PACIFIC
PUBLICATIONS PTY. LTD., 29 ALBERTA
ST. (BOX 3408, G.P.O.), SYDNEY.
TELEPHONES: 61-9197, 61-7101, 61-4369.
Telegraphic Address: PACPUB, Sydney.

CHIEF EXECUTIVES

Managing Director: R. W. Robson.
General Manager: Selwyn Hughes.

BOOK PUBLISHING DIVISION

Editor: Judy Tudor.

PACIFIC ISLANDS MONTHLY

Editor: Stuart Inder.
Assistant Editor: Robert Langdon.

BRANCH OFFICES

Melbourne: Newspaper House, 247 Collins St.
Tel.: 63-7053.

Fiji: Pacific Publications (Fiji) Ltd., Fiji Time
Building, 20 Gordon Street, SUVA. Tel.: 5601.
Fiji Times Office, Vidilo Street, LAUTOKA.
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AGENTS

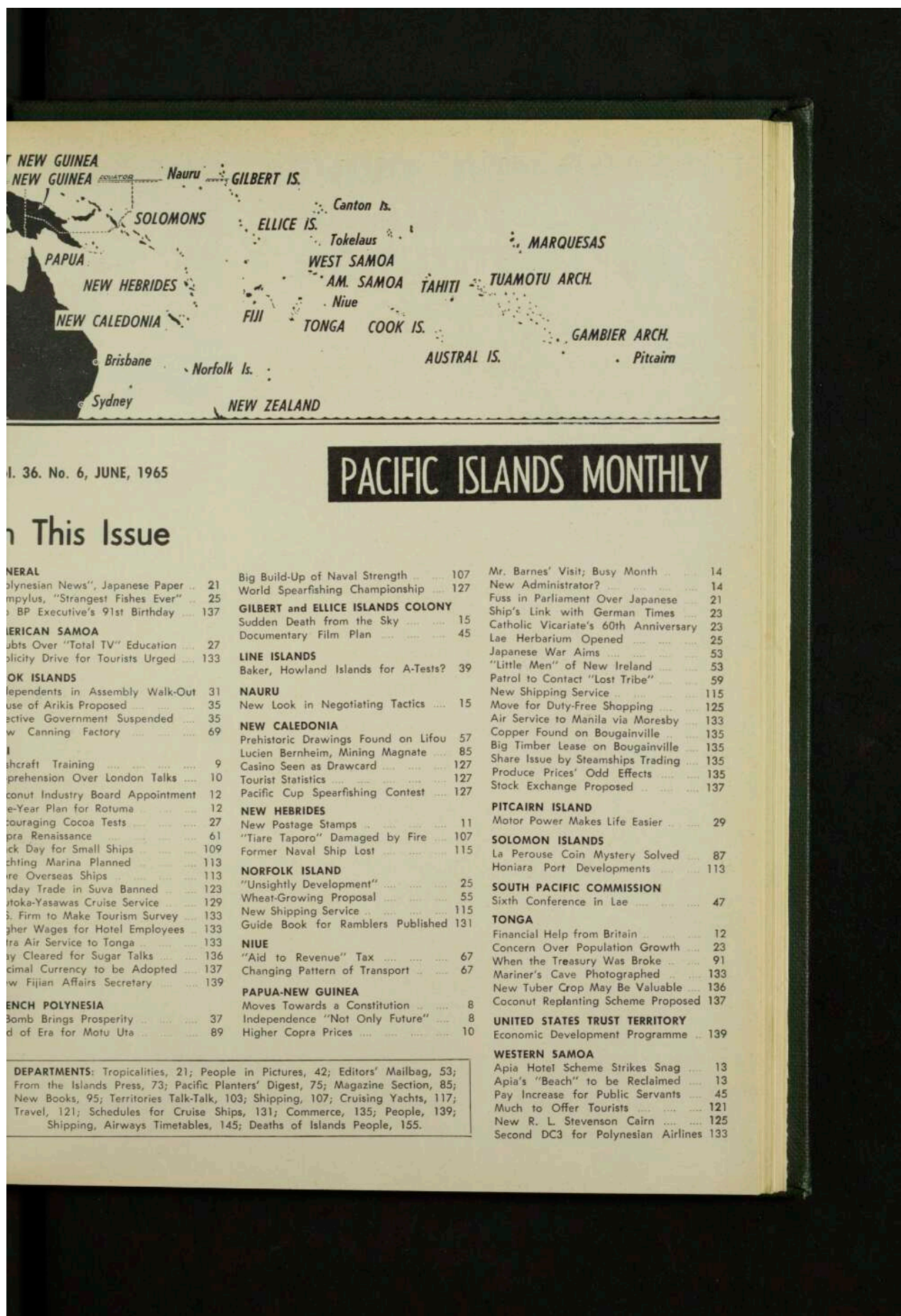
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PAPUA-NEW GUINEA MOVES TOWARDS A CONSTITUTION

From a Port Moresby Correspondent

The six-day meeting of the House of Assembly of Papua-New Guinea, in May, marked the end of the first year in the life of the junior Parliament of the Territory. In many ways it was six days of reaction, of anti-climax, a legislative tidying-up of major topics such as the University Bill and the World Bank Report, already well talked-out.

BUT in other, important ways, it marked the further growth in stature and responsibility of a chamber whose members can, as yet, claim only one common interest—and that a vague one—the continued peaceful progress of Papua and New Guinea.

The most significant of these was the appointment of a select committee to investigate and draft a constitution for the country. The committee of ten, headed by Mr. John Guise of Papua, who moved for it in January, is to produce its final proposals for the House to consider in the second last meeting of its life, probably in May or June, 1967. It has four native members, three Australian members, and three official (Government) members.

There was unanimous support for the idea of drafting a constitution, and it received also the blessing, although not unqualified, of the Government.

Government Warning

The Leader of the House, Dr. John Gunther, delivering the official view on the move towards a constitution, said he had been authorised to say that the Government welcomed the proposals for drawing up certain principles which ought to be incorporated in the ultimate constitution at the stage of self-government.

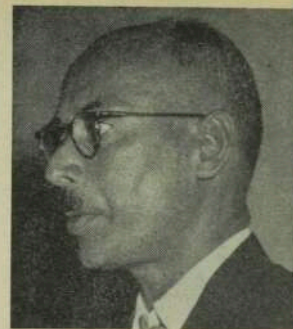
He added, as a rider, the warning that the Government believed a balance should be preserved between political and social and economic development. He said:

"The soundest result for the Territory will be one which as far possible links stages of constitutional development with appropriate stages of social and economic development."

This little lecture drew sharp replies from both Mr. Ian Downs

(Highlands Special) and Mr. John Stuntz (East Papua). They described it as "amazing" and "unnecessary" and "engendered by fear and hypersensitivity", and suggested it was the work of the Department of Territories, Canberra, rather than that of Dr. Gunther himself.

This was, in fact, only one of a number of debates in which a rising sense of impatience at the work of the Territories Department could be detected. And there was a strong feeling running through the lobbies and the members' rooms that if the



Mr. John Guise, leader of the elected members in the House of Assembly, who moved that a select committee be appointed to prepare a draft set of constitutional proposals for P-N.G. He has been pressing for a constitution for at least 12 months.

Canberra planners did not take more account of the House, they would be made to.

Members are beginning to become jealous of their authority and their responsibility to the country.

So the first year of the new legislature has ended, on the floor

There Are More Ways Than One, Says Mr. Barnes

IN his most important statement since becoming Australia's Minister for Territories, Mr. C. E. Barnes said in Canberra in May that independence was not the only possible future for Papua-New Guinea. But internal self-government was probably the first stage in whatever political set-up was chosen.

Mr. Barnes made his statement after the House of Assembly in Port Moresby agreed to set up a committee to investigate a constitution (see this page).

Opening a seminar on PN-G's future, held by the Australian Association for Cultural Freedom, Mr. Barnes said it was wrong to talk of complete independence for the Territory as the inevitable, only or immediate outcome.

"We have undertaken to advance the people to self-determination," he said. "That means the right to choose."

"Independence is certainly one possible choice but there are others. Continued membership of the British Commonwealth is one of them."

"Some association with Australia is another, and there is an infinite variety of such associations which are open for discussion between the representatives of the Territory people and of the Australian people when the time comes, if this is what the Territory people wish."

"Internal self-government is no doubt the minimum, and probably the first stage in any event."

Mr. Barnes added that self-determination did not depend on the achievement of economic viability, but the closure of the gap between the Territory's income and expenditure needed to be discussed.

THESE 10 WILL LOOK AT CONSTITUTION

Ten members of the 64-member P-N-G House of Assembly comprise the select committee which will make proposals for a draft constitution for the Territory.

The list of names was proposed by Matthias Toliman, a Parliamentary Under-Secretary and a member of the Administrator's Council.

Members are Messrs. John Guise, Bill Bloomfield, Ian Downs, Nicholas Brokam, Simogen Pita, Snake Giregire, John Stuntz (all of whom are elected members), Dr. John Gunther, Assistant Administrator, Mr. L. W. Johnson, Director of Education and Mr. W. W. Watkins, Secretary for Law. Six of the 10 are members of the Administrator's Council, and four are New Guineans.

the House, with a positive move towards defining the sort of state that Papua-New Guinea should be in the future.

The newspapers have described the setting up of the Constitutional Committee as a major step towards independence, but members of the House see it as far more than that. It is a giant step towards assuring good government, freedom and the protection of civil liberties, in addition to the clamour and heady emotionalism that so often mark the approach to independence in backward and unevenly-developed countries. This, they think, is a great deal more important than setting target dates, like mileposts, along an uncharted road.

So much for progress achieved under the lights, on the cork-tiled floor of the House.

Outside the chamber, events move more slowly, but there are signs of expected groping towards logical groupings that may result in the first parties in Papua-New Guinea.

The members themselves are wary of the party idea, but in the last year they have become increasingly aware of the unwieldy nature of the elected members' group, 54 strong. From the start, the 54 have met regularly throughout the meetings, sorting out conflicts, planning tactics, agreeing where possible agreement of action on all the most important issues. This work has paid off, as

was demonstrated earlier this year by the disciplined opposition to government policies, notably the new local pay scales. Where disagreement was unavoidable, no attempt was made to force unanimity of views. But now, members realise, more is needed.

No issue over the last twelve months has produced violent division of opinion that would serve as a focus for party development, and the danger of trying to create artificial, or regional groupings, is recognised. A Highlands bloc, predicted in some quarters over a year ago, has never developed. This was proved conclusively in the debate on the University Bill, when expected Highlands opposition to Port Moresby as the university site failed to materialise in a significant form.

However, in the Secretariat building, next to the House of Assembly, and in private homes, the talks go on, often late into the night, in the hope of finding common ground on which to found party groups.

One such group is gathering around Zure Zurenuoc, member for Finschhafen and Under-Secretary for the Treasury. Zure is emerging as one of the strongest figures among the New Guineans, but so far he cannot command loyalty for his leadership from any sizeable number.

Other moves are taking place among Islands members, led by Mr. Roy Ashton, New Britain Special electorate, and among representatives from the Morobe, Madang, Eastern Highlands, and Western Papua areas.

All are conscious that a party or bloc would need to command between 15 and 20 votes to be a significant force.

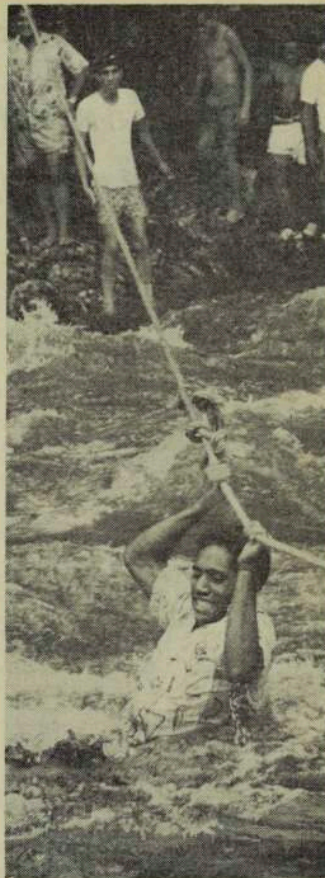
The leader of the elected members, Mr. John Guise, is in a curious position.

John Guise's Position

Ostensibly the most powerful man of the 54, he is reported to be feeling his personal position weakened by his need to provide real leadership of a shapeless group. Some members say he is compromising himself out of existence, and may not be able to continue in this way much longer.

Behind all the busy clatter of debate, the stream of political life is starting to run more strongly.

There is an air of expectancy as members wait and search for the issue that could crystallise opinion and spark the parties. But there is caution. The 54, or most of them, know already that the winning policies will arise from the needs of the people, and cannot be imposed from the top.

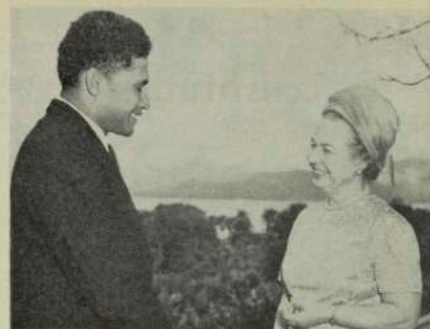


WILL HE MAKE IT?

There appears to be some doubt as to whether Fijian Joeli Nabuka will indeed cross this turbulent river with the aid of a rope—but he made it. Nabuka was one of 63 potential leaders who in May underwent some rigid training in bushcraft at the Queen Victoria School, Fiji, as part of the Duke of Edinburgh Award Scheme. The scheme encourages young people to make best use of their leisure by following activities that are both enjoyable and purposeful. Physical fitness and knowledge of bushcraft are among the requirements.—Photo: Rob Wright.

Apprehension Over London Talks On Fiji's Future

From a Suva Correspondent



With only a little more than a month to go before the 18 unofficial members of Fiji's Legislative Council meet around the conference table in London to plan the Colony's destiny, the political cauldron is beginning to simmer, and there is apprehension in the Colony.

A RUMOUR which circulated around Suva recently reveals the degree of apprehension which some of the more fanciful souls are beginning to feel.

The red-belted Fijian policemen in their white serrated sulus began to appear on the streets with truncheon hanging in a special holder from their belts.

It took only a couple of days for the word to get around that the police were preparing for riots.

The real explanation was that a supply of specially-made frogs had been received and these enabled the

truncheon to be carried at the belt. There is no truncheon pocket in a sulu.

People laughed—perhaps with relief—when the explanation was published, and so far there is little sign that those truncheons will ever come out en masse in a repetition of the 1959 riots. Although the rift between some sections of the population is widening, the battles are, after all, merely battles of words.

That's what people keep telling themselves, anyhow.

Wordiest battle of the month followed a speech made at Lautoka by Apisai Mohammed Tora, creator and secretary-general of the Fijian Democratic Party, which boasts a membership of 4,000. Despite his name, Tora is a Fijian.

Leftish in outlook, a trade union organiser with influence concentrated mainly in the North-west of Viti Levu, and regarded by many Fijians as somewhat of a rebel against tradition, Tora threw a political cat among the island doves.

Tora's Surprise

Like the old music hall artist George Robey, it wasn't what he said but how he said it.

Many had thought for several years that Tora was anti-Fijian and pro-Federation Party. And hadn't he renounced Christianity for Islam? When he founded his party it was opposed to Fijian tradition and his incursions into the trade union field had a tinge of the political agitator about them, though recently he has shown all the signs of being a responsible trade unionist.

Mrs. Eirene White, Britain's Parliamentary Under-Secretary for the Colonies, is a Welshwoman who is a keen Rugby fan so she was interested in meeting in Suva recently Suliasi Cavu, captain of the Fijian Rugby team which was so enthusiastically received in Wales last year. Mrs. White was in Fiji to gather the views of Fijian minority groups in preparation for a constitutional conference to meet in London in July.—Photo: Rob Wright.

The very last thing expected of him was an anti-Indian tirade, but that was what his speech was in the Kisan Sangh Hall at Lautoka.

It may have been prompted by desire for continued notoriety, perhaps it was an indication that blood is thicker than water. Whatever it was, it brought a more violent reaction than most political speech to date.

The Fijian Democratic Party had decided to let its voice be heard, it said, because as Fijians they were getting fed up with being kicked around.

He went on to condemn the common roll, which is almost the only thing about which almost all the Indians in Fiji are united, and which is likely to be the reef on which the constitutional conference London strikes trouble.

Tora then became very anti-Indian and less than diplomatic. He described them as impertinent—the sentence was not published—accused them for the creation of a commission to make inquiries in other parts of the world "to see if the parts could take our rapidly increasing Indian population".

Reminding his audience that the National Congress of Fiji—a new emerged Indian association—had said that 160,000 Indians wished to migrate, Tora commented: "The one thing we should do is help them go".

Fortunately, the majority

P-NG Copra Prices Up £10 A Ton

Papua-New Guinea copra producers will get £10 a ton more for copra from and including June 1, the Territories Minister, Mr. C. E. Barnes, announced on May 30.

The increase follows higher average prices for copra on the world market.

Papua and New Guinea now produce more than 100,000 tons of copra a year, and this year's crop will be worth about £8 million to the territory, Mr. Barnes said.

The chairman of the Copra Marketing Board, Mr. I. McDonald, said that the new prices at the main depots of the board in P-NG would be: HAD, £71/10/- a ton; FMS, £70/- smoked, £69/9/9.

thinking Indians have laughed at Tora's words, refusing to take him seriously. But the Federation Party, leaders of whom have been possible with their extremist views Tora's apparent volte face, have been umbrage and have attacked Tora in their propaganda organs.

All the heat engendered by the Tora views apparently resulted in an incident in Lautoka a few days later when Fijians entered two of the public bars and forced all the Indians to leave. There were no fights, but this sort of behaviour that breeds germs which could turn those squads out.

Meanwhile, what will happen should the London conference fail? There is a strong belief in some quarters that the Federation Party's representatives plan to walk out of the conference if their demands are not met, and that Mr. A. Patel would go to Moscow, and then on to the United Nations in New York to appeal to send a party to supervise elections on a common roll, with independence to follow.

Mr. Patel would ask the Soviet Union's backing on the ground that he has always been an anti-imperialist, and also for a financial grant for the "university tutorial college", which his spiritual adviser, Swami Rudrananda, the eminence behind the throne, plans to build in Lautoka. The Ramakrishna Mission, Swami says, owns a vast area of land there.

When asked by PIM on June 1 for comment on these reports that he plans to visit Moscow and New York, Mr. Patel said: "Cannot a man go where in the world he likes without someone questioning him? Is he free to go anywhere? In any case I have not yet made any arrangements".

Indians In Army

The Federation's Press has been shouting loudly for a common roll, and for greater representation in the Legislative Council for the Indian community because of its preponderance of numbers in the colony. But midst it all there has been one unusual article recently, commenting "the complete lack of Indians" in the Fiji Military Forces.

An editorial in *Jagriti* on May 8 suggested that racial discrimination is behind the absence of the Indians and asked how, in "such a tense atmosphere", there could be satisfactory constitutional reform in the colony.

Was the article, some people are saying, intended for consumption



Apisai Mohammed Tora, secretary-general of the Fiji Democratic Party, surprised everybody during the month with his comments on Fiji's racial situation. Tora was last in the news in a big way in 1959, at the time of the Suva riots. He then wore a Castro beard and regularly sported a baseball cap, but today he is more sedate in his dress and his opinions.

abroad or for home consumption? It is well known in Fiji, or ought to be, that there is no racial ban or discrimination in the Fiji Military Forces. Any fit person can join the FMF, be he Fijian, Indian, Rotuman, part-European, Chinese or European or anything else, so long as he is a citizen of Fiji.

Among the United Nations' Committee of 24, however, it may not be known.

In the regular forces there are now no Indians serving, although they have enlisted from time to time, but in the 2nd Battalion, which is the Territorial arm, there are at present 15 Indian soldiers.

But why has the Federation Party now turned its attention to the Fiji Military Forces?

Some close students of political undercurrents hold that the Federation Party sees the FMF with its present composition as an obstacle to any extremist Indian attempts to take more control in Fiji. They feel that already some of the arguments being advanced by the Federation Party are remarkably similar to Marxist methods of argument.

At the time of writing, the Great Council of Chiefs is meeting at Suva and from it has come one piece of information which indicates the

present temper of some of the Fijians.

A motion was placed before the council calling for the exclusion of Indians from the constitutional talks in London.

It was defeated by a narrow majority.

One can visualise the political whirlwind which would have hit the Colony had the motion been passed by such an exalted body.

Demands for the exclusion of the Indians from the London conference are not new. Letters in Fijian newspapers have called for the exclusion of both Indians and Europeans from the conference, on the ground that when Fiji was ceded by King Cakobau to Queen Victoria in 1874 the only partners in the deal were the Fijians and the British Government.

Some Fijians argue that any change in the relationship between Fiji and Great Britain should be the business of no one but the partners to the Deed of Cession.

The Fijian attitude has hardened of late.

Many Fijians are angry at the noise which is daily being made by the Federation Party and its supporters, at the Patel group's refusal to take part in the talks between the three racial groups in the Legislative Council and at its announcement that only the common roll will satisfy the group.

The Fijians are not losing sight of the fact that, in 1962, the Fijian members of Legislative Council solemnly declared that if Great Britain abrogated the Deed of Cession then Fiji must be handed back to the Fijians. The Fijians have not altered their stand.

STAMP-ISSUING YEAR IN THE NEW HEBRIDES

The Posts and Telecommunications Department in the New Hebrides will make a record number of postage stamp issues this year.

Two stamps were issued in May to mark the centenary of the International Telecommunications Union.

On August 16, four new stamps in the definitive series will be issued for sale. They feature cocoa, fishing, a butterfly fish, and a local bird.

On September 15, four stamps to commemorate the late Sir Winston Churchill will go on sale to coincide with the 25th anniversary of the Battle of Britain; and on October 24—United Nations Day—an issue of stamps will commemorate International Co-operation Year.



NOW HE'S A COPRA MAN, TOO

From a Suva Correspondent

WITH a wealth of experience behind him in handling industrial relations, Fiji's new copra boss, Mr. H. G. S. Nicholls, will bring many gifts to his new job—but loquacity is not one of them.

Mr. Nicholls had nothing to say when I sought an interview with him about his recent appointment as chairman of Fiji's new Coconut Industry Board (see p. 61). It's a part-time job, and Mr. Nicholls retains his post as chairman of directors of South Pacific Sugar Mills Ltd., the CSR subsidiary in Fiji.

An industrial chemist, Mr. Nicholls joined CSR in Queensland, and went to Fiji in 1931 when he was 25 to do sugar research.

He served as CSR's industrial officer and manager of its Penang and Lautoka Mills before becoming the company's chief inspector in Fiji in 1957. Three years later he was made chairman of CSR's subsidiary company Rewa Rice Ltd., and in 1961, chairman of SPSM.

Five-Year Plan For Rotuma

A five-year plan for Rotuma, a dependency of Fiji, 400 miles north of Suva, was outlined by Fiji's Governor, Sir Derek Jakeway, during a visit to Rotuma in May.

The plan includes the possible construction of an airfield, proposals for increasing copra production and improving roads and water supplies, and schemes for rearing cattle and pigs.

If the plan to build an airfield is proceeded with, it would make Rotuma much less isolated than it now is—as its only links with the outside world at present are small inter-island vessels from Suva which call every few months with passengers and stores, and to lift copra.

Sir Derek Jakeway was in Rotuma for celebrations on May 13 marking the 84th anniversary of the cession of the island to Britain. This was 6½ years after the cession of Fiji.

The Governor told the Rotumans he hoped to hear the views of the Council of Rotuma on the question of constitutional advance, which would be discussed at a conference in London in July.

Britain Will Help Tonga Out Of Her Money Troubles

From Dorothy Lavin, in Nukualofa

The visit to Tonga of Mr. A. N. Galsworthy, Deputy Under-Secretary of State for the British Colonies, has lifted the gloom which surrounded the Kingdom's financial situation.

IT'S been announced that the Colonial development and Welfare Fund is to allocate Tonga £Stg.350,000 over the next three years, and that additional loans of £Stg.200,000 are to be made for the new wharf at Nukualofa.

The announcement has brought hopes in Tonga that the recently imposed financial and import restrictions will be lifted in the near future. There is renewed confidence in the Kingdom.

There are no ties attached to the grant, but obviously Britain is going to want to know where the money will be allocated. This will be done through a development plan yet to be worked out.

It has already been agreed that £50,000 of the grant should be put towards coconut rehabilitation — replanting, new plantings and probably

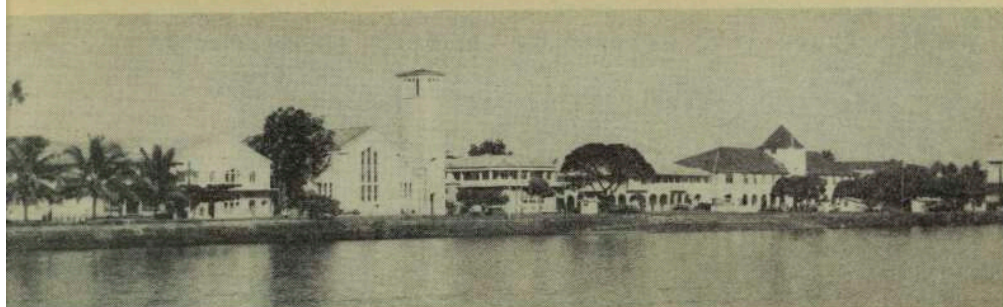
additional expert staff. There are already nurseries controlled by the Agricultural Department, and planning could begin at an early stage.

Although there is not likely to be any immediate announcement about the other allocations, it is not difficult to look around the Kingdom and surmise where the new funds could be used to greatest advantage.

In need of money is the Nukualofa Hospital, which at the moment comprises a cluster of wooden buildings with a minimum of equipment. Drugs are scarce.

Until just recently the only patients provided with food were in the T and diabetic wards, but now a six-bed ward has been opened to cater for six 'paying' patients with everything provided. It is certain that the new hospital, which has long been planned, will be high on the list of priorities.

Water conservation has always been an acute problem in Tonga, the solving of which has been held up for lack of finance. With the aid of the World Health Organisation wells have been sunk in the villages and the majority of villages now have water piped to outside their homes and the next project is the four villages which make up the main town.



Nukualofa. A covered reservoir planned at the highest point of Atakieua, four miles from Nukualofa, to be fed by water pumped from five wells. It is hoped this scheme can now be accelerated to provide piped water to the whole of Nukualofa as well as the new hotel and the hospital.

Official Explanation

MEMBERS and Europeans, through a series of articles recently published in both languages in the Government-owned weekly *Chronicle*, have been given an explanation for the reasons for Tonga's financial situation.

Naturally there has been no suggestion in the articles that unnecessary Government spending has led to the situation. The articles have stressed that there is no easy road to prosperity, and exhort the population to work harder.

The articles have said there has been an accumulated imbalance of income over the last four years, arising mainly from the fall in copra production as a result of hurricanes, coupled with the "necessarily heavy outlay" on development projects.

The articles reveal that the possible need for exchange and import restrictions was realised at least a year ago; regulations were laid in abeyance because it was still hoped "the kingdom might yet pull through". But by last January it came clear that urgent steps were needed.

The articles said that the Treasury did "not consider it necessary yet to require private bank balances overseas to be paid into Government account", but if the situation worsened (and the Government had no reason to believe it would) then this could happen.

See "When Tonga's Treasury Was Stony Broke", p. 91.

APIA HOTEL SCHEME STRIKES A SNAG

Western Samoa's plans for a big, new 100-room tourist hotel in Apia became slightly unstuck in late April when the Samoan Assembly refused to pass the appropriation of £20,000 needed for the initial planning work.

THE motion to delete the sum came from the Public Accounts Committee, which submitted that the trouble with the wharf project (which has run into some unexpected engineering difficulties) shouldn't be repeated with the hotel; that a complete survey of Apia hotel possibilities should be made and the Assembly should have the opportunity of debating the report; that an authority should be established to negotiate for construction of the hotel.

The committee dropped a further bombshell by claiming that the Acting Director of Economic Development Secretariat, Mr. E. Stehlin, was in full agreement with its recommendations. This was later denied by Mr. Stehlin, who told his Minister, Mr. G. F. Betham, that he was strongly against the deletion.

With the Prime Minister absent with influenza the deletion was approved by 21 votes to 19.

Assembly members claimed that they wanted more information about the project; that £20,000 was too much to pay an architect; and that they wanted an opportunity to discuss the design and site of the proposed hotel.

Mr. Betham, Minister of Economic Development, said that if the £20,000 was deleted no work at all would be

APIA'S BEACH WON'T BE A BEACH MUCH LONGER

Apia's picturesque waterfront, known as "The Beach", will soon be only a memory. At the end of May, the harbour project dredge began filling in the 28-acre area in front of Beach Road and extending out beyond the wreck of the "Adler" to the reef.

Reclamation will extend along the whole of the area shown in the photograph and is expected to be complete by the end of October.

The buildings shown are (from left) E. and R. Fabricius (behind the palm trees), S. V. McKenzie and Co., Wesley Bookshop, Methodist Church, Bank of Western Samoa, Post Office, Burns Philp, and, at extreme right, the Clock Tower.

There are still no definite plans for the use of the reclaimed land. But there seems to be growing support for building a new administrative centre housing most Government departments on the seaward side of the area. The rest would be used as a park and general recreation area with playing fields, tennis courts and a tropical garden.

Photo: "Samoana".

possible on the project, which was a vital part of development.

Informed sources expect the matter to come up for debate again at the next session of the Assembly. With a bit more lobbying and the presence of the Prime Minister it is fairly certain that the stalemate will be resolved. The House is not against the building of a hotel—the method of building it is in dispute.

New Guinea Abuzz With Ideas And Action

From a Port Moresby Correspondent

Papua-New Guinea in May had one of its busiest months, with fascinating facts developing at every turn. The House of Assembly meeting, and the visit of the Minister for Territories, Mr. Barnes, were the highlights.

MAIN purpose of Mr. Barnes' visit, according to the official announcement, was the opening of Rabaul's big £330,000 Vudal Agricultural College, but more important to Mr. Barnes was his opportunity of talking to the local people who count, such as New Guinean leaders in the public eye and Popondetta planters who are in serious trouble with cocoa.

Mr. Barnes promised the planters he would be happy to get written proposals from them on their problems, which basically amount to the need of more money to overcome cocoa diseases. He will also look at some development proposals for the area.

Mr. Barnes said his tour also helped him get an idea of how the provisions of the World Bank Report on the Territory could be carried out, following Cabinet's decision earlier in the month to accept the report as the basis of future planning. He said a great deal of planning had to be done before the Bank's proposals could be made to work—no detailed work had been done—and the Government was waiting to hear the views of the House of Assembly.

Bank Debate

The House met the same week but nothing of great importance came from its deliberations on the Bank report, because members felt the whole field was too vast for them to do it justice without a lot of homework. The elected members suggested an adjournment of the debate until the September sitting, but when the Government pushed for the debate to be held then and there, members showed little interest in making it strong, and the debate lasted only two hours.

Paliau, of Manus, proposed that the report should be translated into pidgin so that all members would have a chance of getting to the bottom of it, but this was generally described as impracticable.

General tenor of the debate was that the Government proposals so far were too vague.

Mr. Barnes got back to Canberra in time to announce that a top level economic adviser would be appointed to the Territory as soon as the Government could find a suitable man. Such a position had been recommended by the World Bank Mission.

He said this man would have the job of co-ordinating the Territory's development programme.

The Public Service Association buttonholed the Minister in Port Moresby to find out what had happened to its scheme for compensation for public servants who might lose their jobs as a result of political advancement in the Territory. The scheme, locally known as the "Golden Handshake", was submitted some months ago, and no public servant really expects the Government will meet all the association's generous submissions.

But Mr. Barnes gave unexpected encouragement by telling the association that he agreed an announcement on a compensation scheme was "urgently desirable" and that he expected a statement would come from Cabinet within a few weeks.

Mr. Barnes also talked with the Parliamentary Under-Secretaries, who have been on the job almost 12 months now, and said he was satisfied the system was generally working well, although the Under-Secretaries had put forward some suggestions for improvement and these were being approved.

The main suggestion by the secretaries was that the Administration should see to it that all secretaries had

BIG LEGAL MEETING FOR P-NG

In what will be the most distinguished international gathering to meet in Papua-New Guinea, Port Moresby in September will be host town to from 100 to 150 judges and jurists who will discuss "The Rule of the Law". The international visitors will earlier attend an important legal convention in Australia.

OUTSIDE TIP FOR ADMINISTRATOR

Who will become Administrator of Papua-New Guinea after Sir Donald Cleland retires? Sir Donald's retirement is expected next year, when he reaches 65, although there has been no announcement.

A name being mentioned in authoritative New Guinea circles in May was that of Mr. C. W. J. Falkinder, DSO, DFC and Bar, who has represented Franklin, Tasmania, in the Australian House of Representatives, since 1946. Mr. Falkinder is a prominent Liberal back bench member who has taken a close interest in New Guinea affairs in recent years, and is a frequent visitor to the Territory. Mr. Falkinder is 43.

some real work to do and some real decisions to make, instead of merely being loaded with departmental files.

During his tour Mr. Barnes took every opportunity to remind whoever wanted to listen that the Territory shouldn't allow itself to be affected by outside political interference. He said in opening Vudal that people in future might try to separate Australia and New Guinea, but the New Guinean should "think carefully."

In Port Moresby he said that irresponsible statements suggesting that P-NG could become another Congo were to the Territory's disadvantage.

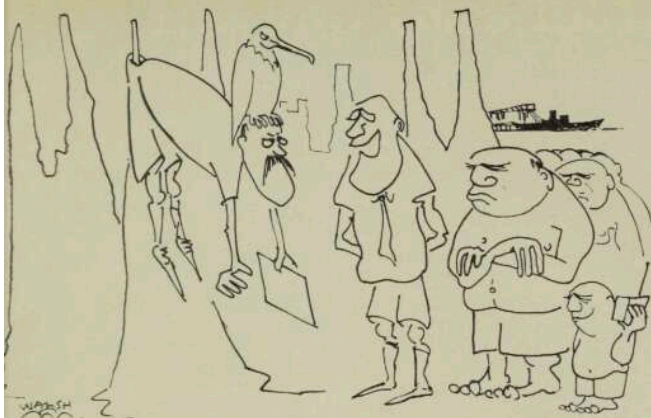
Busy Month

In other happenings during the month:

● The Administrator, Sir Donald Cleland said that the Returned Soldiers' League need not be concerned about the Territory's delay in announcing civil defence plans. The Civil Defence Controller, Mr. I. Skinner, was at present attending training course in Australia and things would get moving when he returned.

● Sir Donald announced his intention to declare a number of industries which will be entitled to have a five-year tax holiday as "pioneer industries", once established. Pioneer legislation to make this possible was passed earlier this year and is aimed at attracting more secondary industry to the Territory. The first industry will be declared "pioneer" after two months, and in the meantime objec

(Continued on p. 154)



PIM cartoon by Rob Walsh

"Loosely translated, it means the Nauruans reject your proposals, Mr. Minister!"

Nauruans Make It The "Hard Sell"

By a Staff Writer

The new look in Nauruan diplomacy—the "hard sell"—was launched in Australia in May, as Nauruan leaders and the Australian Government sat down in Canberra to thrash out the future of the mid-Pacific phosphate island.

AFTER years of getting nowhere in their efforts to convince the Australian Government that they had a point of view, the Nauruans finally decided to go to the Australian people. To help them do it they have a firm economic advisers and another of public relations consultants on their payroll.

The economic advisers concentrated on digging out the facts on the phosphate industry, and presenting them to the Government; the public relations people made it their business to present a Nauruan "image" to the public.

First shots were fired in Sydney on May 25, several days before the Canberra conference was due to begin. Then Head Chief Hammer DeRoburt sat down at a Press conference in his hotel, surrounded by a battery of lights and cameras. With him were councillors Detudamo and Bernicke, as two economic advisers and two public relations counsellors.

The PR men had earlier distributed the Press copies of an admirable 22-

page report on Nauru explaining the background of the Nauru situation and the objectives of the Nauruans.

But the real indication of the hard sell approach of the Nauruans and their new helpers was in a letter signed by Hammer DeRoburt, and sent to the Press with the report. Said the letter:

"For some considerable time the future of the Island of Nauru has been the subject of discussions and negotiations between the Nauru Local Government Council and the Australian Government authorities.

"It has been the policy of the Nauru Local Government Council, and my own personal policy, to conduct these negotiations in the proper place and to avoid engaging in propaganda. In recent months, however, it has become apparent that those elements who are opposed to, or do not fully comprehend, our objectives have gained considerable Press publicity, the aim of which must be to undermine our case.

"In itself this is regrettable, but by

SUDDEN DEATH FROM THE SKY

A girl from Butaritari, in the Gilbert Islands, was killed in May by a supply drop from a US aircraft working for the US Trilateral Survey Party, which is taking measurements in the islands of the Pacific. On May 9 the aircraft was dropping supplies by parachute on to a clear space near the house of Nei Iatinta Tekebo, when one box fell away, crashed through the roof of the house and struck the girl on the head. She died instantly.

far the worst aspect of the matter is that our proposals have been distorted to such an extent that the Australian community is confused about them and there is grave misunderstanding generally.

"Clearly, I have a responsibility to my people to put the record straight. Accordingly, I have caused to be written the accompanying document which sets out clearly the circumstances in which we Nauruans find ourselves, our objectives and our philosophy.

"As you are no doubt aware, the future of our Island will be the subject of negotiations with the Australian Department of Territories, commencing in Canberra on May 31.

"It is important, indeed perhaps vital, to those negotiations that our attitude is clearly understood and that the slate should be wiped clean of distorted accounts of what we are seeking.

"I trust, sir, that the statement will clarify our position. The content is available for any use to which you would care to put it."

Nauruan Arguments

The report added nothing new to the arguments which the Nauruans have been concentrating on for some time—but it did put them in a clearer form, and gave editorial writers a few worthwhile quotes with which to pepper their stories. As a result the Department of Territories, for the first time, found itself having to counteract *informed* opinion on the Nauru situation.

The report to the Australian Press was in fact an extension of the report given to the UN mission in April, and simplified for popular consumption.

The report said the Nauruans were in Australia to ask for ownership of the phosphate deposits, to request higher phosphate royalties in the

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meantime, plus a reduction in the rate at which the phosphate is being extracted, and to ask for political independence.

The royalties were ridiculously inadequate, said the report, which added that for years the Nauruans have been "taken for a ride" and treated like children who are given small handouts periodically to keep the quiet.

The Nauruans' basic objectives, said, "are national identity and a reasonable standard of living". He added: "They have never deviated from these aims. . . . They have seen the future not as one problem in isolation but as a composite problem of national survival in a new home with a reasonable standard of life. They have also seen that the remaining phosphate on Nauru must become their bank balance and provide the economic basis for their future. The Nauruans, with no control over the total destruction of their island home by Britain, Australia and New Zealand, know that right and world opinion are on their side and that their objectives and claims are just."

The report frequently stressed the all Australians shared the responsibility of seeing that the problems of the Nauruan people were solved and that they survived as a distinct people.

Not Sovereignty

Hammer DeRoburt faced his Sydney Press conference with a certain trepidation which did not show in the expert way in which he handled the questions. But he had unhappy memories of an earlier Press conference in Canberra in 1964, during which one or two unsympathetic questioners had attempted to bait him with questions on the plight of the Australian aborigines.

He said in Sydney that the word "sovereignty" did not adequately describe Nauruan aims. They did not want to be cut off from their friends but they wanted self-government, perhaps rather like the type planned for the Cook Islands, with one difference—they wanted to remain Nauruan. Something could be worked out.

DeRoburt declined to give any detailed information on submissions he made to Canberra, for fear of jeopardising the Nauruan position. But presumably the main argument on the economic side will hinge around the estimate of the true world price of phosphate. The Nauruans will show they are not getting anything like a fair share of the true world price, and that Australian and New Zealand farmers are being subsidised by the Nauruans.





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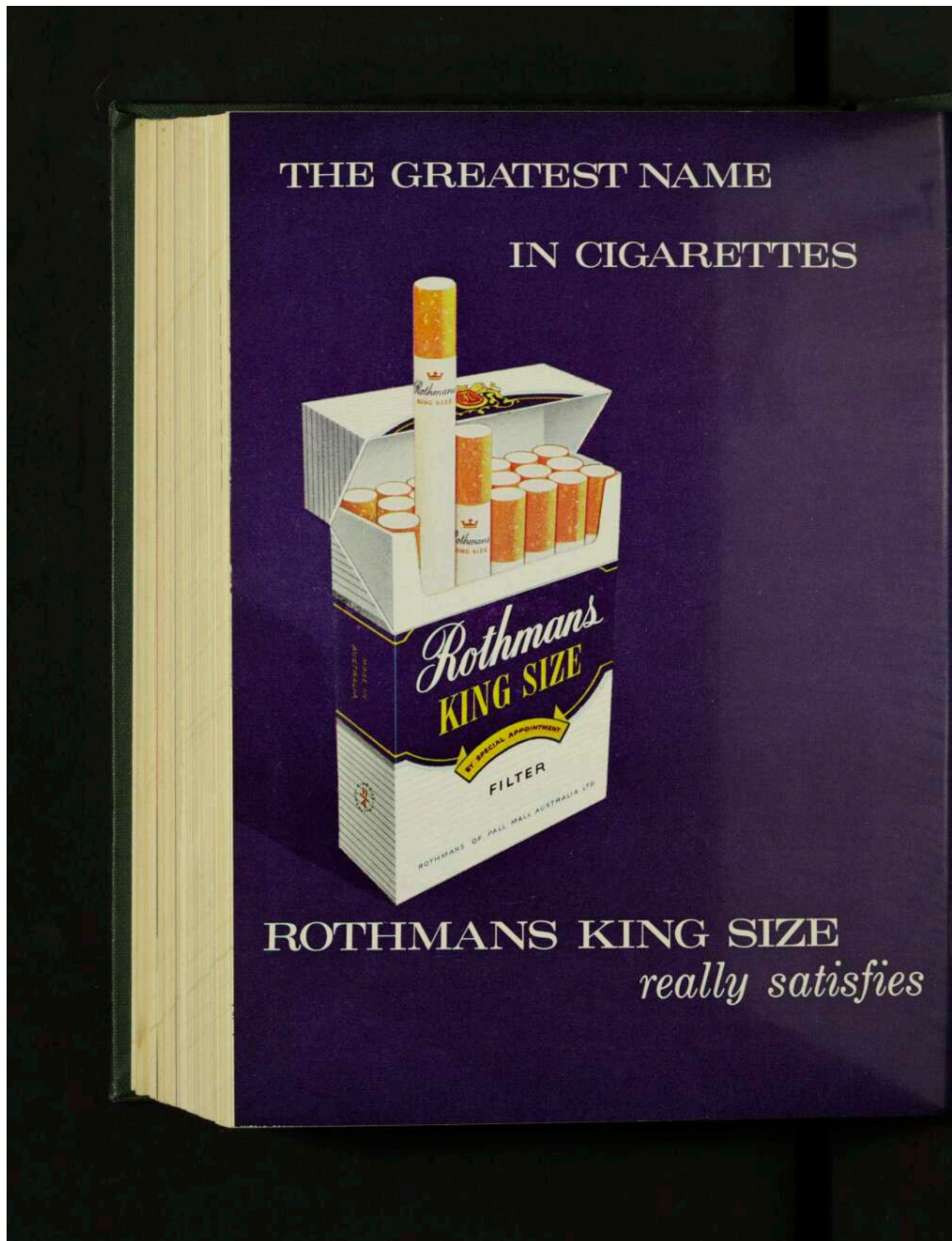
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Tropicalities

The South Pacific is finally getting around to admitting to itself that it can't do without the Japanese. But that doesn't mean that Japanese medicine is palatable. There was quite a donneybrook in the Australian Parliament in May as a result of Japanese business interest in Papua-New Guinea.

THE Minister for Territories, Mr. Barnes found himself under fire for having indicated during a Press interview in Port Moresby that the Government might allow Japanese technicians to migrate to the Territory.

Opposition members wanted to know whether this meant a relaxation of Australia's immigration policy to allow employment of Japanese tradesmen, "in large numbers", in both New Guinea and Australia.

Mr. Barnes answered, with words that sounded suspiciously like a politician, that "matters related to the employment of technicians and tradesmen must be considered" if Australia was to develop large tracts of New Guinea jungle. Australia had not the right to develop the Territory, and it was in any case to find markets for its products and fish.

He said technicians could be admitted temporarily, with a covenant that they would train New Guineans to take over the positions.

He added, "The suggestion that I am contemplating a wholesale immigration from overseas is completely untrue."

Mr. Barnes' denial wasn't good enough for some members of the Opposition.

A Labour member, Mr. Gordon Bryant, wanted to know whether Mr. Barnes' plans "for a fresh Japanese invasion of P-NG" meant that he did not recall that the Australians had spent their blood to turn the Japanese out of New Guinea during the last war. He wanted to know how the people of New Guinea would ever be able to obtain sovereignty if the Minister, through his "doctrine of private enterprise", alienated a large part of their territory and economy to foreign interests.

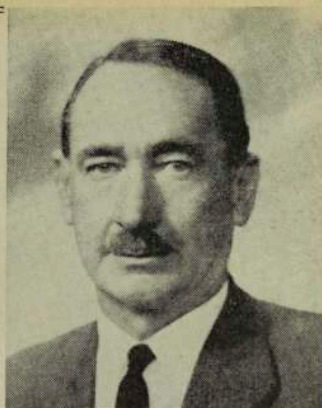
The wording of the question annoyed Prime Minister Sir Robert Menzies, who denied there were any plans for an "invasion". And Mr. Barnes retorted to Mr. Bryant that he "resented the suggestion that the Pacific War should be continued".

"Good Thing"

Another member claimed that Mr. Barnes should first have referred the matter to the House of Assembly which was then sitting in Port Moresby—a point of view which was certainly shared by the leader of the elected members in the Assembly, Mr. John Guise, who a little later was complaining to the House in Port Moresby that he had "heard" the Japanese were coming to the Territory with their industries, and would settle there. If they came with industries it could be a "good thing", but he felt the House should have been consulted about it.

"We know nothing of this and suddenly as the House sits we hear over the wireless from Australia that a decision has been made," said Mr. Guise. "What is the use of the House of Assembly?"

Apart from timber interests and mineral searches, and of course direct trade, the Japanese have no strong trading interests in New Guinea yet—



Mr. Barnes.

and there are few Japanese actually living in the Territory. It will take a canning or fishing industry, and a greater extension of the timber business, to get them in the Territory in large numbers.

But obviously this is coming. The Government has been negotiating on fishing interests for a long time.

Japanese fishermen are already established in American Samoa, Fiji and the New Hebrides, and in each case there were mutterings from the locals before the invasions.

The most recent scheme allows Japanese to live in Levuka, the old capital of Fiji, where there is a fish freezing factory, and this experiment seems to be working well enough at the moment.

Meanwhile, as Japan's new Co-Prosperity Sphere gathers strength, a new magazine called *Polynesian News* is helping to take the Japanese flag to the South Seas. *Polynesian News* is the official organ of the Japan-Polynesian Friendship Association, and is published, in Japanese, from one of the main business sectors of Tokyo.

The aim of the society is to provide information to Japanese students, universities and business interests on the Pacific Islands. It proposes to have exhibitions of art from the area, to invite Polynesians to visit Japan and to send Japanese to the Islands. It's also thinking of organising a trade fair.

Many Japanese business companies are members of the association.

The first issues we've seen of *Polynesian News* are jam-packed with all sorts of information on Polynesia, particularly on Western Samoa. They include up-to-date information on

Well, Have You?

"Have you ever tried freezing the milk of a green coconut and dropping the cubes into neat whisky?"

This question was put to us, *propos* of nothing, in a recent letter from Ken Mullen, who was a frequent contributor to PIM when he worked at the now-defunct cable station on Norfolk Island several years ago, and who is now a cable station hand on Cocos Island, Indian Ocean.

Having asked the question, Ken gives us his version of the answer: Whisky laced with green coconut milk cubes is "a smooth drink", but the cubes "do nothing to counteract the hangover".



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political problems, local customs, and business developments, and they indicate trade openings.

Western Samoa, says one article, a good timber which could help the Japanese furnishing industry, and in Japan there are "openings for the sale of Japanese bicycles and textiles in Samoa".

Footnote: When the Australian ship *Sletholm* arrived in Lae, New Guinea, in May, stacked with Australian trade goods offered in the recent Australian trade drive in the Pacific, those aboard her found it was rather hot for the tropics. As they went to buy up some goods from the local stores. Unfortunately all they could see were those made in Japan. Sheepishly they bought them!

Concern Over Population Growth

TONGA'S English-language newspaper, the *Chronicle*, has recently been running a series of articles on the world's population problems, including birth control.

The articles suggest that the Tongan Government is becoming increasingly concerned over the population explosion in its own islands, where the population has grown from 27,331 in 1926 to about 78,000 now, and where the figure by 1971 is expected to exceed 90,000.

The *Chronicle* has announced that at the end of its current series of articles, the heads of the various churches in Tonga will publish articles on the attitude of their churches to family planning in Tonga.

Ship's Link With the German Times

THE publication in our shipping columns last month of a photograph of the brand, spanking new *dolph Wahlen*, the 78 ft, 116-ton motor ship just acquired by the Stern Isles Co. Ltd. of Madang, New Guinea, has reminded us that the vessel's namesake, Heinrich *dolph Wahlen*, will be 95 years of age on June 4. Ten years ago now *Wahlen* told us in Hamburg, Germany, where he lives and where we opened to be visiting, that he intended to live to be 100. Since he is in excellent health, it seems the young veteran of German New Guinea times might well reach his target.

Wahlen went to German New Guinea more than 65 years ago, to service of the German firm of *Wnsheim*. He subsequently became

the owner of the scattered atolls which lie generally north of the mainland New Guinea coast and westward of Manus. He acquired general control over the Hermit, Anchorite, Ninigo and Wuvulu Groups, and he established his famous home on Maron. When trochus shell suddenly developed great value early in this century *Wahlen* made a fortune.

He was living in Berlin when World War I broke out in 1914 and, in common with all German nationals, lost his New Guinea properties. He was one of the heads of HASAG, the German company which purchased most of the New Guinea properties of "Queen Emma" (otherwise Mrs. Paul Kolbe and formerly Mrs. E. E. Forsyth).

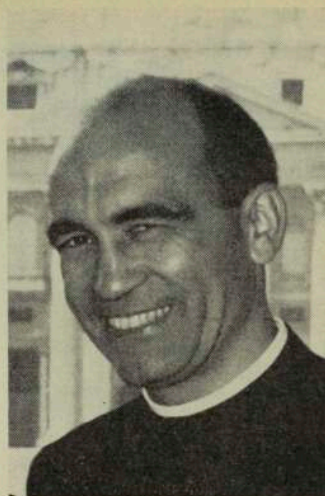
His name became known to Canberra between the wars, because, over the decades, he insisted that the properties of the Waria syndicate (in the gold-bearing section of the New Guinea mainland) in which he was a large shareholder, were not subject to expropriation.

After World War II a British planter, Mr. B. C. Batt, acquired the Northwest Island of Maron, and the once impressive *Wahlen* establishment there, and with the help of his capable German wife, he has had much success in building up the copra industry in that area. It is reported that he now has control over much of the planting of the Hermit, Anchorite and Ninigo Groups, and that his production is about 100 tons per month.

He has named his new vessel as a tribute to the early German planter and businessman—and a portrait of *Wahlen* decorates one of the walls of the saloon.



Heinrich Rudolph Wahlen.



Father Wiltgen.

An Old Letter Tells Of An Anniversary

WHILE we are on this subject of German times, of anniversaries and of Madang, this is surely the place to mention that the Roman Catholic vicariate based on Alexishafen, near Madang, was able to celebrate its diamond anniversary in May, thanks to some research done in Italy by a former New Guinea priest.

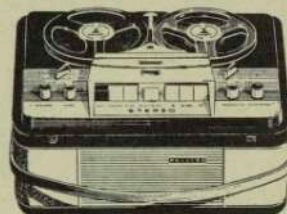
The first Mass was said at Alexishafen on May 23, 1905, by Father Eberhard Limbrock, SVD, but this fact was not turned up until recently, when the Rev. Dr. Ralph M. Wiltgen, SVD, was doing some historical research in the archives of Divine Word Missionary headquarters in Rome.

Father Wiltgen found a letter from Father Limbrock, written in old German script the day after the Mass, and he brought the contents to the attention of Bishop A. A. Noser, of Alexishafen. Bishop Noser immediately wrote a pastoral letter, calling for celebrations on the date.

Father Wiltgen, 43, is an American who is completing work in Rome for a documented work to be called *The History of the Catholic Church in Northeast New Guinea 1844-1964*. Father Wiltgen was in New Guinea between 1958-60 to do research on the spot. Other editorial jobs in Rome have apparently slowed down the appearance of his New Guinea history.

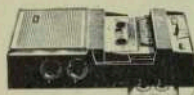
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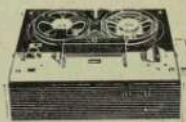
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Norfolk's Boom Mixed Blessing

THE eagerness of various Mainlanders to cash in on Norfolk's current tourist boom has resulted in what one of the Islanders has described to us as "a lot of unsightly elopment" on the island.

He says gimcrack buildings are going up that do not blend in with the surroundings, and that the people who building them will move on in a few years when they have made their

Our Islander friend says that efforts have been made from some quarters several years to get the Norfolk Island Council to introduce regulations imposing a minimum standard for buildings on the island. But so far, though there is some support for regulations, not enough councillors are in favour of them.

The regulations will come," our Islander friend says, "but then it will be too late."

At present you can build anything at all on private land.

Botanic Riches In Lae's Herbarium

PEOPLE who are a little staggered at the cost of the handsome concrete, steel and glass herbarium opened in Lae, New Guinea (£100,000), have been asking what a herbarium does anyhow.

The work of the Lae Herbarium is not to provide decorative plants for front gardens, but to safely store plant collections which will provide material for later research.

It will be available for dry plant collections from South-East Asia and the South Pacific in addition to Territory collections, and thus it will

be of value to botanists throughout the world.

In fact when officially opening the herbarium, Sir George Taylor, director of the Royal Botanic Gardens at Kew, said Lae deserved the congratulations of the world's botanists.

He added that New Guinea's botanic collections had been of immense value already, and there were still "many riches" to be found in the Territory, and the herbarium would help reveal these "astonishing riches" to the world. The amount of work to be done was staggering.

Among the visitors at the opening ceremony were 14 botanists from various parts of the world.

A Fish Story To Beat The Kon-Tiki's

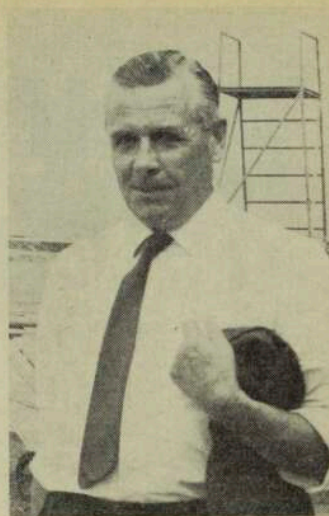
WHEN yachtsman Joe Pachernegg and his wife Benita were sailing in their yacht *Okeanos* from the Galapagos Islands to Pitcairn recently (*PIM*, May, p. 21), they caught each night for a week what Joe describes in a letter to us as "the strangest fishes ever".

The fish are *Gempylus*, or snake mackerel, a variety first seen alive by the members of the Kon-Tiki expedition on their famous drift from Peru to the Tuamotus in 1947.

But whereas the Kon-Tiki raftsmen appear to have caught only two of these strange fish—and these two came aboard under their own steam—Joe Pachernegg and his wife caught "at least 20" on fishing lines.

The first *Gempylus* that the Kon-Tiki men saw flew aboard their raft one night and knocked over a paraffin lamp. This seems to indicate that the fish was attracted from the water by the light.

When caught it gorged up two deep-water fish that had been much torn by its teeth.



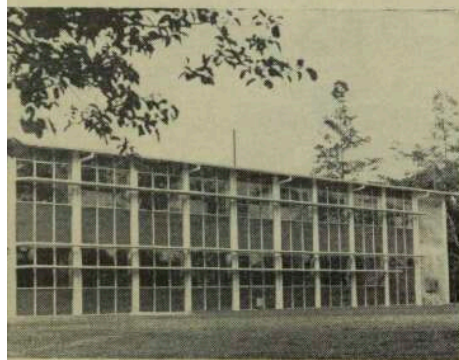
Sir George Taylor in Lae for the opening of the herbarium.

Thor Heyerdahl, the leader of the expedition, described the *Gempylus* in his book as "over three feet long, as slender as a snake, with dull black eyes and a long snout with a greedy jaw full of long sharp teeth. The teeth were as sharp as knives and could be folded back into the roof of the mouth to make way for what it swallowed . . . The snake-fish's thin skin was bluish violet on the back and steel blue underneath, and it came loose in flakes when we took hold of it."

When the raftsmen held the fish under the nose of Bengt Danielsson, the Swedish member of the expedition, who remained asleep in his sleeping bag during the noise and excitement of catching the fish after it flew aboard, he sat up drowsily and said solemnly:

"No, fish like that don't exist."

Heyerdahl said in his book: "Bengt was not far wrong. It appeared later that we six sitting round the lamp in the bamboo cabin were the first men to have seen this fish alive. Only the skeleton of a fish like this one had been found a few times on the coast of South America and the Galapagos Islands; ichthyologists called it *Gempylus*, or snake mackerel, and thought it lived at the bottom of the sea at a great depth, because no one had ever seen it alive. But if it lived at a great depth, this must at any rate be by day, when the sun blinded the big eyes. For on dark nights *Gempylus*



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A *Gempylus*, from Joe.

abroad high over the surface of the sea; we on the raft had experience of that . . ."

Joe Pachernegg did not give us a description of the *Gempylus* that he and his wife caught, but he sent a picture of one so we could see ourselves.

His only other comment was that *Gempylus* did not appear to be as big as they had been made out to be.

The Sweet Taste of Success

Cocoa experts have been saying for 10 or 12 years that cocoa could become Fiji's second industry after sugar. But until the last two or three years no really determined efforts were made to establish the crop on a commercial scale.

Now these efforts have been rewarded with success in the form of an encouraging test of 5 cwt of Fiji cocoa by the well-known Melbourne confectionery firm of Hoadleys. And there seems to be no reason why it should not go on to establish a valuable cocoa industry (when the weather improves!)

A good deal of the credit for what has been done so far is due to the Fiji Government representative in Sydney, Mr. W. B. Rogers, who went to Fiji as Development Commissioner in April, 1963. He has interested himself in the prospects of the crop, both in Fiji and in Australia.

In Fiji, he came to the conclusion that it was one of the best crops for

the Colony, and in collaboration with the Colony's Director of Agriculture, Mr. John Sandys, he saw it established in several parts of Taveuni, west of Savusavu, on Vanua Levu, and along the Wainibuka Valley of the main island of Viti Levu.

After he came to Australia, Mr. Rogers asked Mr. Gordon Hoadley, managing director of Hoadleys, in Melbourne, to try some of the Fiji cocoa.

Mr. Hoadley agreed to a full-scale test with 5 cwt of cocoa sent specially from Fiji.

About the middle of May, Mr. Rogers received a report from Hoadleys and a few samples of the chocolate, moulded as tablets and wrapped in tin foil.

The report was favourable and constructively critical.

It suggests improvements in husbandry and fermentation, and says that drying control would produce an excellent cocoa which would be readily marketable in Australia, the west of the United States and Japan.

Mr. Rogers said after trying the chocolate that it was among the best he had tasted; and after he offered some to us, we found ourselves expressing the same view.

Mr. Rogers has now arranged for Rowntrees to make a laboratory test of Fiji cocoa in England.

He is confident that the present low prices for cocoa—about £162 a ton c.i.f. London—will not continue, and that good times for growers are ahead.

Doubts Over "Total TV" Education

THERE have been murmurings in American Samoa lately over Governor H. Rex Lee's plan to educate the children of that territory entirely by TV.

Critics of the plan have been saying that complete education by television is something that has never been tried anywhere in the world, and that it is therefore toying with the lives of American Samoa's children to subject them to such a system.

Some critics claim, furthermore, that responsible educators have rejected the idea of complete TV education and that such educators believe that TV can never be more than a sophisticated aid in education.

An American visitor to Pago recently tells us that "classroom supervisors" have already reported difficulty in keeping the children's attention fixed on the TV screen during the lessons now given by television, and that they expect this

problem to grow worse as more TV lessons are introduced.

"Because of their concern over the plan to make TV schooling complete," the American says, "the territory's House of Representatives visited a TV school some time back to see the system in operation. The members came back and recommended to the Governor that TV should aid teachers, but not replace them."

However, Governor Lee's attitude seems to be "complete educational TV or bust," as three additional channels will be added to the existing educational TV set-up when the new school year begins in October.

There is also expected to be a big turnover of contract teaching personnel in July and August, with high school teachers returning to the United States and television teachers (the people who prepare the TV lessons, not those who supervise classrooms during the lessons) arriving in Pago to take up new positions. And the Feleti Memorial Teacher Training School will stop training teachers, and will be converted into the Feleti Memorial Library to serve schools and the public.

Pago's weekly newspaper, *Samoa Times*, which is frequently critical of Governor Lee's actions, said in a recent editorial that total educational TV, if successful in American Samoa, might inspire the creation of similar systems in large underdeveloped countries such as India.

But, the paper said—quoting the director of research and development for the National Association of Educational Broadcasters, which designed the "total TV" system—the lack of any precedent for the system meant that it would take 12 years to evaluate its potential completely.

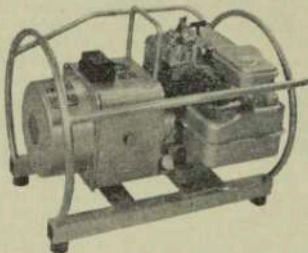
"Why, then, hurry to abolish the teacher training and vocational schools?" the *Samoa Times* asked. "Would it not be prudent to arrange an impartial evaluation of the new system before giving up conventional methods of teaching entirely?"

"Education is the future of a people. Decisions which would make that future depend so greatly on a previously untested system should, as far as possible, be made after, not before, the evidence is available."

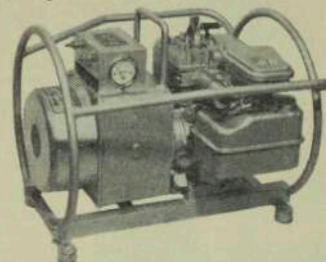
● The 54-ft motor trawler *Jason*, owned by John Seeto and Company, of Kavieng, P-NG, sank at Tavui, a few miles from Rabaul at 2 a.m. on May 19 after a collision with the 66-ft trawler *Leilani*, owned by Buttnall and Jacobsen, of Rabaul. Witnesses said that *Jason* was cut in half by the collision; but no casualties were reported.

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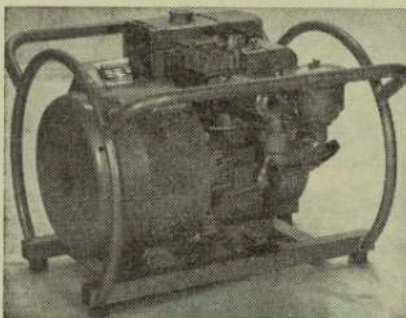
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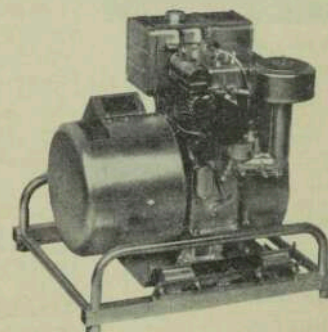
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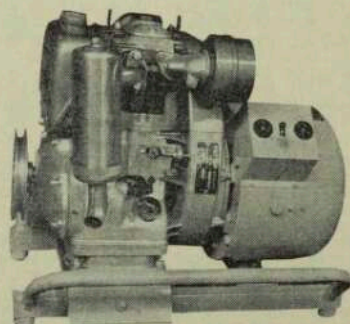
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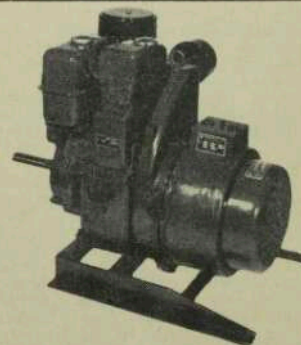
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MOTOR POWER HAS MADE LIFE EASIER ON PITCAIRN

From Beryl Cates in Suva

From 1790, when HMS Bounty dropped anchor at Pitcairn Island until early this year, the Pitcairn Islanders had to put in many backbreaking hours of labour because of the steepness of their island and lack of mechanical equipment.

BUT now, thanks to a shipment of mechanical equipment paid for by Britain's Colonial Development and Welfare Fund, life is much easier.

Pitcairn, which is semi-circular in shape, is the southern end of a crater of an extinct volcano.

All community life and agriculture are within the edge of this crater, and from the crater's rim the fall to the sea is sheer at most places around the rim.

A rough road and sandstone steps down the 250 ft cliff were, until recently, the means by which the islanders made their descent to the shore.

Untold man-hours were involved in descending and ascending the cliff face. Luxuries such as flour and fuel shipped in by freighter were lifted to the crater edge by flying fox, limited to 400 lb loads. On top, loads were broken up and either carried or wheelbarrowed to Adamstown, the island's village.

The cliff face caused losses in working hours the Islanders could ill afford, particularly in recent years as their numbers dwindled through emigration. For Pitcairn is no lotus land. Even with the crater's rich volcanic soil and money made from the sale of postage stamps, life on the island is frugal and everyone must work hard at curio-making, gardening and fishing.

New Era

The unpaid public work of hauling and carting, which every man between 16 and 60 is called on to do, is therefore often been done grudgingly because it took time away from productive work.

But the beginning of a new era came last June when the Colonial Development and Welfare organisa-

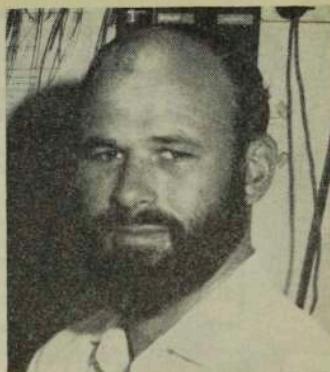
tion made a grant through the Western Pacific High Commission to provide two tractors and ancillary servicing equipment for Pitcairn.

In December, Mr. Brian H. Webb, an honours graduate of agricultural science from Massey University of Manawatu, NZ, was seconded from the Fiji School of Agriculture to go to New Zealand to familiarise himself with the machinery and equipment, and then to introduce it to Pitcairn Island.

The equipment included a crawler tractor with a bulldozer blade, ripper, bucket, winch and 3-point hydraulic linkage; a 40 hp wheel tractor fitted with a trailer, transport box, cordwood circular saw, mouldboard plough, tandem discs, tyne harrows, post-hole borer, grader blade and electric arc welder, and servicing tools, jacks, chain hoist, tyre pumps and spare parts. There was also a workshop and an equipment shed.

Mr. Webb landed on Pitcairn on December 31 and was there for seven weeks. During his last two weeks he was joined by Mr. T. Templeton, a New Zealand mechanic, who trained three Pitcairners to work and maintain the equipment.

The work began with the unloading of the crawler tractor parts from the ship. They were assembled on the only level strip at the island's landing place—a site 20 ft by 15 ft.



Mr. Brian Webb.

The steep road up the cliff was wide enough for the crawler as New Zealand Army crawlers had used it during World War II to drag radio masts and equipment up to the radio station on the highest plateau of the crater's centre.

But the ascent was not without hazard for the steep ascent has grades of one in three in two places.

The wheel tractor, workshop and other equipment were broken down to case lots and winched up the track gradually by the crawler. (over)

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Once on top the wheel tractor was assembled and road work began.

The first road to undergo reconstruction was that from the cliff base to the crater's edge, which is known as the Edge. New cuttings were made—some 20 ft to 30 ft deep. At times the machines were working on a face with a precipitous drop of 200 ft to 250 ft.

The main village road was resited and rebuilt to give easier access to the generating plant, and to facilitate easy transport of fuel.

Road Built

Later, six days were spent building a road from the Edge to Radio Station Road after Mr. Stewart Cameron, a geographer from Otago University, who was on the island preparing an accurate map of it, had mapped out the route.

The new road gives easy access to all the flai agricultural land on the top plateau, and enables the tractors and all the agricultural equipment to be used effectively. As a result, labour is much more efficient.

In the old days, for example, fuel was transferred from 44-gallon drums to 10-gallon containers and then shouldered up to the radio station 650 ft above the Edge. Now one trailer load easily moves three drums the same distance in less time.

Meanwhile, the cordwood circular saw is estimated to have reduced the task of firewood collection by one-third.

Road maintenance, once a major, unpaid, public works chore, can now be undertaken by the road grader on the wheel tractor.

Transport of goods up and down the cliff face has been facilitated even though the road, so far, is accessible only by crawler tractor. Further work has yet to be done by the islanders on the lower incline.

Land Cleared

While on the island, Mr. Webb also cleared much of the agricultural land of lantana and guava, first with the bulldozer, then with plough, disc and harrow.

He also demonstrated contour planting and cultivation with an end to preventing soil erosion, and pruning techniques on citrus and pine-apples.

Suggestions were made on how to improve water supplies, particularly for irrigation, and better spacing of banana trees was strongly urged.

There seems little doubt that the Pitcairners will benefit all round.

Lively Start To Era Of Self-Government

Independents Walk Out Of Cook Islands Assembly

From W. H. Percival on Rarotonga.

The newly-elected Cook Islands Legislative Assembly, which is expected to become the first with powers of internal self-government, began its first session in lively fashion early in May when all eight independents walked out of the chamber on the second sitting day.

THE walk-out was in protest against a motion by Dr. Manea Tamarua, deputy leader of the Cook Islands Party (which has 14 Assembly seats, and thus forms the government), to amend the controversial residential clause in the Cook Islands Amendment Act.

The amendment was to enable Mr. Albert Henry, the Aitutaki-born leader of the Cook Islands Party (CIP), to stand for election to the assembly.

He is at present debarred from doing this because the Act, as it stands, requires a candidate to have lived in the Cook Islands for three years before an election—and Mr. Henry, who lived in New Zealand for many years, has been a resident of the Cooks only since last year.

After Dr. Tamarua had introduced his motion to amend the residential clause, Mr. William Estall, an independent member for Aitutaki and the deputy Leader of Government Business in the old Assembly, objected at the Assembly had met to discuss the proposed constitution for the Cook Islands (see p. 35) and not the Cook Islands Amendment Act.

However, the Assembly president ruled that the Act and the constitution were so closely related that the objection could, in fact, be discussed.

Mr. Estall raised further objections, and added that the independent members would leave the chamber in protest—which they did.

The meeting was then adjourned for lack of a quorum of 14 members, and two of the 14 CIP members were absent. These members, representing islands in the northern group, did not arrive in Rarotonga in time for the start of the Assembly session, and were not expected for about another week.

However, the independent members returned to the chamber next day,

and after some spirited exchanges, Mr. Estall introduced a new amendment to the residential clause which the Assembly passed.

This amendment, which cannot become law until the New Zealand Parliament approves it, reduces the residential qualification for both electors and candidates in Cook Islands elections to three months—provided that they are British subjects and have previously spent at least one year in the Cooks.

First Sitting

At the first sitting of the Assembly, which took place on May 10, the Resident Commissioner, Mr. A. O. Dare, remained in the chair at the Assembly's request.

Next to him sat Mr. Omar Adeel, Sudanese leader of the United Nations team of observers, which



Mr. Albert Henry.



Dr. Manea Tamarua.

went to the Cooks in April to witness the elections. Also present were two other UN observers, Mr. James J. Lewis, of the US, and Mr. Bernard D. Dorkenoo, of Togo.

After the new Assembly members were sworn in, Mr. Dare made a speech of welcome. This was followed by an address by Mr. Adeel, who was wearing Sudanese national dress.

As expected, Dr. Tamarua was elected Leader of Government Business; and he announced that his Executive Committee would comprise five CIP members. They are:

- Mana Strickland, a headmaster and secretary of the CIP, who was one of the nine successful CIP candidates on Rarotonga in the April 20 elections.

- Apenera Short, also of Rarotonga.

- Julian Dashwood, English-born representative for Mauke, who has lived in the Cook Islands as a trader since 1929 and is the author of two books. He was a member of the Executive Committee in the previous Assembly—heading the Health, Social Development and Police Departments—until suddenly sacked last August (*PIM*, October, 1964, p. 35).

- Tiakana Numanga, of Rarotonga.

- Mrs. Marguerite Story, wife of Rarotonga's "mechanical genius", Mr. Fred Story and sister of Albert Henry. She is expected to resign from the Assembly as soon as the law has been changed to enable her brother to contest a by-election.

Except for Mr. Dashwood, all members of the Executive Committee, as well as Dr. Tamarua, are

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newcomers to the Legislative Assembly.

The first business following the naming of the Executive Committee was whether the Assembly should accept the proposed constitution for the Cook Islands, an amended version of it, or some alternative form of government.

Dr. Pupuke Robati, independent member for Rakahanga, set the ball rolling by moving "that the adoption of the constitution be deferred until such time as the alternatives to self-government are fully investigated and explained, and the wishes of the people determined by referendum".

The alternatives, which he claimed had not been fully explained, were integration with New Zealand, full independence, and membership of a Pacific federation.

Dr. Robati said that the Rakahanga people preferred integration to the proposed constitution, but wanted this fully explained to them before they made up their minds.

The independent members from Penrhyn, Atiu, Aitutaki and Mangaia, all supported the motion and all said much the same thing—that the alternatives to the proposed constitution had not been fully explained and that their people did not wish to be rushed into accepting the constitution.

Some members said that if the motion was defeated they would resign from the Assembly.

Recommendations

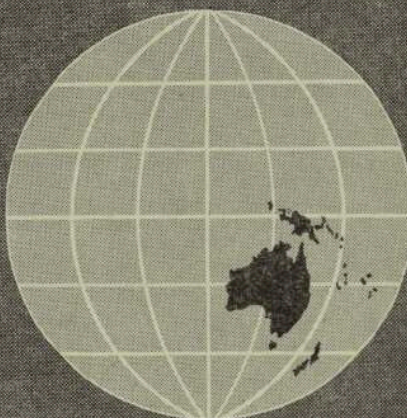
Speaking against Dr. Robati's motion, Dr. Tamarua made it clear that the CIP had indicated all along that it would accept the proposed constitution after certain amendments had been made to it. He said that in doing this his party was following the recommendations of the previous assembly, which had accepted self-government on the counsel of its advisers.

Mana Strickland added his weight to Dr. Tamarua's remarks by saying that the alternative forms of government had already been fully explained to the people. He expressed surprise that members of the previous assembly, who had been re-elected and who accepted the idea of self-government, were now speaking against it.

When the motion was put to the vote on the second sitting day, May 1, it was defeated on a show of hands by 12 votes to eight—the CIP voting in a body against the independents.

There had already been a considerable display of verbal fireworks by his time, but the big bang came

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when the Leader of Government Business moved that the residential clause of the Cooks Islands Amendment Act be amended.

Specifically, he proposed that the residential period required for electors and candidates at Assembly elections should be three months for those born in the Cook Islands and one year for those born outside the Group.

Mr. Estall immediately objected to debating the motion at all, and after the president had ruled that the motion was in order, he and the other seven independents walked out, to give—as they said—"effective support to their protest".

When the independents returned for the Assembly's third sitting next day, one of their number, Mr. Geoffrey Henry, who is a "dissenting" nephew of Mr. Albert Henry, said that the non-Government members were willing to discuss any matter provided that discussion on the constitution came first and the Cook Islands Amendment Act, second.

Dr. Tamarua replied that he still considered that his motion was in order.

During his speech, Dr. Tamarua referred to the non-Government members as the "opposition". This brought Mr. Geoffrey Henry to his

feet once more to say that this was not the case.

Mr. Dashwood interposed tartly that the opposing members could rightly be called the "obstruction" not the "opposition", as they seemed intent on obstructing the business of the Assembly.

On May 17, the Assembly agreed that the Constitution should provide for a House of Arikis rather than a Council of State including two *arikis* (see story opposite).

Final Session

At the final session of the Assembly on May 19, several Independent members said that the people of their islands wanted a full explanation of the other proposed forms of government before accepting the Constitution.

Many people, they said, wished to know about integration with New Zealand, which might bring benefits such as old age pensions, child allowances, etc.

Mr. Geoffrey Henry pointed out that, although the independents were only eight in number, they represented almost half of the voters in the Cook Islands and that while Rarotonga was solidly behind the Cook Islands Party, about two thirds of the outer islands people were against it.

[Mr. Henry's claims are somewhat exaggerated. Of the 17,712 votes cast in the election, the successful CIP candidates alone gained 8,038, against 2,779 for the successful independents. In the outer islands, the independents hold eight seats to five by CIP members. However, the independents hold all five seats on Aitutaki and Mangaia, the two most populous outer islands. They also have one each for Rakahanga, Penrhyn and Atiu. The CIP also has one Atiu seat, and one each for Mauke, Manihiki, Mitiaro and Pukapuka.—Ed., PIM.]

Mr. Estall asked Mr. Adeel, the leader of the UN Mission, to confirm that the Cook Islands Government could request another form of government should self-government prove a failure.

In reply, Mr. Adeel read a document published at the request of the New Zealand Government which said that the Cook Islands Government *did* have the right to request another form of government after self-government had been given a trial period.

This news caused the tension that had existed between the Government and "Opposition" from the outset to disappear and to be replaced by a spirit of co-operation.

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HOUSE OF ARIKIS PROPOSED FOR COOK ISLANDS

A three-man delegation from the Cook Islands left Rarotonga for New Zealand in the *Monterey* on May 17 to discuss the Cook Islands Constitution with NZ's Minister of Island Territories, Mr. J. R. Hanan, and a Select Committee of the NZ Parliament.

THE delegation comprises New Zealand's Resident Commissioner in the Cook Islands, Mr. A. O. Dare, the leader of the Cook Islands Party, Mr. Albert Henry, and the Leader of Government Business in the Cook Islands Legislative Assembly, Dr. Manea Tamarua, who is also deputy leader of the Cook Islands Party.

The main subjects that the delegation will discuss are a proposed House of Arikis and the residential qualifications for electors and candidates in elections for the Legislative Assembly, which the Assembly wants reduced to three months.

Yearly Meetings

The House of Arikis would meet once a year on Rarotonga under the High Commissioner, who would be the Constitutional Head of State. It would consist of eight *ariki* from the outer islands and six from Rarotonga.

The House would be a consultative body with the Government on land matters, native custom and related subjects on which the Government might require advice.

It would have the power to refer back to the Legislative Assembly and/or the Cabinet up to three times after the first time the *ariki* could demand consultation with the Cabinet. The High Commissioner would retain the right to refer back, as already written into the draft constitution.

If the House of Arikis should request it, the Cook Islands Government would "look favourably" upon a proposal for an *ariki*, in addition to the High Commissioner, to represent the Queen.

No law that runs counter to traditional land usage would be enforced unless so requested by the *ariki* and *kavanas* of the island involved.

Amendements To Bill Suspend Government In Cooks

THE Cook Islands Legislative Assembly's decision in May to amend some clauses of the Cook Islands Constitution Bill, means that effective government in the Cook Islands has been temporarily suspended.

The two main amendments which the Cook Islands Assembly wishes to make to the Constitution Bill concern the Council of State and the residential qualifications for election candidates.

Instead of a Council of State, the Assembly wants executive authority of the Cooks vested solely in a High Commissioner—plus a House of Arikis which would meet once a year. The Assembly wants the residential qualifications for election candidates reduced to three months (see p. 31).

The Constitutional Bill was passed by the NZ Parliament last October, but it was provided that it could not come into effect until the Cook Islands Assembly accepted it. It was also provided that if the Assembly wished to make any amendments to the bill, these would have to be approved by the NZ Parliament before the bill, as a whole, could be adopted by the Assembly and brought into effect.

At present, therefore, the Assembly has no constitution under which to work, and it will remain adjourned until the NZ Parliament acts on its amendments.

After that it will meet again to adopt the amended constitution, and will promptly adjourn again to enable Albert Henry, who is currently banned from standing for election by the three-year residential clause, to contest a by-election.

If, as is expected, Mr. Henry wins the by-election, the Assembly will then meet again for general business. This will include the formal election of a Premier—almost certainly Mr. Henry—and a Cabinet.

The Cabinet, in all probability, will be the same as the present Executive (see p. 31), minus Mrs. Marguerite Story, who will stand down to allow the by-election to take place.

The Constitution Bill, as it stands at present, provides that:

- The 22-member Assembly may not repeal or amend the constitution without the support of two-thirds of its members at the second and third reading stages, and a lapse of 90 days between those stages.

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

- New Zealand will appoint a Council of State comprising a High Commissioner and two *ariki* (high chiefs), one from Rarotonga and one from the outer islands. The *ariki* will sit with the High Commissioner to represent the Queen.

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

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

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

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

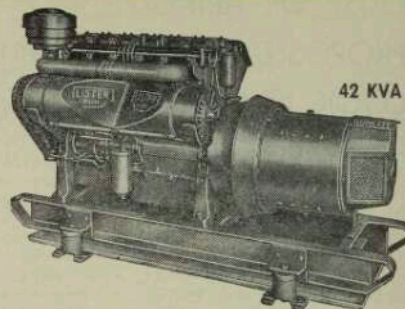
- Candidates for election to the Assembly must live in the Cook Islands for three years before nominating.

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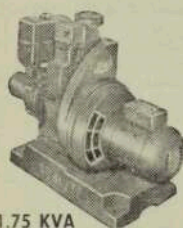
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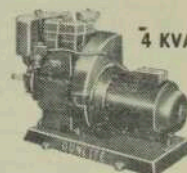


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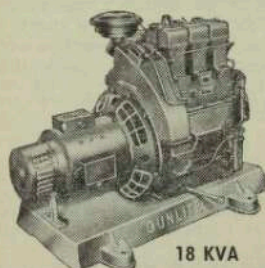
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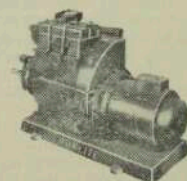
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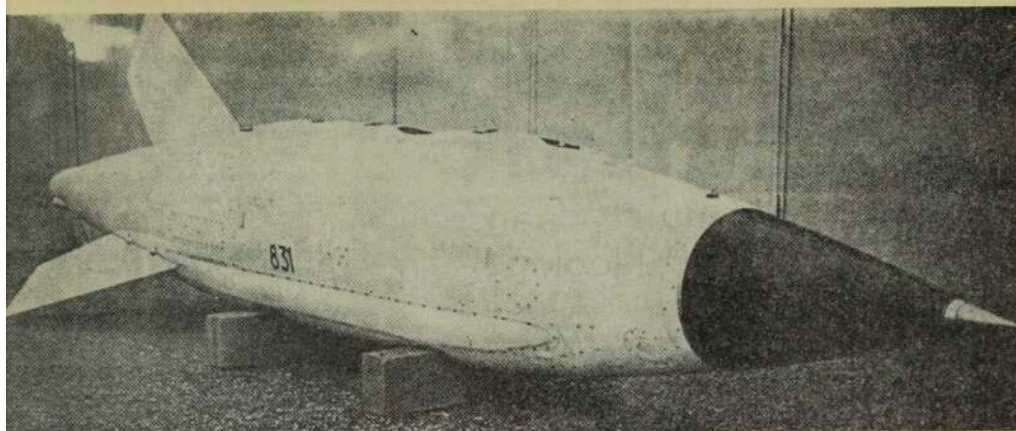
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A-Bomb Brings Prosperity And Agricultural Chaos To French Polynesia

High wages paid to workmen on France's nuclear testing project at Mururoa Atoll and associated works programmes in French Polynesia have brought prosperity and a higher standard of living to that territory. But the high wages have lured so many men from the land that the territory's agricultural industry is now in a serious plight.

FRENCH Polynesia's Governor, Mr. Jean Sicurani, said this in Papeete on May 11 when he officially opened the 1965 session of the Territorial Assembly.

The opening day of the session was marked by the walk-out of eight members of the 30-member Assembly, who claimed that the Assembly was no longer representative of public opinion and should be dissolved.

The eight members who walked out included Mr. Alfred Poroi, Papeete's Mayor for the past 22 years and Senator for French Polynesia in the French Parliament (see below).

In his speech to open the Assembly, Governor Sicurani gave a series of figures which illustrate the tremendous impact that the nuclear testing project has had on the territory's economy.

He said that the quantity and value of the territory's imports for 1964 were twice as great as for 1963—

190,000 tons of goods being imported last year, worth 5,400 million French Pacific francs (£27 million Australian).

In 1964, the nuclear testing project and its associated enterprises paid 125 million Pacific francs (£A625,000) in wages to Polynesian labour alone; while the wages bill for the first quarter of 1965 was 70 million francs (£A350,000).

Wages for Polynesian workers for the whole of this year would be about 300 million francs (£A1½ million).

"But it would not be correct to say," Mr. Sicurani said, "that the nuclear testing project has been solely responsible for the higher standard of living.

"In 1964, despite the attraction of the Olympic Games in Tokyo and the International Fair in New York, 13,000 tourists sojourned in the territory, spending 462 million francs (£A2,310,000).

First Picture of THE BOMB

This photograph, published in the French Press recently, and reproduced here from "Le Journal de Tahiti", is the first ever published of a French atomic bomb.

It is four metres long, weighing more than a ton, with 60 kilotons of power—four times that of the bomb dropped on Hiroshima. The nuclear explosive occupies only a small part of the bomb. The rest contains electronic instruments, mainly the firing system.

It is presumably a bomb like this that France will test at its Mururoa testing base in the Pacific. No date for these tests has yet been announced, but French Navy headquarters in Brest revealed in May that France's naval strength in Tahiti would be built up in the near future (see p. 107).

"The prospects for 1965 are even more encouraging."

Mr. Sicurani said that 1964 had also been marked by "a profound modification in the structure, habits and standard of living of the rural population".

Many thousands of young men—nearly all of the active rural workers—had deserted the land to work on the big works projects in the territory.

This migration, which affected 85 to 90 per cent. of the agricultural

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population, had had "profound consequences".

Mr. Sicurani said that the Government's first objective—as his predecessor, Governor Aime Grimald, had said on the same occasion last year—was "to sustain traditional activities so that the rural people would be assured of a constant source of income and so that they would provide more produce for the expanding local market".

"But how can one assure the copra producers—the most numerous and the least favoured—a significant but also lasting improvement in their income?" Mr. Sicurani asked.

"There is no other way, it seems to me, but to establish a coconut processing factory (huilerie), capable of handling the entire production.

"All the conditions are now combined—natural riches, means of communication and means of disseminating information on a world scale—for developing tourism in the country, and for this it is necessary to re-establish and maintain the equilibrium of the country's economy. This is a matter of organisation and investment."

"Buzzing Hive"

Tevitan Pito, doyen of the Assembly by reason of age, also spoke of the impact of the nuclear testing project on Tahiti and other islands of French Polynesia in a speech at the opening of the Assembly.

He said: "Papeete, peaceful town, sleeping on the edge of an often-celebrated lagoon, has become a buzzing hive where it is hard to say what it is that astonishes you most.

"Is it to see boats, ships and tankers swarming in the port while the harmonious islet of Motu Uta (see p. 89) sadly disappears like something grabbed up by a devouring tentacle?

"Is it the disappearance of the wooden houses that have sheltered peaceful households and modest businesses to give place to the proud buildings of cement, built one upon the other?

"I could go on for a long time with this astonishing enumeration . . .

"There is only one reason for this new page in our history—the nuclear testing project, since tourism, alas, is nothing more than a modest artisan in our noisy life . . .

"Full employment of our workmen is assured; prosperity smiles on those who dare; progress is at our door; and the spoils are so great that both the Marquesas and the Austral Is-

U.S. MAY USE BAKER, HOWLAND ISLANDS IN FUTURE A-TESTS

Australian Associated Press has reported from Washington that the United States may use two new Pacific islands, Howland and Baker, to test nuclear weapons—if a decision is made to resume testing in the atmosphere.

Such a decision could be made if the current test ban treaty, outlawing all but underground tests, is broken by any of the signatories. The signatories include Britain, Russia and the United States, but not France or China.

Howland and Baker Islands are isolated atolls near the Equator about 35 miles apart. Both were discovered by American whalers in the early 19th century, but both were shown on most charts as British until the United States claimed them, without objection by the British, in 1935.

The nearest island groups to Howland and Baker are the Gilberts to the west and the Phoenix Islands to the south-east. Brisbane is about 2,800 miles away to the south-west, and Johnston Island, the land base for any future US low-altitude or high-altitude nuclear test blasts in the Pacific, is about 1,000 miles north-east.

Australian Associated Press says that in any new American nuclear tests in the atmosphere, Howland and Baker would be sites for monitoring instruments to check on blasts at Johnson Island.

ands are fighting for a share of them with the Tuamotus and Society Islands.

"Certainly, everything is not perfect, but we must recognise what France, our Mother Country, has done to awaken us from our slumber."

Walk-Out

The eight members of the Assembly who walked out of the chamber after the opening speeches are moderates who claimed that municipal elections held in the territory two days earlier had shown that the Assembly no longer represented public opinion.

In these elections, Mr. Poroi and a team of moderate candidates had a resounding victory over radical opponents in the Papeete municipality,



Mr. Alfred Poroi.

and the new council later chose Mr. Poroi as Mayor of Papeete for the next six years.

Moderate candidates were also successful in elections in two new municipalities in Tahiti—Faava and Pirae—and in the Uturoa municipality on Raiatea.

However, the majority of members in the Territorial Assembly are radicals. They comprise:

- Fourteen former members of the RDPT, a party usually described as Leftist, which was banned by presidential decree in November, 1963, after circulating petitions protesting against the "invasion" of Tahiti by French troops to prepare the way for the nuclear testing project at Mururoa Atoll (PIM, Dec., 1963, p. 13).

- Eight members of two other political parties known as UT and UNR.

The walk-out of the minority of eight followed the refusal of the majority of 22 to allow the minority to have seats on the various commissions which do most of the effective work of the Assembly.

Speaking in the Assembly before the walk-out, Mr. Frantz Vanizette, a member of the minority, said: "Since the municipal elections, I deny that the present majority in the Assembly represents public opinion. It is time that we all went before the electors again—in other words, that the Assembly should be dissolved."

Mr. Poroi said: "As a senator, I will strive to get (the French) Parliament to dissolve the Assembly."

Footnote: New Assembly elections would not normally be due until 1967 as members are elected for five years, and the last elections were held in October, 1962.



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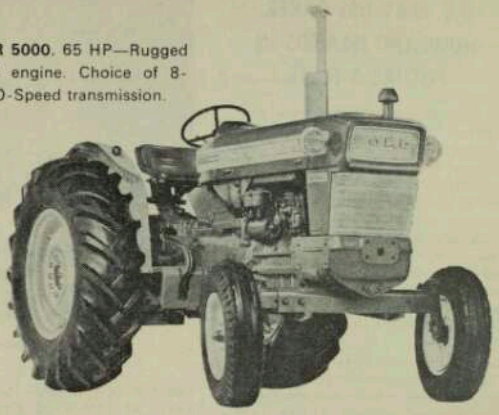
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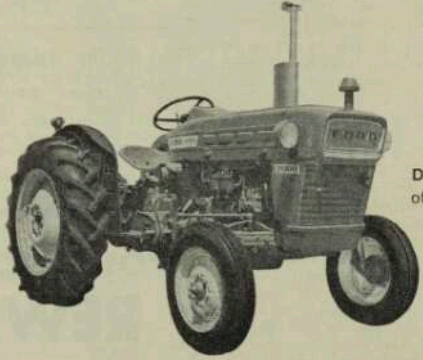
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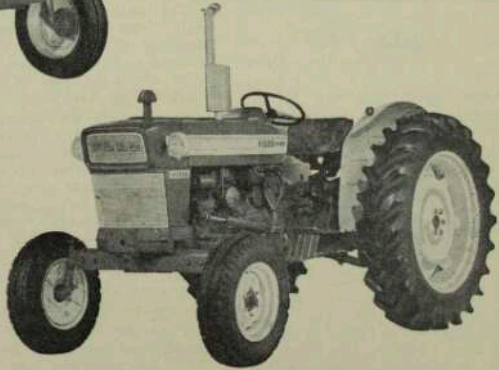
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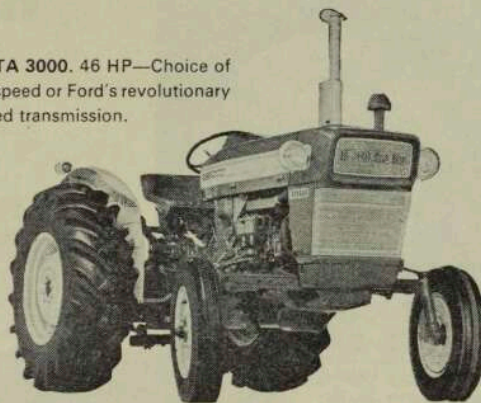


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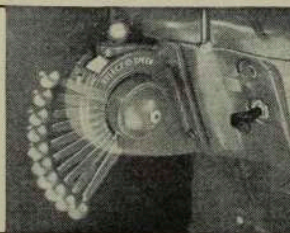
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KOKODA WEDDING: When Miss Diane Kienzle married Mr. Christopher Moloney (above) at Mamba Rubber Estate on May 9, the wedding was one of Papua's social events of the year. The bride's parents, Mr. and Mrs. Herbert Kienzle, are two of Papua's best-known residents and Mamba Estate is famous for its productivity, and for the hospitality of the two branches of the Kienzle family who own it. Most of the 130 guests arrived from Port Moresby and Popondetta in three chartered aircraft, which flew them back home later in the day. Some, including the bridegroom's parents, other members of his family and bridesmaid Miss Helen Mutton, flew from Sydney. The marriage ceremony took place in the living room of the home of Mr. and Mrs. Wallace Kienzle, uncle and aunt of the bride, and the reception was at Mamba House, the home of her parents. Mr. Moloney is a teacher at Kokoda and the young couple will live there.



CHALET MANAGER: Mr. Clive M. Rander-son, who spent four years at Vila, New Hebrides, just before the war with Burns Philp, has been appointed manager of the Kosciusko Chalet, in the Snowy Mountains of NSW. Since his Vila days Mr. Rander-son has managed hotels in Sydney, Melbourne, Perth and Adelaide. He is married with two daughters.



PASSENGERS ALL: Mr. and Mrs. Michael Trinnick, above, aboard the Matson line "Mariposa" in Sydney in May, after a honeymoon visit to New Zealand. Mr. Trinnick is a P-NG Administration soil bacteriologist, stationed in Port Moresby and the couple will live there. Another Matson passenger was school inspector Mr. Hari Ram, below, who returned to Suva from Sydney in the "Monterey" in April after an Australian Government sponsored tour of Australian high school facilities. And aboard the "Mariposa" in May, also Suva-bound, were Mr. and Mrs. Brian Small (bottom picture). Mr. Small is with the Bank of NSW, Suva.



RABAUW WEDDING: At left, Kokopo man Hubert N. Wijand and his bride, the former Miss T. Carla de Swarte, after their marriage ceremony in Rabaul performed by District Commissioner H. West. The bride arrived from Holland only a week before.—Photo: C. H. Meen.

People In Pictures



ISLANDS REUNION: The Polynesian Association of Sydney was the scene of a happy reunion for Mr. Henry Blok, 80, formerly of Tahiti and now of NZ, and his daughter, Mrs. Teroro Jean Moss (left, in picture above). Mrs. Moss was born in Ra Bora and father and daughter lost contact many years ago. With them is Mrs. Moss's daughter, Audrey.

—Telephotos



MOSQUITO EXPERTS: Currently with a mosquito research unit in P-NG, sponsored by a scientific group of the US Army, are Australian entomologist Dr. Elizabeth Marks (above, at right), and trainee entomologist Y. Kwang, from Formosa. Unit leader Dr. W. Steffan, of the Bishop Museum, and a fourth member is Dr. P. Mattingly, of the British Museum.



NEW HONOUR: Papua-New Guinea's Assistant Administrator (Services) Dr. John Gunther (above) receives congratulations from Administrator Sir Donald Cleland, right, after Sir Donald had invested him with the CMG in Government House, Port Moresby, in May. Dr. Gunther had held the OBE and the new award was announced in the New Year Honours.



COLLEGE CAPTAIN: Joseph Go, of Fiji (above), this year's captain of Sydney's Holy Cross College, Ryde, is the third islander to have won the distinction at the college in recent years. In 1960 the captain was George Dubois, of the New Hebrides, and in 1961 Herman Hitipeuw, from New Britain, P-NG.

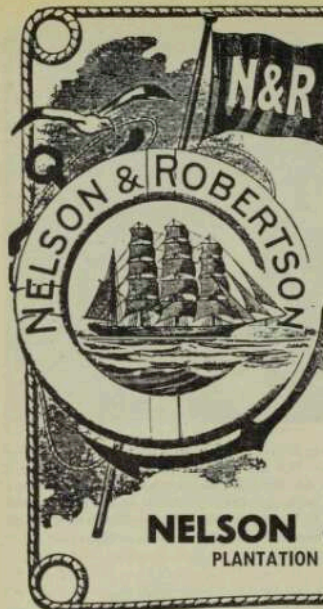


BACK HOME: P-NG's first university graduate, John Natera, 25 (above), arrives back in Port Moresby after receiving his BSc degree in agriculture at Sydney University in April. He will become a Government Agricultural Development Officer in the Morobe District.



WRITER: In Rabaul at the end of a tour of Australia and P-NG, Indian journalist K. N. Kant (pictured at left) talks with Rabaul businessman Mr. Laurie Chan. Mr. Kant is writing a book.

Photo: C. H. Meen.



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A Small Bone For Western Samoa's Public Servants

From R. F. Rankin in Apia

After a year of patient waiting for the Government to act on its application for a pay rise, the Western Samoa Public Service Association was finally thrown a very small bone on the eve of what promised to be a fiery annual general meeting.

SURPRISINGLY, the bone proved big enough to draw applause from the 40-odd assembled members.

The public servants were granted a general increase of 7½ per cent. retrospective to January 1 this year, whereas the association had asked for an increase of 17½ per cent., with 7½ per cent. retrospective to January 1, 1964.

According to Treasury official John Mendt, the pay increase will add £1,000 to the annual salary bill of £1,000,000.

Since the last pay rise in 1959,

Cost of Living Index on which public service salaries are supposed to be based has shown an increase of about 18 per cent. This means, in effect, that real wages for public servants are now down about 10 per cent.

"Poor State"

It is a matter of having to accept a small rise because of the poor state of Government finances," said newly-elected association president, Lemene Aiulupo.

This is only half the story. The fact that the Public Service Association according to its annual report "the only recognised workers' union in Samoa"—is so weak and so lacking in militancy that it had no option but to accept whatever the Government gave it.

During the last year, its membership among the 2,000-strong public service shrank from 553 to 313.

"Our main objective now is to bring more members into the association," Palemene says.

A special committee has been set up to look into the reasons for the fall in membership and to start a drive aimed at getting 1,500 members during the coming year.

Only with stronger membership and unity, some committee members think, will Samoan public servants be able to emulate their Tahitian brethren whose general strike early this year resulted in significant increases all round. (PIM, Feb., p. 29).

Other new officials elected at the general meeting were: M. Kleis, secretary; A. Stanley, treasurer; Tuioti S. and Fuiono A., vice-presidents.



AGRICULTURE in Samoa, and much of the Pacific, is likely to get a much-needed boost in efficiency from a 15-day symposium on plant diseases held in Apia in the latter half of May.

Sponsored by the Institute of Technical Interchange of the East West Center, University of Hawaii, the course was organised and directed by Dr. Horace Clay.

Participants included 35 Western Samoans, mostly from the Agriculture Department, and representatives from Guam, Okinawa, Tonga, Cook Islands, American Samoa and Fiji.

The 10 lecturers at the course included top men in the field of tropical plant diseases from Fiji, Thailand, New Zealand, Philippines and Hawaii.

Interchange Of Ideas

The course was held during school holidays at Avele Agricultural College, and, to promote the maximum interchange of ideas, all the staff and most of the participants, including local people, had to live in at Avele, using the students' quarters and dining room.

The scope of the course included study on the major diseases of bananas, cocoa, coconuts, papaw, pineapple, taro and sugar cane.

It also included discussions on and demonstrations of known methods of disease control, popular fungicides, and the control of disease by breeding.

The Samoan Government provided the accommodation, the meeting place and local transportation. Most of the other expenses were borne by the East West Center.

● A documentary film on life and developments in the Gilbert and Ellice Islands Colony is to be made early in July by Dr. Geoffrey Morey. The cost of the film will be paid for by Colonial Development and Welfare Fund.

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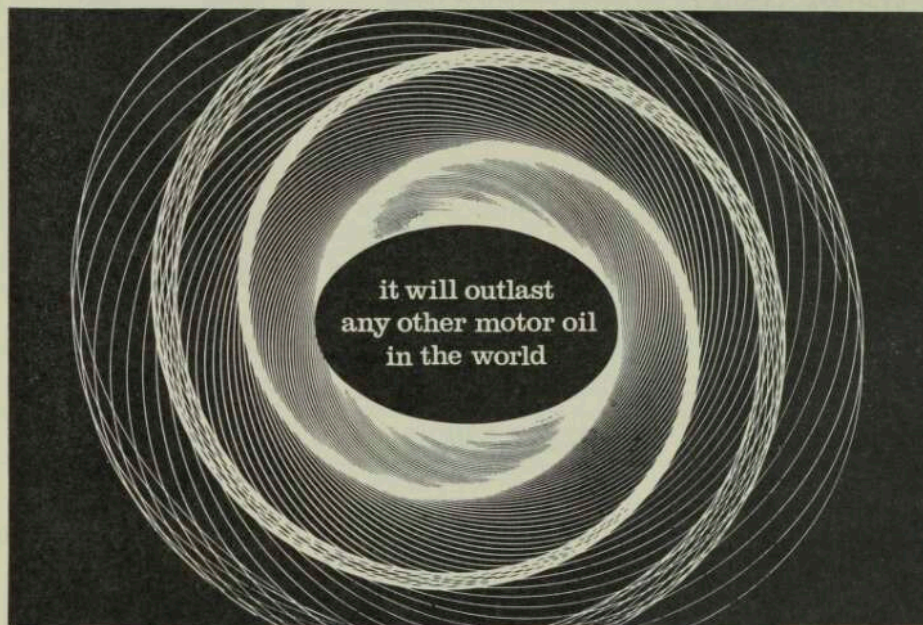
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MO653 IFP

Lae Meeting May Bring Some Get-Up-And-Go To The SPC

By a Staff Writer

The first real steps towards South Seas political unity will be taken at a vital meeting in Lae, New Guinea, in July. The meeting—the Sixth South Pacific Conference—could be a turning point in South Seas politics.

ET, officially, there will be no politics involved, and politics certainly not be encouraged at meeting.

The conference has been sponsored by the South Pacific Commission, and one of a series of conferences which have been held every three years since 1950. Delegates from all over the South Seas will attend the meetings, which will continue for almost a fortnight.

The Lae conference will be like other because there have been important changes within the South Pacific Commission itself in the last months.

The changes accompanied the admission last year of Western Samoa as a full SPC member—the first independent Pacific State to join the Commission. The other members are five metropolitan South Seas powers—Australia, Britain, France, New Zealand and the U.S.

Not Politics

Collectively they make up a regional organisation with jurisdiction over 20 per cent. of the earth's surface; but the jurisdiction, by agreement, doesn't involve politics.

The SPC mainly acts as an advisory body on technical and social matters. It is an information exchange upon which the member governments may or may not call, according to whim.

Over the years the SPC has frequently been the butt of criticism, mainly on the ground that its charter is not allowed it to keep pace with the quick changes in the South Seas. Some critics have pointed out that politics are so much a part of an emerging Pacific that any organisation which is forced to ignore them simply can't do its job properly.

Another major criticism is that because headquarters are at Noumea the SPC has seemed remote, and that it needs to be based in some busy hub, such as Suva or Sydney.

In reply it has been pointed out that despite its charter no organisation is any better than the people it employs, and the people who are expected to co-operate with it.

At various times since 1947 the SPC has been badly served on both counts, with personal feuding within the organisation, and outside it an animosity, almost a contempt, by some officials of the Island territories who ought to have been giving their co-operation. Today these criticisms are no longer valid, and the SPC is accepted as a useful and at times valuable body.

Revision

At one stage there was pressure for the whole charter to be thrown open for revision, but this was rejected by the majority, who were apprehensive that a major revision would leave loopholes for development of activities along political lines.

No member government wants the SPC to become a political federation of the South Seas, usurping its own authority (although if this in fact did happen the government which would be least alarmed about it is Britain).

Britain has been among those who

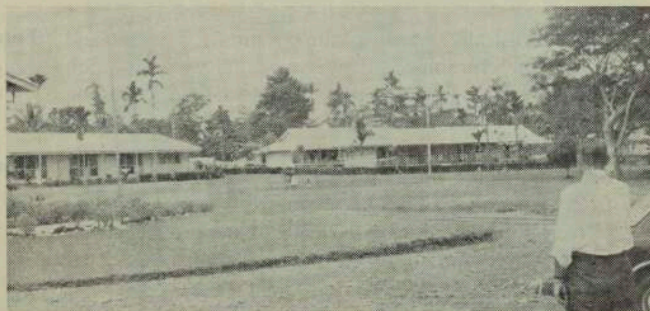


Mr. W. D. Forsyth, Secretary-General of the SPC, who will be at the conference. He has recently been on an overseas tour.

have held that the SPC could bring itself up-to-date without any real alteration to the charter—that changes were possible within the existing framework, and that given the opportunity the Islanders themselves could give the SPC the teeth it needs without danger of turning the organisation into a political machine.

The matter of a new site for headquarters has now virtually become a dead letter, since most member governments are convinced that if headquarters were removed from Noumea the French would leave the SPC in pique. They do not consider the obvious advantages of the move would be worth this price.

There is no doubt at all that politics *do* come into the work of the Commission, and the changes that have been made in the last 12 months are in fact an almost unconscious



The Lae Technical School, site of the Sixth South Pacific Conference in July.

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Mr. Peter T. Coleman, a former Governor of American Samoa and now District Administrator for the Marshall Islands District in the United States Trust Territory, will be adviser to a three-man delegation from the Trust Territory at the Lae conference.

recognition of this by the member governments.

Within the Commission meetings themselves reports are altered, or restricted, because of political considerations, and the same considerations affect discussions and decisions of the Commission. This is natural.

The South Pacific Conferences themselves have turned out to be useful political sounding boards for the member governments, both behind scenes and on the floor of the meeting, for these conferences meet on two levels.

Behind-scenes observers from the metropolitan governments, many of them on a senior diplomatic level, swap ideas and put forward points of view. Some of it is pure kite-flying; at other times it is a serious attempt to convince colleagues on a particular argument.

The changes which were approved in Noumea last year were foreshadowed, behind scenes, at the Fifth South Pacific Conference in Pago Pago in 1962. Observers at that meeting tossed around among themselves a whole series of proposals for improving the work of the Commission, and there was much lobbying.

The ideas were taken a step further at a special closed conference in London the following year, but much of the groundwork for unanimity had been laid at Pago.

The Islanders themselves, the people who had come along to speak publicly at the conference, were also doing their own kind of lobbying

at the Pago conference as they got to know each other and began to swap their ideas on where they thought the Pacific was headed.

Much of their conversation was political, and sometimes this boiled over into the conference room.

One notable occasion was when the Netherlands New Guinea delegates attempted to raise the subject of the Indonesian invasion of their country. This was nipped in the bud by the conference chairman, who pointed out that the agenda had to be followed and that politics weren't a legitimate subject for discussion anyhow.

This ruling, although correct, caused mutterings of dissent.

There was a similar reaction at the Fourth Conference, at Rabaul in 1959, when delegates finally realised that the agenda had to be followed, even though it had been fixed perhaps 12 months to two years before.

There was a feeling that the conference did not give them scope to discuss the things that mattered in the way they wanted to discuss them.

At the early post-war conferences the fact that the agenda was so rigid did not matter, for at that stage the Islands people were still feeling their way.

They were content to be organised, and even manipulated, by the European organisers of the conference—

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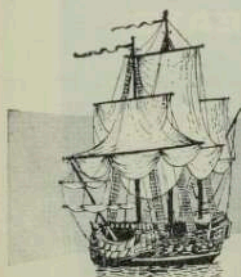
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by the metropolitan governments which at that time appeared to own them body and soul.

But the South Pacific today is a different place.

New Guinea elects a majority Assembly on a common roll, Fiji is in the midst of noisy political change, the Cook Islands are getting self-government, Western Samoa is independent—and everybody, just everybody, has a point of view which he insists be heard.

Even the one backward step that has been taken—the step forced on the West New Guineans by Indonesia, which removes hope now of their becoming their own masters—has helped speed up developments in other areas. There is not an Islands territory whose inhabitants have not been aware that what really happened in West New Guinea is that Dutch colonialism was replaced by Indonesian colonialism of a much narrower kind—and that it was done under false pretences to boot.

Not Before Time

With this South Seas awakening, the changes agreed to by the 26th session of the SPC held in Noumea last October were not before their time.

Under these changes the Sixth Conference at Lae will be invited to plan a work programme for the SPC for the next two years. This will be done by forming a new committee from conference delegates—each Territory being entitled to elect one delegate.

The work proposals made by this committee will go to the full SPC session in Noumea this October and may as a result constitute the Commission's 1966-67 work programme. This means that for the first time the Islanders will be able to have some real influence in the SPC.

From this experiment there could lead the development of the three-yearly conferences into a kind of regional council, which could meet more frequently than each three years. This would be done by degrees—by arranging, for instance, that the works committee meet more frequently.

This could mean the end of the present SPC Research Council, which in fact is not meeting this year so that the decks may be cleared for the Lae experiment. In the past the Council has been a link between the conferences and the Commission.

The Commission has not yet agreed to make future conference agendas

more fluid, nor has there been any alteration in the charter to make it possible for political subjects to be discussed. But with a greater control by the Islanders themselves these things could follow.

Changes in attitude will obviously take place as more territories seek full membership of the SPC and thus control by the "Old Guard" of metropolitan powers is watered down.

Western Samoa is the first new member since the SPC's inception. She was admitted under new rules that say any territory may be admitted by invitation, if it is an independent state and all its territory is,

immediately prior to its independence, within the territorial scope of the SPC.

No doubt it will become an interesting point one day to decide just what degree of independence will be required for membership. Will the Cook Islands, expected soon to have internal self-government, be eligible? Presumably Tonga is entitled to membership now should she seek it.

But the recent alterations to the charter are not the last word, and the important point is that this Sixth South Pacific Conference at Lae in July may go on record as perhaps the watershed of South Seas politics.

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The Editors' Mailbag

JAPANESE WAR AIMS

Sir,—*Tolala's* statement (*PIM*, Feb., p. 97) that the Japanese wanted Rabaul for their attack on Australia is in accordance with Australian mythology but not with the facts.

Japanese aims in World War II were often confused and their direction changed, but nevertheless they can be studied from a mass of material translated after the surrender. This has been available in English for almost 20 years.

Rabaul was the springboard for an attack on Port Moresby, and might later have filled the same role for operations against New Caledonia, Fiji, and Samoa. That on Port Moresby was stopped in the Battle of the Coral Sea, which saved, not Australia, but Papua, from seaborne invasion.

The idea that the Japanese wanted to capture Australia and fill it with lots of little yellow men existed only in the Australian mind.

I shall not attempt to set out in a letter what the Japanese aims were, but it seems strange that they are not better understood in a country which was so deeply involved in the consequences of them.

MERCATOR.

Rabaul, NG.

"LITTLE MEN" OF NEW IRELAND

Sir.—R. J. Giddings' article in April *PIM* (p. 81) about the mysterious "little men" of Buka and Bougainville reminded me of hearing similar stories when I was in the south-east of New Ireland in 1959.

There is a tradition among the coastal villages that "before German times" little men used to come from the mountains for salt. Some old natives even describe a dance by these gnomes, with a long rope as an accessory, which does not seem to be legend.

Since the last war, a patrol officer reported to have contacted some of these little men in the high country of inland New Britain, which is said to be uninhabited. However, local planters pretended that the man was seldom seen sober.

The oldest resident of the south-east coast, M. Lanzarote, did not believe the local tale about the little men.

J. HUON.

Telefomin,
Papua-New Guinea.

IN SEARCH OF FLAGS

Sir—I was wondering if I could use your columns as a sounding board for my hobby—vexillology (i.e. the study and collection of flags). During the past 13 years, I have been collecting flags from all over the globe. In fact, the Flag Research Center (official adviser to the United Nations on vexillological

matters, author of the flag articles in the most recent editions of many leading encyclopaedias, and publishers of the *Flag Bulletin*) of Winchester, Massachusetts, considers my collection to be one of the largest in the world—465 in number as of last week, when I received the Gambia's new national standard.

At this time, I am trying to complete my collection of Pacific Islands banners. I am particularly interested in procuring the unofficial "national" flag of Papua-New Guinea (a multi-coloured Bird of Paradise superimposed on a green field) which was specifically designed to represent that

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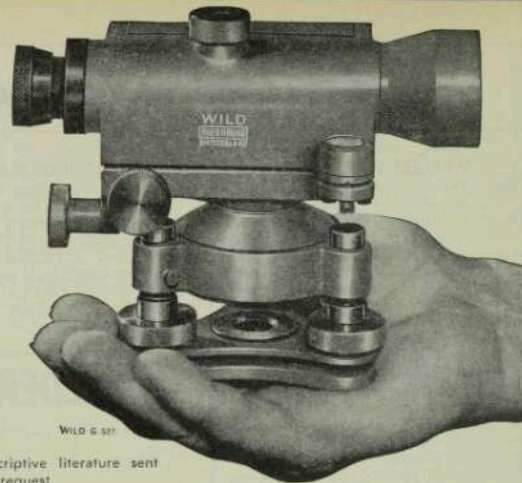
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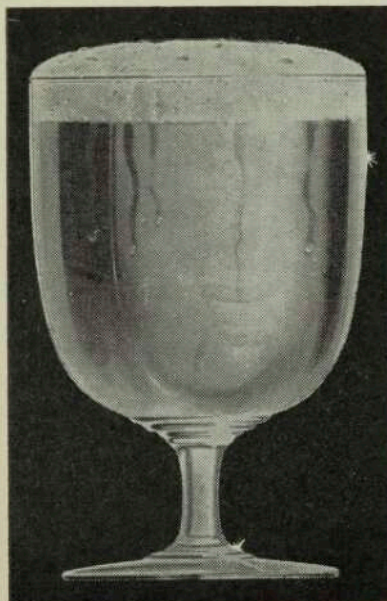
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country's athletic team at the 1963 South Pacific Games.

Therefore, I would be grateful if any *PIM* reader could send me information on how to procure Pacific flags. Also I would appreciate it if some Cook Islander would inform me as to whether or not that Territory plans to adopt its own distinctive flag now that internal self-government is due to arrive.

Incidentally, to date, I have the national and territorial flags of Western Samoa, American Samoa, Trust Territory of the Pacific Islands, Western New Guinea (Dutch Administration), Tonga, and the blue colonial ensigns of the British Solomons and Fiji. Also I soon expect to receive the Gilbert and Ellice Islands' ensign.

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NORFOLK'S WHEAT

Sir,—January *PIM* gave an interesting reference to Norfolk Island Administrator Nott's preconceived ideas of growing wheat on Norfolk Island—before he had hardly set foot on the island of 8,500 acres. Some might be led to believe the Island was arable agricultural land under present conditions—whereas it would be more accurately described as horticultural. Your article omitted to say that the island's great prosperity has now exceeded anything in the past—any previous export industry having been surpassed by the still-growing "export" industry of tourism.

Administrator Nott is apparently trying to influence the Council into agreeing, against its wishes, to an experimental farm together with a full-time agricultural officer. Council wants neither, but has in mind a part-time horticultural officer to meet our main needs. Is this the costly whim of past Administrators repeating itself? Administrator Rosenthal installed an experimental farm for successor Wilson to promptly throw out. Administrator Wordsworth saw no justification whatsoever for a full-time agricultural officer. Too many whims of past Administrators have left their mark in the form of a string of wasted public funds.

Much of the difficulty lies in the uneconomic size of the population—approximately 850—with tourists approximately 4,000. Short-term Administrators would do better to first study and take a more realistic view of the habits and customs that exist. Customers of the stores bring in small quantities of vegetables at irregular intervals according to their surplus.

These are generally accepted as contra account—or cannot be easily refused—thus preventing the stores from giving regular worthwhile orders to encourage a market gardener.

Dr. C. G. Stephens, of CSIRO, after a detailed soil analysis of the whole island in 1954, summed the position up in his final recommendations when he advised "bringing the people to the food", which means raising the consumers to 2,000 and/or 10,000 tourists. Not nearly enough is being done to ensure this form of

stabilising local consumption to secure prosperity for the future.

When our local market becomes an economic unit for which to cater there will be found plenty of skilled growers to meet a stable demand. Not until then will they find it a sufficiently rewarding occupation comparable with current wages. It seems most stupid to expect our small pockets of rich land to compete with the world's wheat-growing lands.

W. N. SELBY NEWBALD
Norfolk Island



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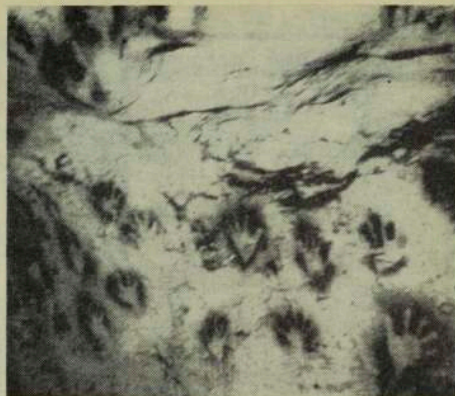
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FIJI — SAMOA — TONGA



Unique Prehistoric Drawings Found In Caves On Lifou

From Fred Dunn in Noumea

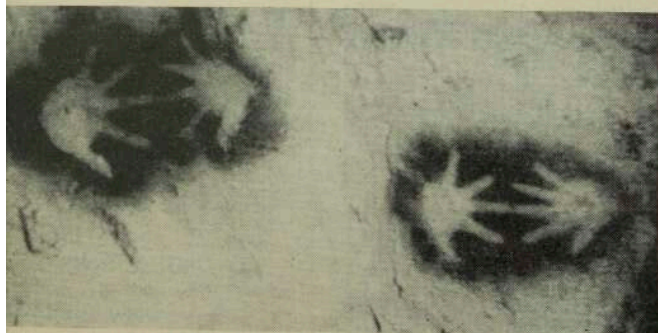
The first prehistoric cave drawings ever found in the islands of New Caledonia were discovered recently in a series of caves on Lifou, one of the Loyalty Islands, by a member of New Caledonia's meteorological service, Mr. Keller.

THE Loyalty Islands lie about 50 miles off the east coast of New Caledonia. Lifou, the largest, with a population of 6,000, is 50 miles long and about 25 miles across. It is of coral formation and appears to have been formed by three or four successive upheavals.

There are no hills or streams on the island; in fact, no physical features worth noting, except a ridge of rocks 200 ft high, which is full of caves.

The natives of the island, who are now a mixture of Melanesian and Polynesian strains, with a good deal of English sailor blood thrown in, once used the caves as secret burial places, and they were thus *tabu* to most of the people.

Even now Lifou's council of elders does not readily grant permission for anyone to visit the caves, and Mr. Keller, who is the local representative of the meteorological service, had to use all his powers of persuasion to be allowed to enter them.



- These photographs of the prehistoric cave drawings on Lifou were taken by their discoverer, Mr. Keller, of New Caledonia's meteorological service. Some of the hand prints have been done in red ochre, a material not found on Lifou. A bird, resembling New Caledonia's flightless cagou, is seen in the left picture.

However, he was not allowed to go in alone—several of the elders accompanied him.

Mr. Keller has reported that to reach the cave where most of the drawings are to be found, he had to crawl and squirm through narrow passages and orifices for about 100 yards. He estimates that this "art gallery" is about 30 yards long by 15 yards wide.

Among the numerous subjects depicted are tortoises, suns, and a crested, short-winged, long-beaked bird (possibly New Caledonia's flightless cagou).

Hand Prints

But the most common subjects are hand prints, both negative and positive, which are done in black and red.

Mr. Keller believes that most of the drawings have been done with a vegetable colouring matter. But there are also some engravings; and some of the hands have been done in red ochre.

This fact will be of great interest to archaeologists, as there is no red ochre on Lifou, although it is to be found in New Caledonia.

Mr. Keller says chalk deposits cover a large part of the walls of the caves, and that stalactites and stalagmites are everywhere. (over)

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- ★ SONGS OF THE ISLANDS — Daphne Walker and Bill Sevesi and His Islanders — Honolulu, A Flower Lei, Pretty Kehulani, I'd Like To See Samoa Of Samoa — VE 137
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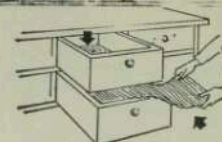


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- ★ THE BEAT OF TAHITI — Eddie Lund and His Tahitians — Papio, Papai Mai To'u Rata, Mama Iti E, Pui Pui Te Avaava — VE 144
- ★ LA TAHITIENNE — Nat Mara and His Tahitians — Ma Loulou Ma Belle, Tiare Tipanie, Vahine Veve Au, Moana Pacifica — VE 122

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Patrol To Contact "Lost Tribe"

A patrol will leave Telefomin in the Sepik District of Papua-New Guinea about the end of June to make contact with a group of about 750 natives whose existence was unknown until they were sighted from a helicopter recently.

The natives live in rugged, mountainous country near the headwaters of the August River, about 50 miles north-west of Telefomin.

The patrol to contact them will be led by Mr. J. M. Wearne, Assistant District Commissioner of the Telefomin Sub-District, who sighted the "lost tribe" during an Administration survey to locate isolated groups of people in the area.

He believes the main cave was used as a ceremonial site; and says that there are still several fire sites containing charcoal.

This charcoal should be useful for dating purposes by the carbon 14 method.

On the surface, near the entrance to the caves, Mr. Keller found huge blocks of coral cut into the shape of three-sided pyramids, phalluses, and other forms. Most of these have been ravaged by time and weather, but some mysterious engravings can still be made out on them.

As soon as Mr. Keller's discovery was reported to the authorities in Noumea, the New Caledonian government placed another *tabu* on the caves, and now no one may visit them without the government's permission.

One man who currently has this permission is the curator of the Noumea Museum, Mr. Luc Chevalier, who was on Lifou in May to study the drawings.

Mr. Chevalier is reported to have said, after studying photographs of the drawings, that they were similar to cave drawings in Australia.

Certainly, nothing like the drawings has ever been found in New Caledonia. The only handiwork of ancient man so far discovered are carvings on isolated rocks in various parts of the island, and some mysterious mounds called *tumulis*.

Many *tumulis* have also been found on the Isle of Pines, south of New Caledonia.

They have all been found to contain a cylinder made of mortar, and dating of the material by carbon 14 has placed the age of this material at about 10,000 years (8,000 BC).

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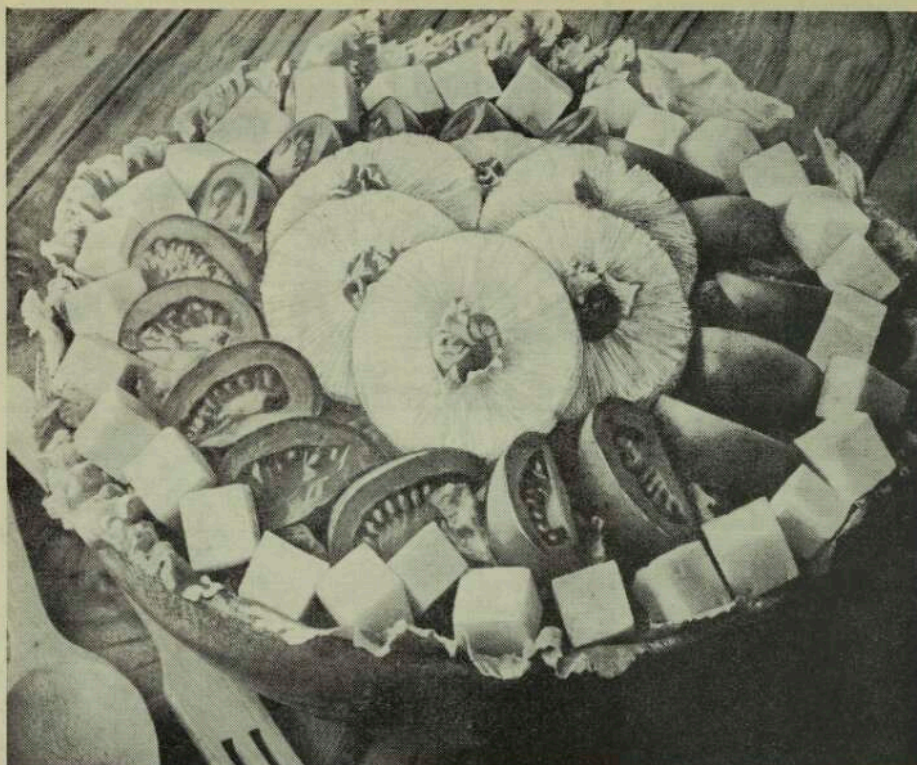
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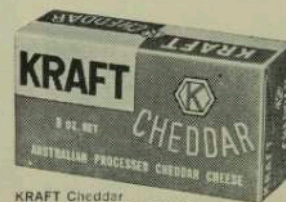
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FIJI'S COPRA RENAISSANCE MAY LEAD TO ONE VOICE FOR PACIFIC PLANTERS

From a Special Correspondent in Suva

The coconut, after being among the depressed things of the world, has taken on a golden sheen in the Island territories of the South Pacific. And Fiji in particular is now thanking its lucky stars that, after years of muddle and strife, the local industry has put its house in order just in time for planters to jump on the bandwagon of rising prices.

FIJI'S producers are being paid the highest prices for years, with rises of £5 a ton for hot air dried copra twice in a couple of weeks, to bring the price (on May 3) to F82/12/6 a ton.

For helping to put its house in order at this crucial time, Fiji's copra growers and merchants have to thank Lord Silsoe, saviour of Fiji's sugar industry and now architect of the new laws which will revitalise the coconut industry.

The copra industry in Fiji has had a history of bedevilment by sickness, inefficiency, by slipshod methods of production and hit-and-miss methods of dealing.

And if these things were not enough to stretch the industry on its back, world prices have been depressed and the coconut has more natural enemies than almost any of the democratic nations—the rhinoceros beetle, the tick insect, the rat and a dozen other characters of nature's underworld.

Almost Lifeless

Wartime prices for copra reached rock bottom, falling to £2 and £3 a ton in Fiji. There is little wonder that producers lost so much heart that when a price recovery came after the war Fiji found its copra industry almost lifeless.

Between the growers and the buyers there was antagonism, born of the planters' suspicions that they were being short-changed, and the buyers' impatience with the quality of copra they were forced to buy to stay in business.

The first real effort to increase production and to turn plantations and groves into something approaching the well-tended acres in the Philippines came in 1961 at a time when prices were only a little above £40 a ton. And the effort was abortive,

It was made with an ill-conceived bill introduced into the Legislative Council by the then Development Commissioner, Mr. Eric Bevington.

The Coconut Palm Development Ordinance, 1961, was more in the way of a doctor administering aspirin to a patient who was in the last throes of blackwater fever, and certainly it was not the answer to the planter's prayer. The bill provided for payments for improving plantations and for new planting; but the trouble was the finance had to be found by the industry itself in the form of a levy, with the Government contributing £ for £.

The only chance the planter had of getting his money back was by putting more into his plantation, but with copra prices so low, it seemed to the planter that this was throwing good money after bad. The 25/- a ton levy was more than half the price the planter was getting for his copra.

Certainly if a soothsayer could have given the planter a peep into a genuine crystal ball to reveal the lofty ceiling that copra prices would reach, he might have taken the risk,



Lord Silsoe.



but most crystal balls are notoriously unreliable.

The bill had a rough passage through the Legislative Council. Mr. Bevington was accused of trying to teach the planters how to do their job, and as the planters were still suspicious of the buyers they feared that increased rewards, if any, would go to the merchant.

The bill was steamrollered through but, like steamrollers, it never took to the air. It went on to the Statute Book and remained there, unwanted.

But the efforts made over the bill did create an urge for better things, and the planters approached the Government, asking that a commission should investigate the copra industry, just as the Sugar Commission headed by Lord Silsoe (who was then Sir Malcolm Trustram Eve) had investigated and re-created the sugar industry.

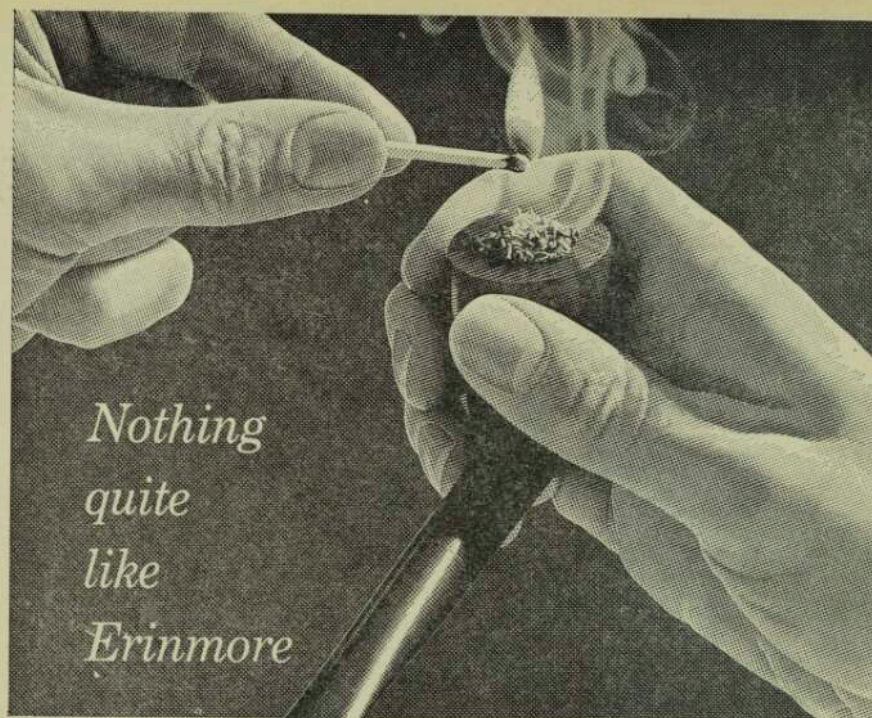
What better man for this job than Lord Silsoe, some wise man in the Government Buildings thought. So Lord Silsoe arrived in 1963 and using his genius, his keen forensic mind and his experience gained on the Sugar Commission, he blew away the cobwebs, scooped up the rotting foliage and proved to be the steam hammer needed to crack the nut industry. His advent was welcomed by both sides.

Lucid Report

On his way to Fiji he had stopped off in Jamaica and had a look at the industry there. He spent some time in Tonga which had grappled with and solved many of the problems of the Fiji industry, and he sent his secretary, Mr. R. T. Sanders—now appropriately enough in the Fiji Office of Natural Resources—to Western Samoa.

He studied all the information he could get from the Gilberts, from the Solomons and from Papua-New Guinea, largest copra producer in the South Pacific. (Fiji comes next).

His lucid final report issued in September, 1963, read in parts like



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a school textbook, one chapter ending with a list of "Lessons to be learnt from other countries", which was just the thing for the Fijian growers and for some of the better-educated planters. There were 16 lessons to be learnt, he said.

He had a blue-print to work from—his own highly-efficient plan for the sugar industry—and he quarried that extensively.

He suggested a Coconut Board and a Coconut Advisory Council, just as he had suggested and created a Board and a Council for the sugar industry. He laid down rules for procedure, how they should function, how they should be financed, and topped that off with a valuable suggestion which had not as yet found an echo in other copra areas of the South Pacific.

Speak As One

"The production of copra in Fiji is about one per cent. of the present world production," Lord Silsoe wrote: "The production of New Guinea—the largest producer in the South Pacific—was in 1961 just over 2½ per cent. But the total production of the area covered by the South Pacific Commission is just above 10 per cent. of that of the world.

"This total production is larger than that of the whole of Central and South America and nearly three times that of the whole of Africa. One per cent. gives no influence in world affairs but a collective view expressed by 10 per cent. is usually fairly effective.

"The South Pacific, speaking with one voice, would have even more influence over their exports of copra or coconut oil."

Lord Silsoe was thus advocating something on the lines of a South Pacific Copra Commission, and the challenge to action is now being taken up by Ratu K. K. T. Mara, Fiji's Member for Natural Resources.

Ratu Mara Moves

He told this correspondent that he has already made tentative approaches to the heads of other territories and in June he will see the Western Samoa Government for talks on both copra and bananas.

He also hopes to see Prince Tungi, Premier of Tonga, about the same time, and out of this could come the united voice that Silsoe wanted.

Lord Silsoe himself took a look into the crystal ball and wrote: "After finishing my survey I am not in the least gloomy.

"Increasing populations all over the world and increasing standards of living will surely require more and more edible and non-edible fats.



A coconut plantation in the Lau Group, one of the main copra-producing areas of Fiji.

"I have read everything up to date I can find and it appears to be thought that among its competing oils—soya bean, groundnut, palm, whale and fish—coconut oil should at least keep its place."

The report was received with relish by both sides of the industry, and hailed on the whole, as a blue-print for the industry.

The Government has since got to work, fashioned legislation on the framework of the report, and produced a "bill relating to the growing of coconuts and the manufacture of copra, coconut oil and coconut products," which had an easy passage through the recent, March, sitting of the Fiji Legislative Council for two reasons:

It was a good bill; and output was rising due to a subsidised scheme for thinning out groves and plantations, replanting and cleaning up.

The subsidy was at Lord Silsoe's suggestion—a substitute for the levy system. The subsidy was based on half the estimated cost of improving a plantation, and one of the conditions suggested by Lord Silsoe, a psychologist who knows Fijian temperament, was that payments for clearing and thinning be available for only three years. This was an astute move to produce quick action in the mataqali-owned groves to which the subsidy is confined.

The scheme also encourages the use of cattle. They range freely in the plantations, keep down the weeds and undergrowth which consume

plant food and hide fallen nuts, and are then, after fattening, slaughtered to repair a big deficiency in the Colony's home-produced food supplies.

The subsidy has already demonstrated to Fijian growers the stupidity of their lackadaisical system of running groves. When groves were cleaned and the dense undergrowth cleared away, nut production jumped immediately, in some places by almost 50 per cent.

Nuts Lost

The Fijian found that he had for generations allowed almost as many fallen nuts to be buried and lost in the undergrowth as he sold to the buyers. It was not the buyer who was the big bad wolf, but his own inertia—though some prefer the word *malua*.

The new bill provides for control of the industry in all its phases, with a Board and an Advisory Council, the latter made up of representatives of both sides.

As Ratu K. K. T. Mara said when piloting the measure through in March, it was proposed that the members of the industry should themselves run the industry with the minimum of Government intervention.

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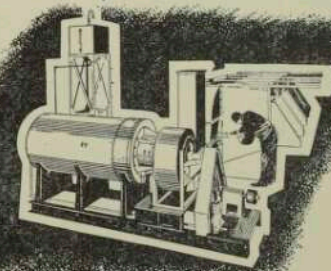
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DOING COURSE: Mr. Rudolf Ott, Deputy Government Printer, Western Samoa, is currently studying graphic art at Sydney Technical College under a scholarship sponsored by the Australian Government which entitles him to a two-year course. But because of pressure of work and a staff shortage at home, he may be recalled after completing his first year.

—Tele-Photos.

can also, with the approval of the Governor-in-Council, issue a licence to a maker of desiccated coconut.

It can "cause copra driers to be inspected" and can prohibit the "sale or purchase of such varieties of coconuts as may be specified in such order" and may also prescribe the minimum number of coconuts to be bought at any one time by a copra maker.

The bill provides for punishment in the courts for contraventions of regulations. It is, for instance, an offence for any person without a licence to make copra or coconut oil or any other product or export copra "by way of trade or business". The penalty is in some cases a fine not exceeding £250 or imprisonment for a period not exceeding 12 months.

Latest figures show how the industry, which was a couple of years ago somewhat loosely geared to the Colony's five-year development plan, is already beginning to enjoy the effects of that plan and of the subsidised improvements being carried out in plantations and groves.

Fijian copra production alone, from

July 1, 1963, to June 30, 1964, rose by about 5,000 tons, mainly because at long last no coconuts were being left to rot in undergrowth.

Total production (including European) in the years 1963 and 1964 has been about equal but both years showed a big improvement on 1962 production and before. Last year Fiji produced 41,209 tons of copra; exported 7,078 tons of copra, 22,819 tons of coconut oil and 9,519 tons of coconut cake and meal.

In 1962, copra production was only about 30,000 tons.

About 60,000 acres of mataqali groves were cleaned and thinned last year—about 60 per cent. of Fijian holdings.

Last year 1,000 acres were replanted and 3,800 acres of new areas were planted.

Benefits of replanting and new planting will not be reaped for at least five years, and the February hurricane which devastated the Yasawas robbed the Colony of about 1,200 tons of copra for the next five to seven years.

Fiji is keeping its fingers crossed and praying that the golden sheen on the coconut will not meanwhile fade. The indications are that, although prices may not remain in the present bracket for long, there will be good prices for some years to come. And in fact there may never be cheap copra again.



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into lawn
easier
with a '65*



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A TAX BY ANY OTHER NAME!

From a Niue Correspondent

"Aid to Revenue" Tax is what it is officially designated, but the Niueans know better. The new tax that was introduced to the island on April 1 is simply income tax, and thus another of the South Pacific's "income tax free paradise's" bites the dust!

THE new tax imposes a flat rate of 6d in the £ on all wages, salaries and business profits on Niue, and is a new and novel thing for most Niueans. There is an income tax, under that name, on Niue, but most Niueans escape its net simply because their incomes are not high enough. But there are no exemptions to this one.

When the Assembly introduced the measure it proposed that it be called the "Wages and Salaries Tax", which it is, but, after discussion, it settled for "Aid to Revenue Tax", which it is also certainly is!

More Taxation

There has been in existence for some time an "Aid to Revenue Tax", which the new 6d in the £1 replaces. This was in the form of a flat £1 a year, and it did not take into account the ability to pay. In addition, every male paid 2/6 a year "Aid to Old Peoples Tax".

The new measure will mean increased taxation—for the Assembly had in mind when it introduced it that New Zealand wants to see the people in this territory make a higher contribution to their upkeep.

But it also means increased paper work for ordinary people, as the first few weeks of the new tax has shown. The tax is pay-as-you-go, and people employing house girls and gardeners now struggle with tax-deduction sheets!

Another change in the Niue social scene has followed the Government decision to pay all its employees fortnightly instead of monthly. Government employees are the major group of wage earners on the island, which means that the hectic monthly pay-



Mail day on Niue, with bicycles aplenty.

The Changing Pattern Of Niue Transport

The road transport situation is changing on Niue, New Zealand dependency 300 miles east of Tonga. The bicycle has for many years been the principal form of private transport and it's amazing to see the loads of taro and kumeras and coconuts and other food that a Niuean can bring back from the bush on a bicycle.

But over the last few years motor cycles have become very popular, mostly of the light two-stroke variety, and a whole family—father, mother and several children, plus baskets of food—can be carried on one of those. And now Niueans are starting to buy cars.

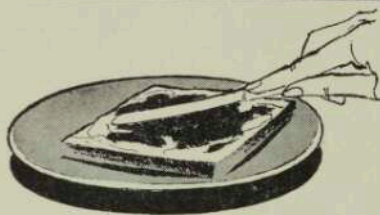
Two second-hand ones have recently arrived on the island, brought back by Niueans returning from New Zealand, and it looks as if more will arrive.

The public transport picture is changing, too. For years bicycles have carried children to school and in the mornings hordes of secondary-school children have converged on Alofi from distant villages, many of them cycling for 10 or 15 miles. Consequently they have often been tired and often wet before the school day even started.

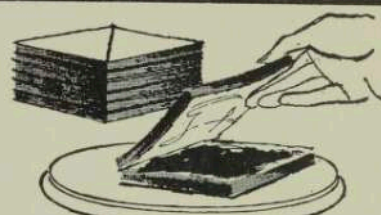
This year pupils attending Halamahanga High School are being brought to school and taken home again on Administration trucks fitted up with seats and canopies. And these are to be replaced with buses, which are now on order.

The older people, of course, still talk of the days when there were no bicycles and they walked the 10 miles to school. But those days really are gone.

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New Factory For Rarotonga

A new factory for Island Foods Ltd. is to be built on Rarotonga this year to can the increasing supply of fruit from new citrus and pineapple plantations on Rarotonga, Atiu, Aitutaki, Mauke and Mangaia.

The building will be two storeys high and will have about 20,000 sq. feet of floor space. Cans will also be manufactured in the new building.

day rush on the local stores will be a thing of the past.

On these days it has been almost impossible for anybody else to get into the stores.

RUGGED little Niue is to go in for cattle breeding extensively.

There are at present a few head of stock at the Fonuakula Prison Farm, but as they are unable to keep up with the heavy demand of people wishing to buy calves, more cattle are to be imported.

Cattle are, of course, ideal for keeping coconut plantations clear but there have been obstacles to their use on Niue—the main one being the lack of water. Until last year water was obtained from rain catchment, but when bores were successfully drilled on the island and that problem has been solved.

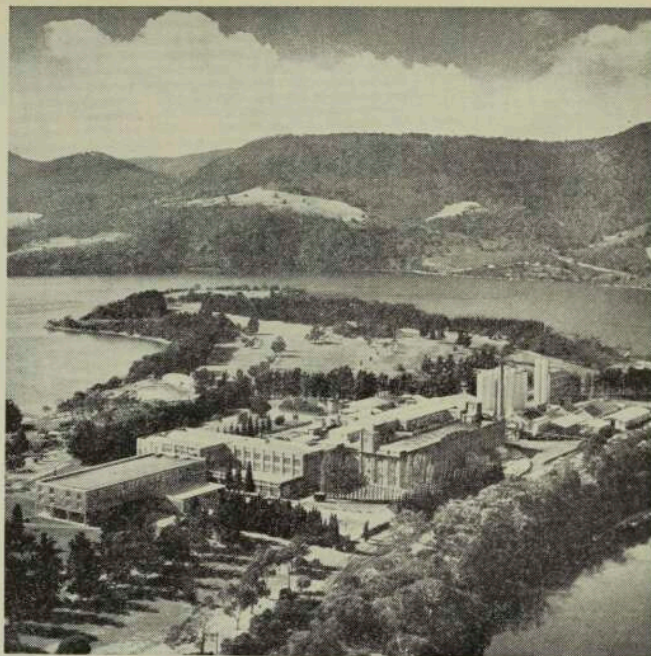
Experiments over the years have been carried out on pasture grasses on land at Vaiea, and it has been found that tropical species used extensively in Queensland do particularly well in Niue. The most productive types have been selected and combined into one mixture to provide cattle pasture of high quality.

There are plans to establish an abattoir so Niueans can buy fresh meat.

MR. LESLIE REX, Niue's Community Development Officer, has retired after 40 years' service, the longest of any Government servant on Niue.

He joined the Government as a teacher in 1923. In 1953, he was appointed Government Interpreter, while continuing his teaching career. For six years prior to his appointment as Community Development Officer in the Resident Commissioner's office in 1963, Mr. Rex was organising teacher and inspector of schools.

Mr. Rex has been a Niue delegate to three South Pacific Conferences.



Cadbury's famous factory

BY MOUNTAIN AND SEA

Wonderful setting for wonderful chocolate!

Surrounded by lawns, trees and gardens, on a 246-acre promontory near Hobart, Tasmania, the Cadbury factory rests in a curve of the lovely River Derwent. Behind it, cloud-capped Mt. Wellington soars into the sky. The clear, pure air of this beautiful setting combines with the finest ingredients, the most modern methods and machines to produce a host of products with traditional Cadbury quality. Not the least of these is Dairy Milk — the biggest-selling block chocolate in Australia.



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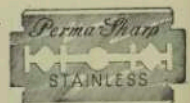
How many good shaves do you get from an ordinary blade?
2-shave men get at least 6 good shaves with Perma-Sharp
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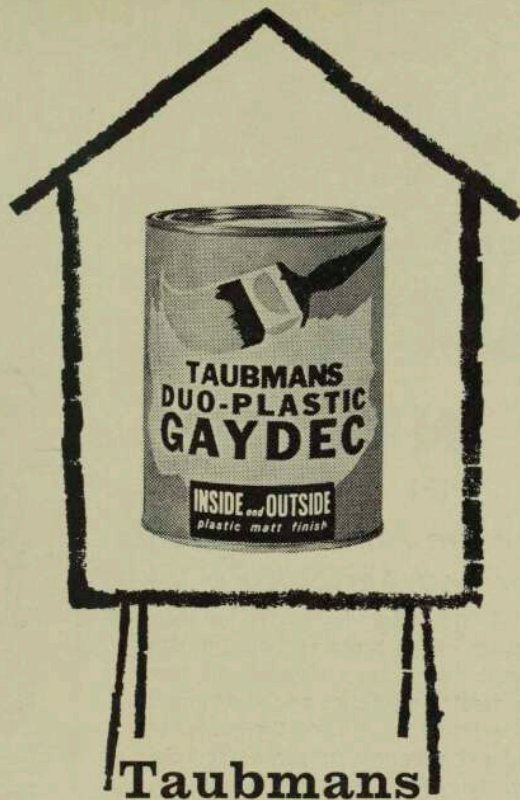
Only Perma-Sharp guarantees you 3 times more shaves — because Perma-Sharp stainless steel has already proved its triple-life performance in Britain and U.S.A. Everywhere men are talking numbers. "I get 9 shaves with one Perma-Sharp blade." "13 for me." "17 — all close, all comfortable!"

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From the Islands Press

THE Suva City Council is to seek authority to bring before the courts the owners of dogs that bark and destroy the sleep of those within earshot.

There could be some nice problems when proof comes to be produced that a particular dog was barking at a particular time.

There will have to be witnesses, supported perhaps by photographs of the dog with its mouth open (and evidence that it is barking and not just yawning).

If the noisy dog is away from home, there will be the problem of proving ownership, and if the animal is in enclosed premises it will be necessary to show that it lives there and has not strayed from somewhere else.

The idea of sheeting home responsibility for allowing dogs to annoy neighbours is one for which fervent sympathy will be felt by all who have suffered, but drafting an enforceable law will not be easy.—*Editorial in "The Fiji Times", Suva.*

HER Majesty Queen Elizabeth II and her husband, Prince Philip, have graciously presented to the people of Pitcairn two large, autographed, black and white portraits. These most attractive likenesses now grace the front of our hall.

In his letter of thanks, the Acting Island Magistrate stated that it was very pleasing to know that we, of this small island in mid-Pacific, were remembered by Her Majesty and Prince Philip and that they favoured us with these striking portraits.—*News item in "Pitcairn Miscellany".*

AUSTRALIA has every reason to be proud of her achievements in Papua-New Guinea, as the recent United Nations mission readily acknowledged. But if the necessary rate of development is to be attained, Australia will find its task in the Territory increasingly difficult to handle alone.

Is this not an opportunity for a combined Commonwealth effort, perhaps through the proposed Commonwealth Secretariat?

Some of the more advanced Commonwealth countries un-

doubtedly would be willing and able to help in providing some of the 2,000 professional and technical officers who will be needed for the Territory's public service. For it is on the successful recruitment of such key personnel that the implementation of the World Bank's recommendations depends, and there is little hope that Australia will be able to supply all of them.—*Editorial in the "South Pacific Post", Port Moresby.*

THE difficulty of running a country without party politics and without a clear majority for Government has again been amply illustrated [in Western Samoa] by the attempts to thwart plans for major tourism development already approved in principle by the House only a few weeks ago . . .

One could discuss the rights and wrongs of development until the cows come home but if this is the attitude to be adopted, the development will never come about. The only way to action is to get solidly behind a project once it has been approved and forget what might have been.

If, as it appears, development is to become merely a part of a political game, and the siting of every brick in the tourist hotel is to become the personal concern of every MP, then we shall be lucky to get a hotel by 1996 not 1966.—*Editorial in "Samoaana", Apia.*

IT is no secret that gambling goes on in American Samoa. Most people know where a game is held practically every day in the heart of town. We do not mean the game of billiards or the game of bingo, either. We mean real gambling with the exchange of money just like they do in Reno.

The law enforcement officers probably know where these games are held. Not too long ago, a Chinese version was introduced. It is now one of the more popular games.

Before we call the attention of outsiders to the fact that gambling is illegal in American Samoa, we

have to make sure that it is being sought out and wiped out from the face of this territory.

Only a few weeks ago, a party attempted to use the court as a collection agency for a gambling debt which involved hundreds of dollars.—*Editorial in "Samoa News", Pago Pago.*

FURTHER sharp exchanges took place between the Mayor and the councillor with Cr. Sugrim remaining on his feet when repeatedly asked to sit down. When Cr. Harvie (the Mayor) reached for the gavel, Cr. Sugrim sat down.—*From report of meeting of Lautoka Town Council, in "The Fiji Times", Suva.*

IT is becoming increasingly difficult for private students to obtain entry permits abroad without Government sponsorship. In the case of New Zealand, Her Majesty's [Tongan] Government has been informed that private students will not as a rule be allowed to enter the Dominion in future unless they have this Government's support.

Government is anxious that private students should be able to study abroad as in the past and, where official sponsorship is required by an overseas Government (e.g. New Zealand), Her Majesty's Government is prepared to give this, subject to certain requirements.—*Public Notice in the "Chronicle", Nukualofa.*

AMERICAN Samoa's merchants have continued to expand and improve their businesses during the opening months of 1965, giving the customer a bigger choice of goods than ever before.

Some have both enlarged and repainted their premises. Some have built new storage facilities. New stores and a new recreation area have been opened. New departments have been set up in several stores and shopping has been made easier through extension of self-service facilities.—*Editorial in the "Samoa Times", Pago Pago.*

BABY NEEDS THIS HELP

TO KEEP HAPPY & WELL!

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

Another great virtue of Fisher's Teething Powders is their safety. They do not contain Calomel, Opiates, Bromides or any harmful substances. Even if the babe by mischance should eat several, they could do no harm.

By giving your baby a Fisher's Teething Powder as needed, you not only keep the little one happy and well, but save yourself all those upsets and nervous tensions that beset a mother when her baby suffers distress. Be sure to get a supply of Fisher's Teething Powders from your chemist or store. Only 2/6 for 20. If you have any difficulty buying Fisher's Teething Powders, write direct to Fisher & Co. Manufacturing and Pharmaceutical Chemists, 554 George Street, Sydney, Australia.

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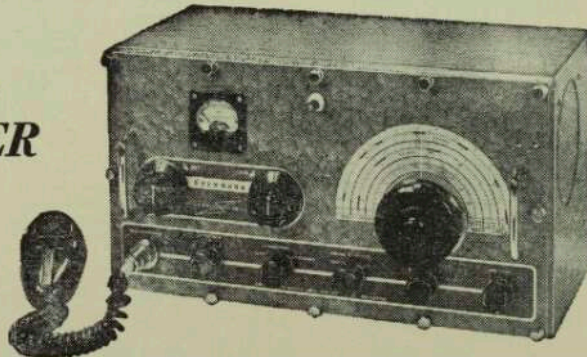
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PACIFIC PLANTERS' DIGEST



NEW THRESHING MACHINE

NOW in use in Fiji is a rice thresher which the British National Institute of Agricultural Engineering has developed for about £150.

This little low-cost wonder has many advantages. With it a crop can be immediately threshed after harvesting, whatever the weather conditions. In wet weather, this reduces stack burn and improves the quality of the rice. There is very little wastage or breaking of the rice compared with bullock or tractor threshing and the quantity and quality for milling or for seed are improved. Naturally, also, there is a considerable saving of labour.

One of the big advantages of this machine is that it can be used on a variety of crops, including sorghum, mung, urd and soya bean, although in some cases small adjustments may have to be made.

The thresher is portable, operated by a small built-in engine, but it can easily be adapted to work on the power-take-off of an ordinary tractor. The Fiji Department of Agriculture has further information on the machine for those interested.

OUT-OF-SEASON PINEAPPLES

THAT excellent pineapples can be grown out of season in tropical areas has been proved in Fiji. No startling new fertiliser was used for the process. Outstanding results have been achieved with the combined use of urea, superphosphate and potassium sulphate.

To treat 1,000 plants the following quantity and mixture of fertilisers was found sufficient:

Urea	14 lbs.
Superphosphate	16 lbs.
Potassium sulphate	10 lbs.

Growers who have proved the success of this combination recommend the application of 1 lb. of the mixture to every 25 plants. The mixture is thrown into the basal leaves and on the ground around the plant. The application should commence about six weeks after planting and be continued every four months.

So economical is the mixture that it costs less than £3 to fertilise 1,000 plants for one year.

An even more economical chemical to bring pineapples to bear out of season is ANA (alpha naphthalene acetic acid). ANA can cause well developed plants to flower six weeks after treatment, at any time of the year.

The concentrated solution is mixed with water to give a strength of 10 parts per million. One pint of solution (10 p.p.m.) is used to treat 10 plants.

The solution is poured into the top of well-developed plants. It is inadvisable to make the application on a wet day. Also it is not recommended that small plants be treated.

ANA applied to any plants which fail to flower in-season will result in a late out-of-season crop.

There should be little need to point out that out-of-season fruit brings in better returns than that produced in-season, and in-season fruit so fertilised will be of a better size and quality.

ANA costs about 1/- to treat 1,000 plants.

USING WETTING AGENTS

THERE is a growing awareness of the necessity for adding wetting agents to most weedicides and insecticides in the tropics.

Wetting agents—also known as detergents, emulsifiers, spreaders and surfactants—make water wetter.

The generally high rainfall and quick evaporation rate in the tropics create the need for a quick penetration of the used chemical into the plant being treated. The need for quick penetration exists almost



AN EXAMPLE FOR OTHERS: The public market in Papeete, Tahiti, is an example of good lay-out and tidiness that the Suva Municipal Markets could well follow, according to Fiji PRO photographer Rob Wright who visited Tahiti recently and sent us this picture. "The fruit and vegetables are arranged neatly on tables or benches," he says, "and the fruit, particularly, was most attractive. The mangoes were luscious."

everywhere, though nowhere is it as necessary as in tropical areas.

Wetting agents are chemicals with split personalities. They possess both fairly large oil soluble components, and a water soluble component.

This dual personality factor causes the agent to bring about a better contact between the weed-killing chemical and the plant.

The film formed by the wetting agent penetrates the waxy material which covers the leaves and other plant parts, whereas ordinary water remains largely in dew-like droplets on the plant surface.

From Virgil Freed, agricultural chemist at Oregon State College, comes the following results of experiments carried out with sodium chlorate and 2,4-d alone and with both chemicals used in conjunction with a wetting agent.

PLANT KILL BY SODIUM CHLORATE.

(96 hours)

	Percent killed
Sodium chlorate alone	10.0
Sodium chlorate plus 1% wetting agent	52.5

PLANT ABSORPTION OF 2,4-D. (72 hours)

	Percent absorbed
2,4-D alone	10.1
2,4-D plus 1% wetting agent	36.5

A point to remember: There is a limit to a wetting agent's ability to make water wetter, and only recommended amounts should be used because more won't help much.

READ YOUR LABELS!

HOW long does it take to read the average agricultural chemical label? Whether it be five minutes or 50 the importance of the time spent cannot be over-emphasised.

As agricultural chemicals are being more widely used in the Pacific no manufacturer fails to recognise the importance of having the user carefully study a product's label before he opens the can.

Behind every label are thousands of experiments, field tests and often years of checking and rechecking for safety and performance.

Each item of information printed on a label has a specific purpose, e.g. the sign "Poison S-5", which is shown on many labels, means the product is a domestic poison of relatively low toxicity.

When a chemical is classified as a poison, the label will give the antidote if one exists, and outline emergency treatment.

The complete chemical name and percentage of active ingredient is used by customers to calculate application rates, by Government analysts for checking, and by doctors to determine treatment in the case of accidental poisoning.

Net contents are stated for the purchaser's protection and to select the correct size package.

Complete instructions for use accompany each product. Instructions are specific for each crop or pest. The timing, quantity and method of use must be carefully noted.

It is essential to follow instructions given to use a mask, gloves and protective clothing when applying some chemicals, such as parathion.

Finally, the full name and address of the manufacturer and distributor are proof of reliability.

● Fiji's Department of Agriculture has published the first issue of a new quarterly magazine entitled the *Fiji Farmer*, which is aimed at giving advice and information on farm development in Fiji.

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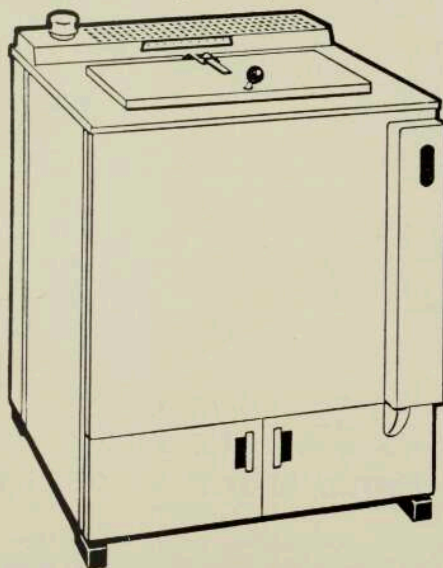
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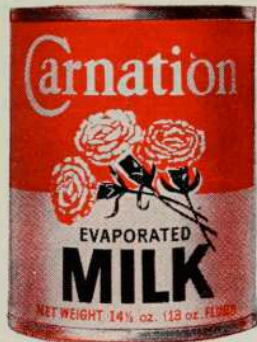
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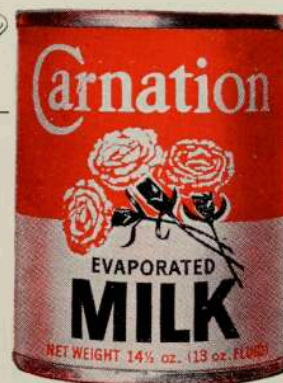


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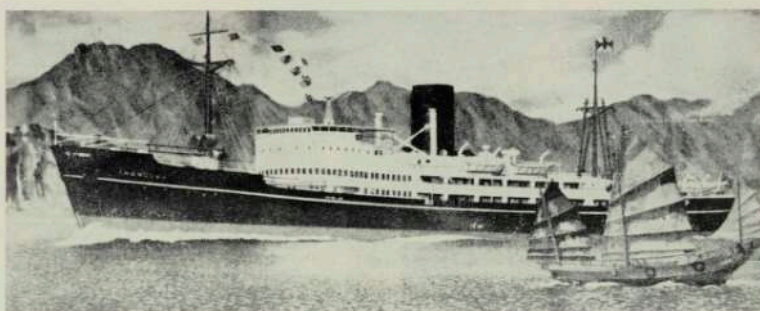
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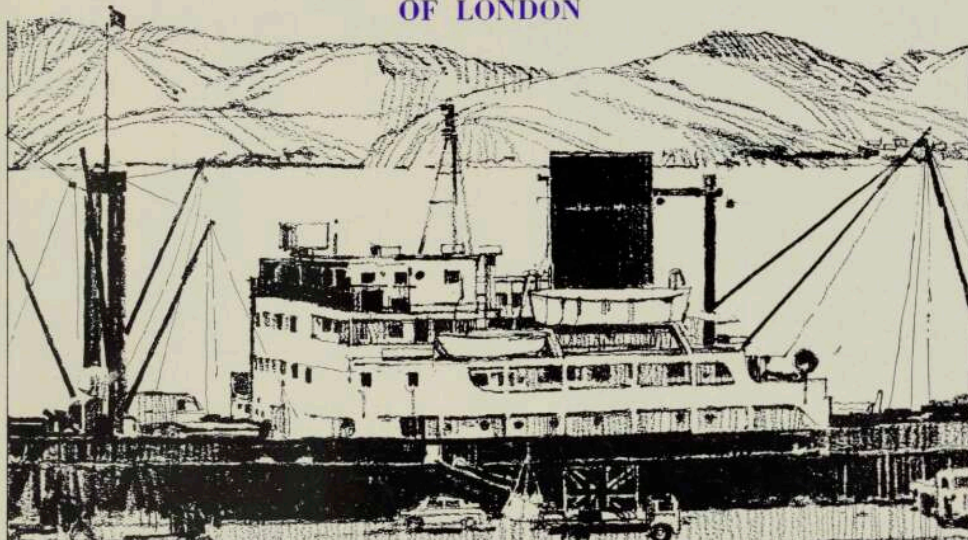
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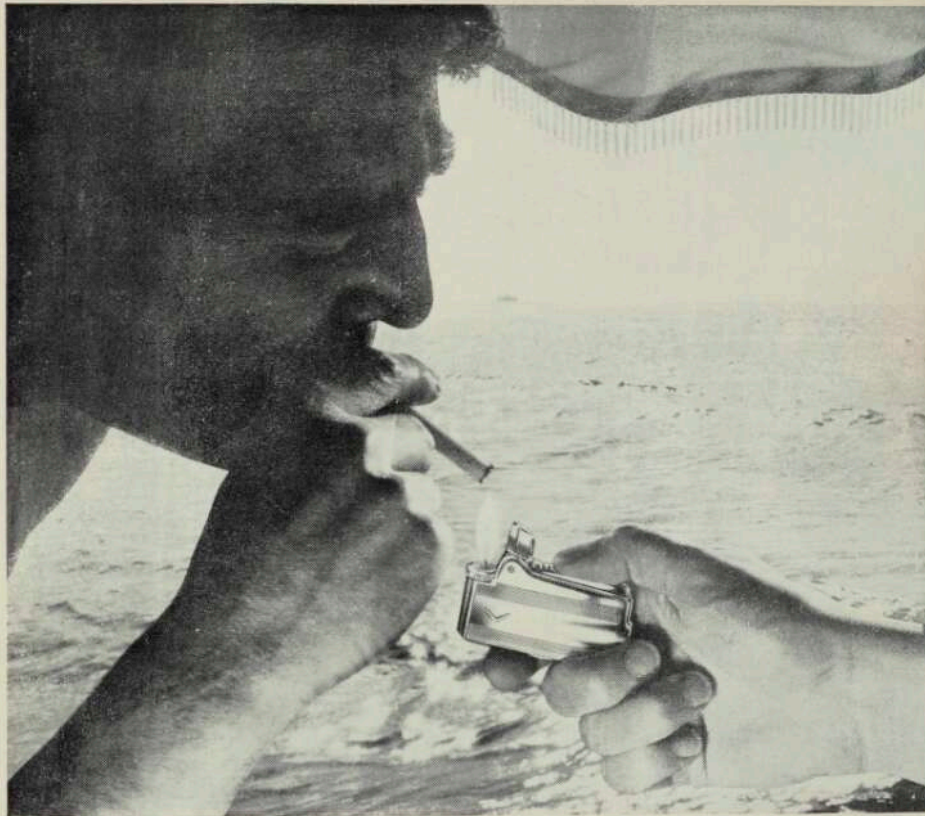
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NEW CALEDONIAN MINING MAGNATE FOUGHT DUELS TO DEFEND HIS HONOUR

By Lew Friday

When the history of mining in the South Pacific comes to be written, space will have to be given to two giants of New Caledonian exploitation, John Higginson, an Englishman, and Lucien Bernheim, a German Jew.

HIGGINSON was the more spectacular, but Bernheim was the sounder business man, for Higginson was near bankruptcy when he died in Paris, while Bernheim retired to the same city a few years later with his fortune intact.

Bernheim was born at Mulhouse, on the Upper Rhine, in 1856, three years before Higginson, aged 19, arrived penniless in New Caledonia, then a struggling French Colony.

Each in his rise to wealth was to exploit to the full the cheapest labour available—convicts from France, New Hebrideans brought in by blackbirders, Annamite political prisoners (about whose brutal treatment questions were asked in the House of Commons), and Japanese and Javanese coolies.

Each was accorded French nationality on reaching a dominant position in island affairs. Like the great firm of Ballande, which shipped the Asians in, they were both hard taskmasters.

The Bernheim family, bitterly anti-German, escaped to Switzerland at the start of the Franco-Prussian war, and at 14 Lucien crossed the French frontier to join the Legion of Alsace and Lorraine.

After the debacle, he worked his passage to the Orient, where he ran a lime kiln in Indo-China.

Like Higginson he was drawn to Australia to prospect for gold, but the nickel boom in New Caledonia, so cleverly exploited by Higginson, brought him to Noumea, where he became a store employee.

Thio Mine

By strict economy he saved £200, and with this he began to operate a small mine in the Thio district. He was the only small miner to hang on at a time when all others, including many Australian and New Zealanders, were forced to sell out to the Nickel Company, which had a shipping monopoly.

When, at the height of the slump,

the rich Basse Alpes mine was up for sale, Bernheim somehow scraped together enough money to get a grip on it.

Two years later, he left the Basse Alpes mine in the hands of the most capable mining engineer in the Colony, a Cornishman named William Nicholls, who had put into operation the first successful nickel venture, the Bel Air at Houailou, even before Higginson took it over.

Bernheim then moved to the West Coast to pioneer the Nepoui River region north of Bourail.

Vast deposits there of chocolate-coloured ore had hitherto been neglected in favour of the more attractive-looking green-coloured garnierite. The new finds doubled the country's nickel reserves.

To exploit these finds, the only man Bernheim could turn to for

WEST INDIAN STAMP RECALLS BLIGH'S BREADFRUIT VOYAGE

A postage stamp of South Seas interest was issued by the West Indian island of St. Vincent recently to mark the 200th anniversary of the founding of that island's famous botanical gardens.

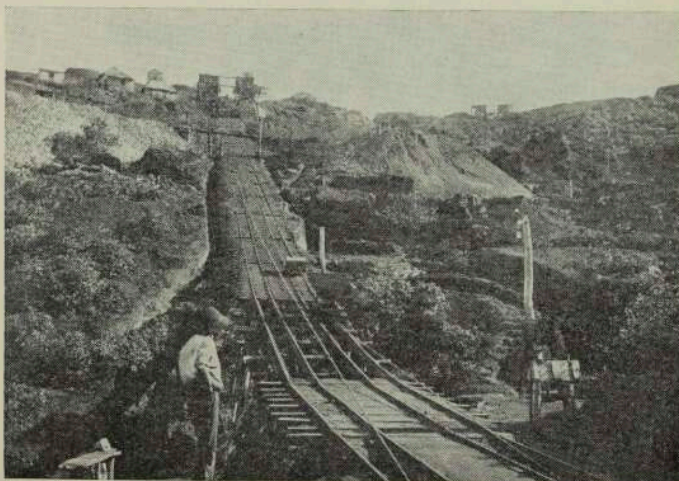
The stamp, valued at 4 cents, commemorates Captain Bligh's voyage from Tahiti to St. Vincent in HMS "Providence" in 1793 with a cargo of breadfruit trees for the gardens. This voyage followed Bligh's mutiny-marred attempt to transplant breadfruit in the "Bounty" in 1789.

The new stamp depicts HMS "Providence" in the lower left corner, breadfruit leaves and fruit in the centre, and a portrait of the Queen in the top right corner.—A. J. SHEAT.

assistance was Higginson, who struck a hard bargain.

Bernheim would be provided with material and labour on condition that he paid for it monthly, step by step. He knew that if he failed his enterprise would be swallowed up by his grasping rival.

It was under these conditions that Bernheim built, stretch by stretch, 37 kilometres of tram lines from his main mines, Surprise, Sirius 1 and 2, to haul the ore to the Nepoui jetty. The



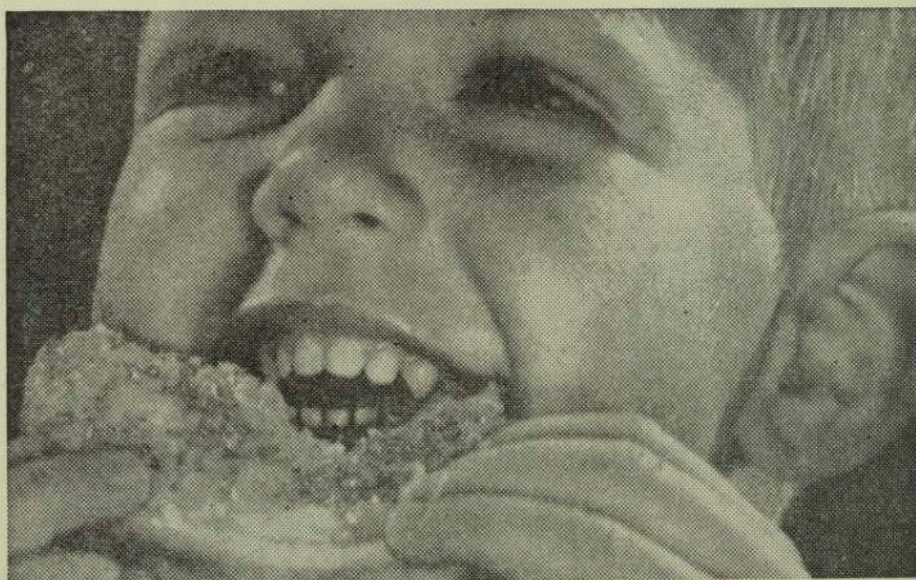
Tiebaghi, the world's richest chrome mine, as it was soon after Lucien Bernheim began exploiting it about 1900. The mine was closed down last year after producing two million tons of ore.

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cost worked out at 30,000 francs a kilometre, but proved economic in the end, for he was the first in the island to send ore to the wharves unbagged.

On other haulage jobs he employed 100 wagons, 200 oxen, and 60 horses. The speed with which his flying fox equipment was erected, bringing ore down to the river flats, amazed everybody. He was as hard on himself as on his workmen, and stayed on the job even when a typhoid outbreak drove other whites away.

With Nepoui in full production, he extended his operations northwards to the area centred on Pouembout and Kone—the first a convict settlement and the second a free township. The tremendously rich Mount Koniambo was in this field.

After some years, these interests were bought out by the Nickel Company, which closed the West Coast to exploitation to concentrate production at Thio. (Only last year did the company announce its intention of bringing out French technicians to reopen mining on the West Coast for nickel).

Bernheim next turned to chrome, to the exploitation of which he led the way. Wool ships from Australia agreed to call at the island for chromite—an ore which weighs one ton to the cubic metre—to take it as ballast to the European markets.

Richest In World

Another chrome deposit that Bernheim exploited was that at Tiebaghi, to the north, for which the little port of Pagoumene was built.

This mine, with ore of 56 per cent. mineral content, was long regarded as the richest chrome mine in the world.

It was accidentally discovered by a stockman while searching the great barren Tiebaghi Dom for strayed cattle.

He took samples to Bernheim, who declared the find and formed the Societe le Chrome, which absorbed a possible rival, Australian Chrome Limited.

Bernheim brought in Adolphus, son of William Nicholls, to manage Tiebaghi. Then, about 1900, he arranged for the British firm of Birch and Co. to run the mine. This company was later taken over by a large corporation which was mining chromite on a large scale in Rhodesia.

(During World War II, the mine passed from British to American hands, and by 1964, when it was closed down, over two million tons of ore had been extracted from it).

Later Bernheim backed another project, large by local standards,

La Perouse Coin Mystery Solved

A mysterious gold coin, which Vila skindiver Reece Discombe recovered at Vanikoro in 1962 from the wreck of La Perouse's ship *Boussole*, has finally been identified as a gambling token.

ITS identity has been established by Admiral Picard Destelan, the Admiral commanding the French Naval Forces in the Pacific, who is a keen coin collector.

This follows the failure of numismatists in Sydney and London last year to say positively what the coin was (*PIM*, July, 1964, p. 110).

Admiral Destelan, who paid an official visit to Vila in April, had with him a copper token of the same era as the gold one which he bought in France recently for the equivalent of about £1.

On comparing his copper token with the gold one (which is now on display in the Vila Cultural Centre), Admiral Destelan found them to be almost identical.

The admiral said that inquiries he had made in Europe revealed that great numbers of such tokens,



The coin depicts King Louis XVI (sovereign of France from 1774 to 1793) on one side, and a human figure riding on what appears to be a dolphin on the other.

and similar ones of bronze, had been minted in King Louis XVI's time in Nuremberg, where they could be produced much more cheaply than in France.

In gambling, the tokens were used to represent an agreed value, and were bought by players before a game in the same way as "chips" or matches in poker.

On French warships, the gold tokens were used only by officers of flag rank and admirals—the others being used by the junior officers.

Admiral Destelan added that the fact that the token found by Reece Discombe was of gold was further evidence that the wreck from which it came was that of the *Boussole*, La Perouse's flagship, and not that of the other ship in his expedition, the *Astrolabe*.

carried out for him by another of William Nicholls' sons, Josiah.

This was the harnessing of the Yate River, which drains the Plaine des Lacs in the south, by the construction of a dam and hydro-electric smelters. This involved the construction of a large tunnel through the mountain at the side of a picturesque gorge. These smelters, opened in 1913, are now operated by the Nickel Company.

Supported Reforms

As he became rich, Bernheim lived down the personal, political and racial envy which marred his years of struggle. By conviction a Republican, he, unlike Higginson, backed Governor Feillet's far-reaching and expensive reforms, which involved the end of transportation and the replacement of convict labour by Oriental labour as well as the introduction of a few hundred settlers from Northern France and Belgium—the so-called Nordistes.

These steps made Bernheim un-

popular with the reactionaries, and more than once he was publicly insulted.

On several occasions, under the code of honour then prevailing, Bernheim, or his eldest son, were forced to fight duels on Noumea's Anse Vata Beach. In one such duel, Bernheim was wounded in one arm.

Eventually, to honour a promise he had made to his wife, a Swiss, Bernheim returned to Europe, and like many self-made millionaires, who, with the passage of years became respected citizens, he left New Caledonia with the reputation that he had the island's interests at heart.

On one or two brief visits to the country, the colonials welcomed him back as one of themselves.

Bernheim's two sons were born in the Colony. Constant, the elder, died in 1910; Gaspard, the younger, died a captain in the French Army in 1914 of wounds received in action.

Bernheim endowed the Noumea Library and Museum in memory of his younger son.

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JUNE, 1965 — PACIFIC ISLANDS MONTHLY

End Of An Era For Historic Harbour Islet

By Robert Langdon



Motu Uta, the tiny islet in Papeete Harbour, halfway between the entrance through the reef and the waterfront, has come to the end of another era in its colourful history.

AFTER having been the site of a quarantine station for more than 60 years, the islet has been abandoned for this purpose and a new quarantine station is being built at Fa'aa Airport, some five miles away.

The new arrangement has been made necessary by the fact that, as part of a £2½ million plan to increase berthing facilities in Papeete, Motu Uta is to disappear soon under a mass of concrete and steel and be joined to the mainland to form part of a new wharf.

Plague Scare

But even if this plan were not in the offing, the shifting of the quarantine station from Motu Uta to Fa'aa would still be desirable as more and more people are arriving in Tahiti by plane these days rather than by ship.

Motu Uta first became a quarantine station round the turn of the century when there was a plague scare in San Francisco's Chinatown.

Before that it had served as a Bible translation centre, as a get-away-from-it-all venue of prodigious drinking bouts and revels, as a site for political talks, as a leper station and as a fortress. But Motu Uta's chief claim to fame is as the site on which the French flag first flew in the islands of the Pacific.

Except, perhaps, as an abode for

fishermen, the history of Motu Uta began in the first decade of the 19th century when the whalers calling at Tahiti for repairs and "refreshments" forsook the open roadstead of Matavai Bay—which the early explorers had used as an anchorage—for the security of Papeete Harbour.

Motu Uta in those days was part of the Pomare family's property, and when King Pomare II moved to Papeete from the family seat in Pare (nearer Matavai Bay) to be on hand to receive the valuable gifts that the whalers brought, he built a house on Motu Uta so that he could be even handier to them than on the mainland.

Later, after Pomare had been baptised by the LMS missionaries, he also used his home there as the headquarters for his work of helping the Rev. Henry Nott translate the Bible into Tahitian.

Queen's Revels

Pomare had become a formidable boozier by this time—thanks to the easy liquor he got from the whalers—and he liked to live on Motu Uta because it was the one place in Tahiti where he could drink hard without being surprised by the missionaries. He died there in 1821.

After Pomare's death, his daughter Aimata, who became Queen Pomare IV in 1827, used Motu Uta for some of her girlish revels.

● Motu Uta, with the quarantine station buildings showing through the trees, is the small islet seen here. Matavai Bay, where the early explorers anchored, is the area between the spit of land at the top of the picture and the white surf line below it marking the reef.

A visitor in 1833 said two or three old carronades had been mounted on the island and the Queen's residence, besides being a pleasure house, was "often used to discuss matters of political business in".

Priests Expelled

In 1838, after Queen Pomare had incurred the wrath of the French Government for forcibly expelling two French Roman Catholic priests from Tahiti, Motu Uta was the scene of one of the strangest and most ludicrous events in South Pacific history.

When a French naval officer arrived in Tahiti with instructions to obtain suitable reparations for the "insults" against the French priests, he decided to ask the Queen for a letter of apology in Tahitian and French, an indemnity of 2,000 Spanish dollars, and a salute of 21 guns to the French flag which was to be raised on Motu Uta.

The Queen protested that she could not pay the indemnity because she didn't have 2,000 Spanish dollars, and that she could not salute the flag because she had neither the flag nor the powder.

But the French commander's demands were eventually met—the French flag being saluted on Motu Uta after he, himself, had provided both the flag and the powder.

The American novelist Herman

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Melville, who visited Tahiti four years later, just after the French had established a protectorate, found that Queen Pomare had "done all she could to make a fortress of the island", and that her residence there—"a melancholy-looking range of bamboo houses"—was falling into decay.

Behind a parapet which had been built with hewn blocks of coral were "a number of rusty old cannon, of all fashions and calibres" which were mounted on "lame, decrepit-looking carriages".

Six years later, another American, Lieutenant H. A. Wise, USN, found that Motu Uta had 12 French cannon on it to support other armament that the French had installed on the mainland. The French were still "busy with pick and barrow" building other fortifications.

Wise thought Queen Pomare showed good taste in choosing Motu Uta for residence, as it was "a most charming retreat beneath the drooping foliage".

However, because of the French activity, she had given up going there. It seems that Royal visits to the island were never resumed.

Just Opened

An English visitor to Papeete at the turn of the century in the schooner *Tropic Bird*, wrote that Motu Uta had just been opened as a quarantine station after having been used as a leper station.

However, there was no resident doctor, and the *Tropic Bird* had to wait alongside the islet for two or three hours before the Government doctor came out in a boat to give the schooner a medical clearance.

Since then, Motu Uta's history has been unspectacular—except that about 12 months ago workmen drilling on the island in connection with the harbour project struck abundant fresh water, much to their surprise, at a depth of 350 ft.

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● The Kingdom of Tonga is currently passing through a period of financial troubles, which has resulted in strict exchange controls being imposed. But as gloomy as the picture might appear, it's just nothing to the time . . .

WHEN TONGA'S TREASURY WAS STONY BROKE

The Hon. and Rev. Shirley Waldemar Baker, Premier of Tonga, Minister of Foreign Affairs, President of the Court of Appeal, Auditor-General, Minister of Lands, Judge of the Lands Court, Minister of Education, Agent-General, and Medical Attendant to King George I, had at last fallen from office.



The Rev. Shirley Baker.

HE was aboard the mail steamer *Wainui*, bound for Auckland, with a deportation order signed by the Western Pacific High Commissioner, Sir John Thurston, prohibiting him from remaining in Tonga for two years because he was considered a danger to good order and peace.

But now that he had at last been got rid of, who was to straighten out the ship of state on her wobbly course, and—more particularly—who was to solve the kingdom's grave financial situation?

Sir John Thurston got his first indication of the state of the Treasury following a conversation with Tonga's Minister of Finance, elderly Junia Mafileo, the King's nephew, which went like this:

"What is your office?"
"I'm Minister of Finance."
"What is the revenue of Tonga?"
"I don't know."
"But what is your office?"
"Minister of Finance" (warmly).
"Well, who knows what is the revenue of Tonga?"
"Misa Beika." [Mr. Baker].
"Who takes care of the money?"
"I do."
"How much have you got in the Treasury?"
"I don't know."
"But you are Minister of Finance?"
"Yes; I have told you that I am."
"Well, where's the money?"
"In the safe."
"Who knows how much there is?"
"Misa Beika."
"Yes, but he's gone. Can't you go and count it?"

"No; I haven't got the key."

"Why, who keeps the key of the Treasury?"

"Misa Beika."

The answer to the need for a man to straighten it all out came in the person of 29-year-old Basil Thomson, a wide-awake Colonial Office official, whom Sir John sent to Tonga unhampered with detailed letters of instruction, but with a general outline of policy and a free hand to carry it out.

Thomson was later to make his name through a variety of exploits, and to be knighted, but he never more enjoyed anything than he did on the occasion, in 1890, when he became virtual Premier of Tonga.

Delightful Reading

His book on that exploit, *The Diversions of a Prime Minister*, published in 1894, is required reading and delightful reading, for those fascinated by Tonga's chequered history.

The history of the Rev. Shirley Baker's control of the financial and political strings of Tonga had really started in 1845 when King George Tubou came to the Tongan throne.

His people were in the white-heat of conversion to Christianity, and when Mr. Baker, a London-born Methodist missionary, appeared on the Tongan scene in 1860 it was not difficult for him to win a place as a royal adviser and finally to become the King's favourite.

Unfortunately his zeal was so excessive that he became a tyrant, with many enemies, and the Tongans gave

up paying their taxes in disgust. It was at this stage, in 1890, that Sir John Thurston deported him.

When Thomson finally opened the safe it was found to contain £2,000. But the claims against the Government amounted to more than £6,000 and there was another £8,000 owing in arrears of pay to public servants—many of whom, including Europeans, had been waiting nine months. Tonga was broke!

Just where the money had gone was difficult to say, thanks to the Rev. Baker's odd financial system.

Money collected by the sub-Treasury offices was personally carried off by the former Premier and put in the safe. Customs duties and rents paid by Europeans by cheques upon Australian and New Zealand banks were deposited by Mr. Baker in an account in an Auckland bank of which he had the absolute control.

Mr. Baker made frequent trips to Auckland and his expenses were borne by the Treasury.

In his accounts as turned up by Basil Thomson items such as "police uniforms, hardware, parliamentary expenses, tanks, medicine, building materials, lime, etc., £769/6/2", were all flung together incongruously. They invited speculation.

In this particular account, Thomson tracked down the "et-ceteras" and found they consisted of vouchers for groceries (£35/19/-), Mr. Baker's subscription to the Northern Club, Auckland, his son's cab, tram and boat hire (£46) and boots and shoes (£2/9/9).

(over)

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A wicked curiosity prompted Thomson to write to the fallen Minister to inquire whether his club subscription had not been charged to the Government in error. But Mr. Baker, unabashed, "had the honour to inform" Thomson that payment had been approved by His Majesty in Council. But the minute book was silent on the point and the King and the Ministers disclaimed knowledge.

Thomson's hand trembled as he unfolded another voucher, marked "Assassination, £45/16/9". Had the ex-missionary reverted to the methods of medieval Italy to choke opposition, and then flaunted the price of it in a Treasury voucher?

The amount turned out to be for the complete renovation, by an Auckland coachbuilder, of the Premier's private carriage, which three years before had been damaged, in one place only, by a bullet fired at Mr. Baker by a party of disgruntled Tongans.

Mr. Baker always subsequently referred to this attempt on his life as "the assassination" (and the fact that he had four Tongans summarily shot for the exploit was one of the things that helped bring about his downfall).

Missing Statue

Then there was the case of the missing statue.

In a burst of loyalty to his master, the ex-Premier had, during the closing months of 1886, inaugurated a subscription for a statue of King George, to be executed by an Italian artist, and erected in the centre of the Malaekula, the public square of Nukualofa.

Money flowed in rapidly, with the High Commissioner heading the list. Scarcely a European or Tongan had failed to give according to his means.

The Paymaster, Sateki, as trustee, took charge of the money and the Premier was commissioned to order the statue. Four years passed, during which the curious learned that the artist in Italy was carving the marble at the very moment of inquiry.

But this picture of the Italian artist failed to satisfy the subscribers and Thomson decided to track the sealed bag of silver.

Sateki remembered giving the bag to the Treasury clerk for safekeeping in the safe—the last clerk but one, he who was dismissed for embezzlement. Thomson waded through the Treasury book until he found "Revenue from Paymaster—£1,299/13/6", the exact amount of the subscription. It had been used for general expenditure.



King George I of Tonga.

To retain the wavering loyalty of the civil servants Thomson now paid them a month's salary, and used the slender balance of the national income to pay off enough of the country's overseas creditors to restore credit abroad.

He then set about getting the Tongans to pay their taxes and instituted a better system of accounting than the one that had been followed by the ex-Premier.

During one particular lean period Thomson decided to change the design of the Tongan stamps—which he found could be done for £40—so that the old stamps would have an enhanced value for overseas collectors. He then had the old stamps sold for a much-needed £200.

Thomson recalled later: "I have since heard that a year later the Government of Costa Rica descended to the same disreputable expedient, but I believe I may fairly take to myself the discredit of being the first to devise the scheme."

The clean-up in the Treasury was successful, and Tonga's greatest financial crisis was over within 12 months. When Thomson left in 1891 there was £8,000 in the Treasury and all debts had been discharged.

But it was many years yet before the Kingdom recovered from the activities of Misa Beika.

World War II did not have far to run in June, 1945. The issue of PIM for that month reported that, following the Allied victory in Europe, the Allies were pressing on relentlessly towards the home islands of Japan. Air attacks on Japan were an almost daily occurrence, and Tokyo Radio reported that five cities—Tokyo, Yokohama, Nagoya, Osaka and Kobe—had almost ceased to exist.

MEANWHILE, Australian troops had sealed off about 12,000 Japanese troops in the rugged inland country between Wewak and Maprik, NG; and Australian troops had landed at various points on the north-west coast of British North Borneo.

An oilfield, capable of development on a large and profitable scale, was reported to have been discovered in Dutch New Guinea in 1940, but because of the war it had been kept a secret. The location of the field was not stated, but American companies, including Texaco, were said to be interested in it.

The Fiji Government announced that the main structure of wartime control measures would continue "for the present", but it was

intended to relax regulations as soon as circumstances allowed.

Tahiti was having a "remote control" curio boom. It was sending a steady supply of articles fashioned from pearl-shell, *pupu* (small sea shells), and the like to Noumea for sale to the armed forces.

Keen competition was expected between British and American airlines when trans-Pacific air services were resumed. Pan American Airways, which started a flying-boat service to the South Pacific in 1940, was expected to be one of the first airlines in the field.

Australia's Acting Prime Minister, Mr. J. B. Chifley, told the House of Representatives that Australia had made strong representations to Great Britain to send a

Yesterday

military force to Ocean Island and Nauru to liberate them from the Japanese.

The death had occurred in the New Hebrides of Mr. Ewan Corlette, of Bushman's Bay, Malekula, who had been a planter there for many years. He was 70.

The illegal possession of military rifles and ammunition in north-west Viti Levu was causing concern to authorities in Fiji. A number of shooting incidents and murders in the area were reported.

After a brilliant career at the Central Medical School in Suva, the Tongan Government had decided to send Sione Siosiomalohi to New Zealand to do a full medical course in the hope that he would eventually return and set up a practice in Tonga. The Government felt he was too gifted to be limited to the work of native medical practitioner.

Captain Viggo Rasmussen, well known in the Central Pacific as a trader, schooner captain and Resident Agent on Penrhyn Island, in the Cook Group, had been flown to New Zealand for treatment following a stroke which had caused partial paralysis.

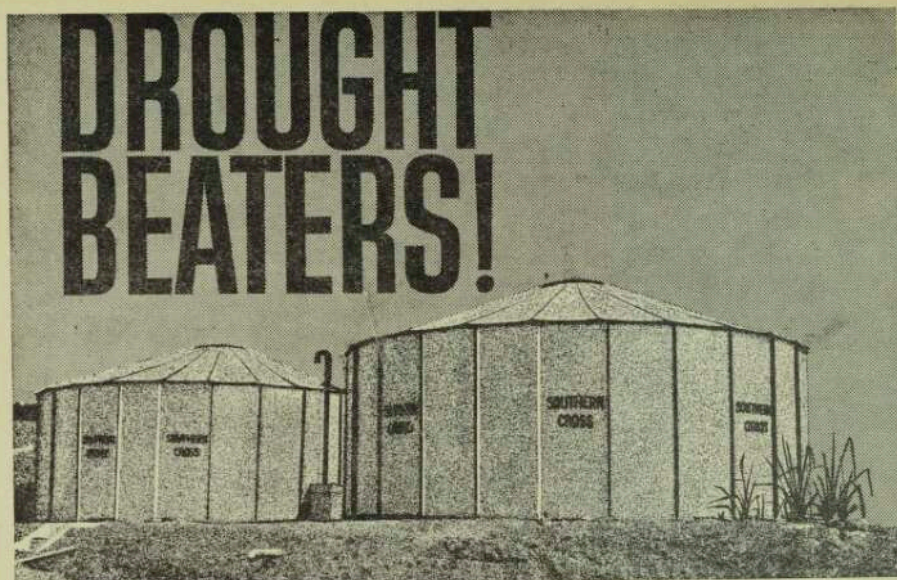
Noumea's black market liquor trade had fallen off following the opening of many more legalised bars.

The motor vessel *Margaret*, the first of five such ships ordered by the Western Pacific High Commission for service in the GEIC and BSIP, arrived in Suva from Auckland.

The death was reported of one of Tahiti's leading citizens, Mr. Edouard Ahnne, a schoolteacher, who closely identified himself with the political and cultural life of the group. He was 77.



- The sweeping success of the Cook Islands Party led by Aitutaki-born Albert Henry in the recent Cook Islands Legislative Council elections has prompted us to republish this picture from PIM of January, 1942. It shows another notable member of the Aitutaki Henry family—Geoffrey Henry, and his wife. Geoffrey Henry had the distinction of being the first native Cook Islander to be made a Resident Agent in the Cook Group when he was appointed to the island of Puka Puka in 1927. Henry's father, a full Aitutakian, was the son of a chief adopted by a missionary called Henry Royle. His mother was a daughter of Geoffrey Strickland, an old-time whaler in the Cook Islands. The family surname became Henry when the "Royle" of the adoptive missionary was dropped.



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THE MONTH'S NEW READING

THE VOICE OF THE AUSTRALIAN BUSH

Three huge, 500-page books, the collected works of one author, are a bit much to swallow at one sitting, even though the author—as one contemporary has it—was the Voice of the Australian Bush.

THE three volumes are *The Stories of Henry Lawson*, First, Second and Third Series—all excellent for collectors of Australiana although, for reading purposes, they might have been more appreciated if the publishers had not brought them out at once.

Henry Lawson was born in a miner's tent at Grenfell, NSW, in 1867 at a time when life was grim and tough in a way that is difficult to understand these days. He died in 1922, at the early age of 55, and in the last 30 of his years he had, in fact, been the voice of the Australia of his day.

His father was a Norwegian sailor who, like thousands at that time, deserted his ship to go to the gold diggings at Ballarat in Victoria, and henceforth followed successive gold rushes. When these petered out, he took any work offering and finally came a builder, of sorts.

Forceful

Lawson's mother had been born in western NSW, into the grimness of the times, but she developed into a forceful personality of whom Henry, even as a grown man, stood in awe. He called her The Chiefness, and from her he inherited the republicanism that was popular at the time and a talent for writing—which she also indulged.

Mrs. Lawson (it had originally been Larsen) was one of Australia's first advocates for women's rights and about 1886 she had moved to Sydney and was publishing a journal called *Dawn*, which was the mouth-piece of her organisation.

In the following year Henry was published for the first time—in the form of verse which he called *The Song of the Republic*. It was in the *Sydney Bulletin*, the then fiercely nationalistic, republican weekly which reached every early Australian literate worthy of the name.

Lawson took his brain-child along

to the *Bulletin* office late at night and thrust it into the hand of a woman who happened to open the door. Thereafter, for weeks, he watched the "Answers to Correspondents" column, only to find eventually that Archibald the then editor, was keeping the Song for some special occasion.

Even in his most successful period, writing barely supported him and in the manner of the time he worked at every conceivable job—when the

(over)

THE WAY TO COOK FISH

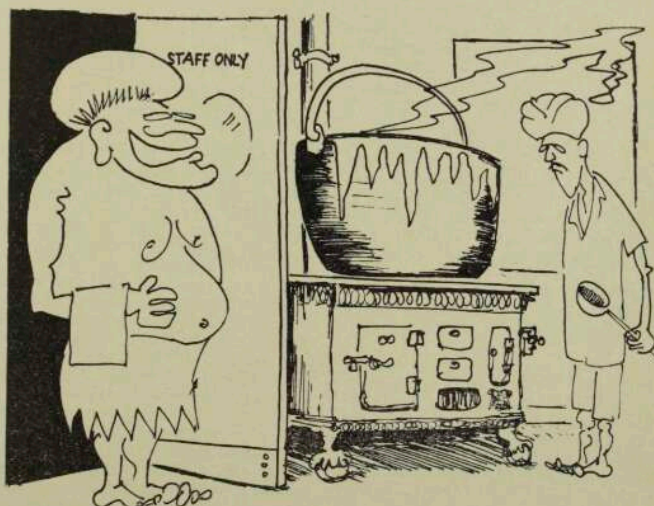
If you think that cooking fish is just a matter of using some dripping and a frying-pan, you can think again. The Bermagui branch of the Country Women's Association of NSW has just published a high-class, glossy cook-book called *The Australian Fish Cookery Book* which contains dozens of new ways to cook and serve fish.

Specifically the recipes are for Australian fish but they can be adapted to fish cookery elsewhere—including New Zealand and the Islands.

The book is very well produced and royalties will go to one of the community projects of the CWA at Bermagui—which, as the centre of NSW fishing, is an appropriate source for a book of this sort.

(THE AUSTRALIAN FISH COOKERY BOOK. Ure Smith. 32/6).

Islands Life WITH ROB WALSH



"Hey, Henry! Scoop us another plate of traditional Fijian pit-baked pork and a curried lagoon duck out of that pot!"

Secret, Expensive Life Of Tommy

Tommy Hanlon, who's in show business, went to Australia from the United States for a four weeks' season in 1959. He's still there—in television.

These facts have to be known before you can appreciate a picture book that has just been published called *The Secret Life of Tommy Hanlon*.

The book—quarto size, thick—consists of a question on one page and a full page picture of Tommy doing something funny, by way of an answer, on the next.

Some of these questions and answers are faintly amusing. They'd need to be. It takes about 10 minutes to go through the whole book and at 15/- a copy, that's high-priced entertainment.

(THE SECRET LIFE OF TOMMY HANLON. Published by Rigby Ltd., Adelaide).

mood was upon him. Most often he painted houses, or carriages. During the second of his New Zealand periods he was appointed teacher in a small Maori school—although his wife Bertha apparently did most of the teaching while Henry wrote.

At a later stage he was manoeuvred into a job in the Government Statistician's Office, and towards the end of his life some friends banded together to "save him from himself" by sending him to a fruit farm on the Murrumbidgee Irrigation Area where he was supposed to rusticate and "dry" out.

A natural eccentric and a Bohemian, he was also a hard drinker. This became accentuated after the three abortive years in England at the beginning of the century and shortened his life.

Although Lawson lived the biggest part of his life in cities, and probably preferred it, his best writing is of the Bush—and of the Bush at a time when this epitomised Australian man.

The three volumes are edited by Cecil Mann, who for 35 years was on the staff of the *Bulletin*. He knew Lawson and made a special study of his work.

A feature of these three volumes is the notes made by Mann on individual stories and of Lawson at the time he wrote them.—JT.

(THE STORIES OF HENRY LAWSON. 1st, 2nd and 3rd Series, Angus & Robertson. 35/-, 35/- and 45/- respectively).



First Digger (in England): "Wot a funny coat that kid's wearin'!"

Second Digger: "That's an Eton jacket."

First Digger: "Wot et it?"

This is the 50th anniversary year of the Australian and New Zealand landing on Gallipoli, and in Australia the air is filled with memories—and the bookshops and news stands are filled with publishers' offerings on the great event. This is one of the jokes from "A Treasury Of ANZAC Humour", published by Jacaranda Press, and selling in soft covers at 9/6, and hard covers at 17/6. The jokes which made the diggers split their sides in 1915, are probably not so funny now.

REMINISCENCES OF THE AUSTRALIANS AT WAR

There probably will be no end to war-time reminiscences. This month's quota includes *The Gordon Bennett Story*, by Frank Legg; and *As Luck Would Have It*, by Vice-Admiral Sir John Collins.

COLLINS and Bennett were contemporaries but the books have few other points of resemblance.

Collins' story is a light-weight confection designed for entertainment; in it he chats about the more amusing side of a sailor's life.

He was one of the 28 original cadets of the Royal Australian Naval College (then at Osborne House, Geelong), when it was founded at the beginning of 1913. When he retired 45 years later he was First Naval Member, a vice-admiral and a knight. He followed this service up with five years in New Zealand as Australian High Commissioner.

Admiral Collins' comparisons between the United States and Australian Navies are interesting and most men who enjoy learning how other men live and work will find his whole book quite painless to read.

Frank Legg's *Gordon Bennett Story* is quite a different kettle of fish, reviving as it does the great escape controversy that has divided Australia ever since 1942.

Bennett was a brilliant citizen soldier whose exploits in World War I earned him a CB, a DSO and a CMG. He emerged at the end of 1917 at 32, the youngest brigadier-general in the AIF. His enthusiasm did not fail between the wars and in 1940 he was appointed to command the 8th Division, 2nd AIF.

Bennett and his Division—or part of it—arrived in Malaya in 1941 almost nine months before the Japanese attack. What he found there was not to his liking and he immediately set about having his own Australian troops trained in the kind of jungle warfare they would encounter if—or what was already largely

certainty, when—the Japanese invaded.

Through these months there was some friction between Bennett and British Top Brass as to what should and should not be done with the Australians; and some difference of opinion between Bennett and some of his own staff officers who had been chosen by Bennett's predecessor. All these frictions were later blown up to lend colour to the arguments pro and con the ethics of Bennett's escape from Singapore.

On December 7, 1941, the Japanese struck at Pearl Harbour, and simultaneously bombed Singapore and landed troops at Kota Bharu, in the north of the Malayan Peninsula.

The rest is history. On February 15, 1942, the British surrendered.

By this time, Bennett's mind had already been made up: As soon as the surrender came he would try to escape back to Australia and tell the tailed story of the defeat, passing on the lessons the Australians had learned in recent weeks and "making myself available to help in the ultimate relief of our grand army of brave men."

Enthusiastic Welcome

Escape he did. He was welcomed enthusiastically by the people of Australia and the Australian Government and sent to Coventry by the Australian Military authorities, who saw it that he never again had an active command. Their hostility led to a Royal Commission at the end of 1945 which found that it had been Bennett's duty to "remain in command of the AIF until the surrender was complete".

"Until the surrender was complete", appears to be the crux of the matter and subsequent arguments seem to revolve around the fact that although the surrender occurred at 8.30 p.m. on February 15, 1942 the actual laying down of arms didn't occur until 11 p.m. It all seems like so much r-splitting 23 years after the event. As Legg points out, Australia's General Blamey and New Zealand's General Freyberg had been ordered to leave their troops in Greece in 1941, and a flying-boat was laid on to see that they got away.

General MacArthur was ordered to leave the Philippines before his troops were captured. Why should Bennett get away from Singapore, after his own steam, when he could no longer serve a purpose by staying?

Further, it was later revealed that MacArthur had sent a clear directive to General Percival during the final days for Singapore that, when

Do You Wear Londger Ray In A Terror Souse?

Do you understand Strine? Never heard of it? Well, it goes right back to the founding fathers of the Australian nation although it was only discovered last year. This is how:

IN 1964, Monica Dickens, the English writer, visited Australia and in Sydney was taken to a certain bookshop to autograph copies of her latest work for happy customers.

A woman handed her a copy and said "Emma Chisit". Thinking that this was the woman's name, Miss Dickens wrote "To Emma Chisit" above her own signature on the flyleaf and handed the book back. This moved the customer to even greater effort.

"No! No!" she said, "Emma Chisit?"

Eventually it became clear that she was using the Australian equivalent of the English phrase "How much is it?" and on the instant, if not exactly born, Strine was discovered.

Most of the good fun which has been had with Strine since then has been through the *Sydney Morning Herald*, where Granny's Column 8, Letters to the Editor and the Saturday Magazine section have featured anecdotes and stories about Strine and even in Strine.

Now a book has been written about it—a small book, but a book—called *Let Stalk Strine*. The author is Afferbeck Lauder, Professor of Strine Studies at the University of Sinny although it says in an introduction that the Prof. was actually born in "Mairlben, to humble parents of noble blood".

The professor, it is said, was

something of an infant prodigy and at the age of three months composed and dedicated to his mother, the song entitled *Thanks for the Mammary*—"Which is still sung by Strines on Mother's Day".

The professor lets stewnce, vistas, New Strines and others into the secrets of such expressions as *Assprad* (being excessively preoccupied with domestic order, as in *She's very assprad—she keeps Rome looking lovely*).

This woman would also have a *Gloria Soame* (that is any dwelling over 14 squares in area and as opposed to a *Terror Souse*—one of those conjoined double or triple storied dwellings in the older-parts of Australian cities such as Paddo, Fissroy, etc.).

Fairy tales can also come in Strine—as in:
Girdie Larks, Girdie Larks,
where have you been?

I beat up London and vented my spleen

And then I cummome menai harassed the Behrs;

I yay tarp their porridge and bro karp their chairs;

I savaged the beds and I tordan the fences

And frightened a little mouse out of its senses.

Strine is good fun, if something of a mental exercise. As the publishers say—all Australians speak it; few recognise the written version.—JT.

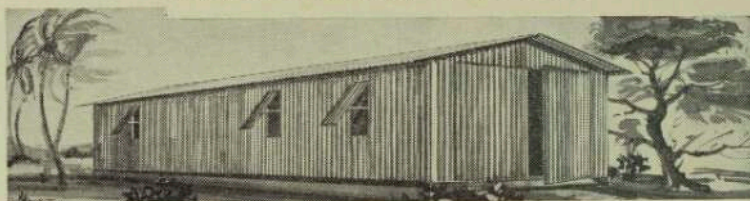
(LET STALK STRINE. Ure Smith. 7/6).

Frank Legg, a journalist, served with the 9th Australian Division in the Middle East but in 1944 was seconded to the Australian Broadcasting Commission as a war correspondent. He still originates ABC radio and TV shows and documentaries.

(AS LUCK WOULD HAVE IT. Angus & Robertson. 37/6. THE GORDON BENNETT STORY. Angus and Robertson. 45/-).

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Two Novel Novels

For a little escape reading, two new novels can be recommended. The first is the *Fall of the Eagle* by Jon Cleary; the second *High Citadel* by Desmond Egley.

CLEARY is an Australian. Last year on a Sydney television programme he made the point that in order to succeed today in winning a world audience, it is necessary for a novelist to always be seeking new backgrounds.

This piece of advice he carries out himself to some purpose. The last story we read had a background in Burma. *The Fall of an Eagle* is set in modern Turkey.

A young Australian woman, a paleontologist, who has had a husband killed in an accident, followed by an

Getting To Know Your Stars

GAZING at the stars is a good way to forget your own troubles and reduce those of the world you live in to manageable size.

For people in the Southern Hemisphere who have not done much of this sort of thing in the past, but would like to start, *The Southern Sky-Astronomy Through Your Own Eyes*, will help considerably. It is written by Harley Wood, Government Astronomer for New South Wales.

The book is largely a guide to star recognition, designed for use in Australia, New Zealand, South Africa or anywhere else in the Southern Hemisphere. It can, however, be read just as an up-to-date book on astronomy, written in language that the normally intelligent layman can understand.

The key to the proper use of the book lies in six star maps that cover 12 months of star-gazing into Southern skies. With these it is comparatively easy to recognise the constellations and brighter stars, even with the naked eye. From this point on, most people will find themselves hooked into deeper and longer expeditions into the night heavens.

Man has always been intrigued by the mystery of the stars but perhaps never so much as in the present age of artificial satellites and the beginnings of space exploration. For South Pacific readers this book is a good grounding in all aspects of extra-terrestrial exploration—both the ancient and modern varieties.—JT.

(THE SOUTHERN SKY. Angus & Robertson Ltd. 18/6).

unsatisfactory love affair, has developed a psychological trauma as a consequence. As part of this she goes to Turkey to look for Roman antiquities but instead has an earthy affair with an unshaven and mysterious Turk.

The climax of the story arrives with a severe earthquake that wipes out the small Anatolian town where all the dramatic personae have their

headquarters. A fast-moving story, well told.

The action of *High Citadel* takes place in an equally unusual place—on one of the towering peaks of the Andes.

The hero is a war-shattered air pilot who has sunk through the recognised strata of commercial aviation until he is left with chattering a decrepit DC3 for a shady airline in an uncertain South American state.

SOON: THE STORY OF QUEEN EMMA

A new book entitled *Queen Emma—The Story of a Samoan-American Girl who Established a Commercial Empire in 19th Century New Guinea*, will be published in August.

It was written by R. W. Robson, founder and long-time editor of *Pacific Islands Monthly*, who devoted years of research, at intervals, to weaving the authentic history and turning it into shape. The story of Queen Emma is one of the most picturesque in the history of the South Pacific Islands, wherein so many remarkable characters gained prominence.

The central figure of this book was born in 1850 as Emma Eliza, daughter of Jonas M. Coe, American Commercial Agent in Samoa, and she died in Monte Carlo, Mrs. Paul Kolbe in 1913. She was personally involved in many

famous incidents, such as Steinberger's attempt to rule Samoa in 1875-76, the visit of King Kalakua to the United States in 1875, the deportation from Samoa of Steinberger and Coe in 1876, the attempt by Marquis de Rays to establish a colony in New Guinea in 1880-1882 and the annexation of New Guinea by Germany in 1884.

The book is being published by Pacific Publications Pty. Ltd. of Sydney which will publish, about the same time, *PIM's Pacific*, a selection of the best stories that have appeared in the *Pacific Islands Monthly* in the last 15 years.

Pulls Gun

On this particular flight, his revolutionary-minded co-pilot pulls a gun on him when they are over a snow-filled Andean valley and he is forced to bring the aircraft down on a rough, too-short airstrip.

In the ensuing moments, the revolutionary co-pilot is killed, so are some of the passengers, and the plane is wrecked. The survivors, who include a Latin VIP returning home to stage a *coup d'etat* against the Communists, and his beautiful niece, then have the task of getting down from the 20,000 ft valley to a level where breathing is somewhat easier.

They are thwarted in this by the late co-pilot's Communist friends (up to the last few pages), but it all makes an exciting if somewhat improbable story in which the DC3 pilot redeems himself.—JT.

(THE FALL OF THE EAGLE and HIGH CITADEL. Collins. 25/- each).

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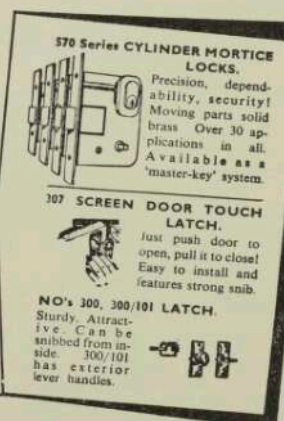


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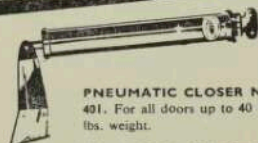
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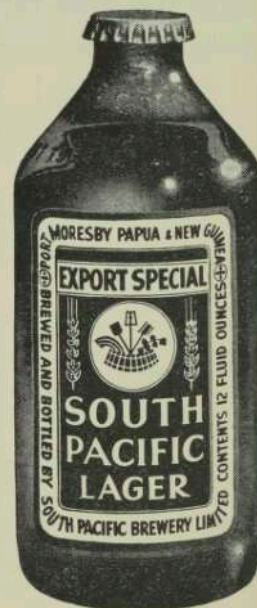
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The Making Of Modern New Zealand

Although *The Land of New Zealand* by Michael Turnbull and Ian A. McLaren is obviously written for schools, it, in fact, makes fascinating reading for any Antipodean with the slightest interest in his Colonial past.

THE book covers a century and a half of New Zealand history, from the coming of the first Europeans to the present day, but the story is presented in quite a new way.

It consists of extracts from letters, diaries, old newspapers, posters and advertisements, giving I-was-there accounts of events and modes of life.

A "boat-steerer" in one of the very earliest whaling expeditions gives a description of how a Maori who had been recruited (or kidnapped) as extra crew, took on a whale, single-handed.

Early missionaries describe their work not only among the Maoris but in acting as a buffer between them and the European adventurers who were the first white men to settle in N.Z.

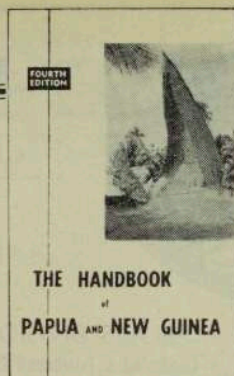
When the great migration from Europe began in the 1840's, there were many who left descriptions of appalling conditions in the sailing ships of the day and of the first few years of settling in a completely undeveloped country.

Other extracts cover the conflict between Maori and Pakeha—physical as well as cultural—in the years 1840 to 1870, mostly in the North Island.

There are pieces about transport, wharf fellers, roads, education and public health, the first motor cars, the Boer War and Gallipoli, the Great Slump (the depression of the 1930's) and the Great Prosperity (the post-World War II period) of the present.

Although designed to be read as a companion volume by the same writers (*The Changing Land—Short History of New Zealand*), this book can stand on its own feet as a fascinating social document and a finger-post to all variety of background material to New Zealand's 100 years of modern history.—JT.

THE LAND OF NEW ZEALAND. H. G. Green & Co. Ltd. 16/6.



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Territories TALK-TALK

With Tolala

Judging from the number of requests for "more photos of Before Days", following the publishing of the Kavieng Cricket XI in April *PIM*, these "B4 Pix" must be popular.

DELVED into my assorted collection of photographs and this month publish one showing at least three famous New Guinea personalities of the late twenties, to wit: aviator Ray Parer, together with one-time Consuls for Japan and China in Rabaul: Capt. Komine and Ah Tam.

is to Basil Challis, old-time resident of New Guinea and well-known sportsman, now resident in Adelaide, at I am indebted for this snap.

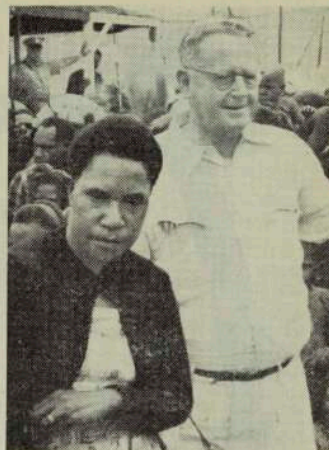
On the left is poker-faced Komine, Japanese Consul, one-time officer in the Japanese Navy, who took up residence in German New Guinea and prospered as a planter, shell-diver and trader, with a flourishing plantation in the Manus Group and a foreshore business site on Rabaul Harbour for his marine interests.

Next comes diminutive, but dynamic Ray Parer, pointing to a hole in his kite. But he'd get it fixed somehow. Only too often life for Ray depended upon a knotted piece of string or a twisted length of fencing wire. Complacency, tranquility, my name is Ray Parer. (God bless him, wherever he is.) . . . Towering

above him, physically, next stands tall, photogenic Burlington "Bertie", of whom I knew very little. For a while he was on the W. R. Carpenter staff; he was an aviator of some description and I have an idea he did very well for himself in some way or other.

And then there stands the Chinese Consul, Ah Tam, a trifle more retiring than his Japanese colleague; nevertheless, at one time he was the man from behind the scenes who made the Chinese machine tick in New Guinea, especially in the years prior to 1912 (when the Chinese Republic was established). Ostensibly a boatbuilder, he had a busy little slipway on the Rabaul foreshore, not far from the Anglican Church in pre-War II days; he also had multifarious trading interests throughout the country.

Both these consular representatives were greatly respected by their countrymen in New Guinea and the German administration recognised their status. Komine, who died long before the Japs came in to Rabaul in 1942, was a well-known personality



The famous Jim Taylor, who led the notable Hagen-Sepik patrol in the 'thirties, (see "Where Ignorance Is Bliss"), is seen with his wife in this photograph taken at Mt. Hagen in more recent times.

to hundreds of the invading Jap troops, who inquired as to the location of his grave in the local cemetery and proceeded there as to a sacred shrine.

Ask anyone today in Rabaul: Who was Komine or Ah Tam? They would probably give you a vacant stare and wonder of whom you were talking.

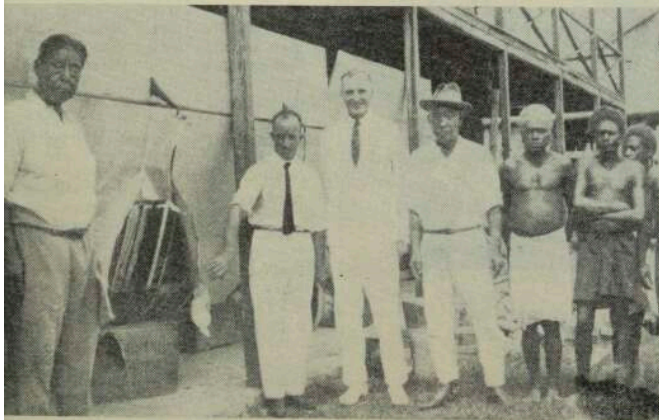
And as for consuls in New Guinea! Goodness gracious: Whatever for?

No consul or representative has been appointed for New Guinea since civil administration started in 1921. No doubt when New Guinea has attained its independence international representation will live again.

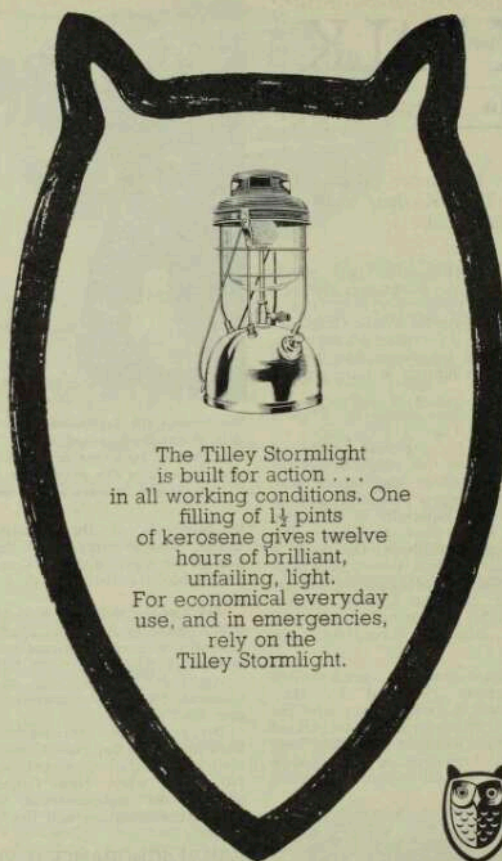
WHERE IGNORANCE IS BLISS

A story with a somewhat naive slant appeared in the *Sydney Sun-Herald* (9/5/65), coming from Port Moresby and dealing with the trial of 16 May River (Sepik) lads who ganged up, allegedly, on some neighbours and put them to the sword, then added insult to injury by consuming the bodies of their victims. The trial started "early this year" but it seems, according to an announcement by the Secretary for Law, that the Court had interpreter trouble—none was adequate and "so the charges would now be dropped."

And a very reasonable line of action to take, too, when one considers that the alternative would be for the trial to drag on interminably, expending judge's time (and that's not pea-



Three famous New Guinea personalities are in this photograph. (See above.)



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nuts in £sd), legal officers' and court officials' costs—with the result that if found guilty and the death sentence recorded, the lads would go to a corrective institution for a period, then home again. All this costing oodles of money. For what? To show that justice is not only done, but also appears to be done? To adhere to an old tradition? . . . Perhaps.

Little wonder that New Guinean members in the House of Assembly are urging for a more suitable punishment to fit the crime for murderers, instead of the present legal brouhaha which officialdom deems adequate to educate these emerging people in respect to law and order. (What about that story of the moat being in your own eye? . . . Tut, tut! Don't bring that up now.)

One thing that I did particularly notice in the Law Secretary's announcement, and which I think is open to question, is "the May River area was first penetrated by government patrols in 1958. Few people in the area can speak pidgin English."

If the learned Secretary, in referring to "government patrols", confines such patrols to those of the Papua and New Guinea government, then he is quite correct. On the other hand, if he concedes the fact that the government of the Mandated Territory of New Guinea had recognised patrols, then he must be aware of the Hagen-Sepik patrol under Jim Taylor, with Patrol Officer John Black and lik-lik doctor C. B. Walsh, which travelled through the May area in December, 1938. Taylor in his report, describes the folk in these parts as being unfriendly. Black had told Taylor: "They do not encourage visitors."

Well . . . that was twenty years earlier than the Law Secretary's "first government patrol". It would not surprise me if a glance through old German records disclosed that anthropologist Thurnwald and members of the Behrmann's expedition of 1914 were through that country also.

But, of course, if "government" applies only to the post-merger period . . . I give up.

PLAIN TALK

"Benelong" in his "To The Point" column in the Sydney *Sunday Telegraph* (9/5/65) makes a good point when he pleads "Let's Talk Plainly" after, apparently, reading his first copy of the new quarterly magazine *New Guinea*.

"Surely," he writes, "the New Guinea Council isn't going to foist this word 'indigene' on us? In a dozen or so reports from New Guinea I notice that the natives are referred to

indigenes. Come off it, chaps, it's French word anyway. What's wrong with calling natives natives?" And the answer is, of course, nothing is wrong. But it would appear that the New Guinea Council decided, in its wisdom, that a cane is not a spade but an agricultural implement. . . . pity. It is just this particular floss talk that gives these do-long-haired integration enthusiasts a distorted image with members every race in New Guinea. Such adulation earns these experts marks from the majority of New means who just don't know what they're talking about, while the wise of the isles can arrive at a very evaluation of this particular and of flattery. It's so difficult to square Australia thinking with New Guinean. And the slide rules in the world won't a little bit.

MEMORIES OF KEW

Sir George Taylor, Director of the Royal Botanic Gardens at Kew (England), was in Lae middle of April to see the modern, well-equipped conservatory in that town. Reports of the ceremony make no explanation of such an important construction not sited in Port Moresby. Cost—some £100,000 possibly it did come up to the P.M. building standards? (See Tropicalities). Sir George went a long way into the past when he made reference to New Guinea being the source of the cane. A pity he did not shorten the distance a bit and recall some 50 years ago when Kew Gardens' representative in the BSIP and Bouville was the late J. H. L. Waterhouse, who did a worthy collecting for a number of years and afterwards ended up as teacher of the Nodup School, just outside Rabaul. In the thirties the school became an important point for VIPs visiting Rabaul. JHL had a Thing about him, young New Guineans and the desire to create in them the urge to learn. His classes were wizards at mental arithmetic. Quick as a flash.

Just like that! Aussie journalist, Norman Bartlett, visited the Nodup school in 1941 and *The Australasian* (23/8/41) gave a detailed cover of his experience. An extract:

It is a pity that so many people who are convinced against the possibility of educating natives fail to sit the place where education is taking place. . . . They should meet, for instance, Mr. J. H. L. Waterhouse, fat, bullet-headed devotee to native education, who has

given a life in the tropics and his health to the cause in which he believes.

Asked if he thought pidgin English a necessary form of address, JHL replied it could be in bush villages, but he never used it in his school. One of the pupils mentioned by Bartlett was Towalaka, a name I seem to recognise as one of Rabaul's post-war town dignitaries at one time. (I remember his handwriting; it was the dead ring of JHL's neat calligraphy.)

Yes, it would have been a nice touch on Sir George's part if his delving into Kew records had unearthed JHL and his work.

However, I guess there are more than one or two of Rabaul's *elite* who were pupils in the Nodup school when JHL was their dominie and they competed one with another in the mental arithmetic classes; some may even be amongst those unique mirror-writers of whom, strangely, there were several in the class.



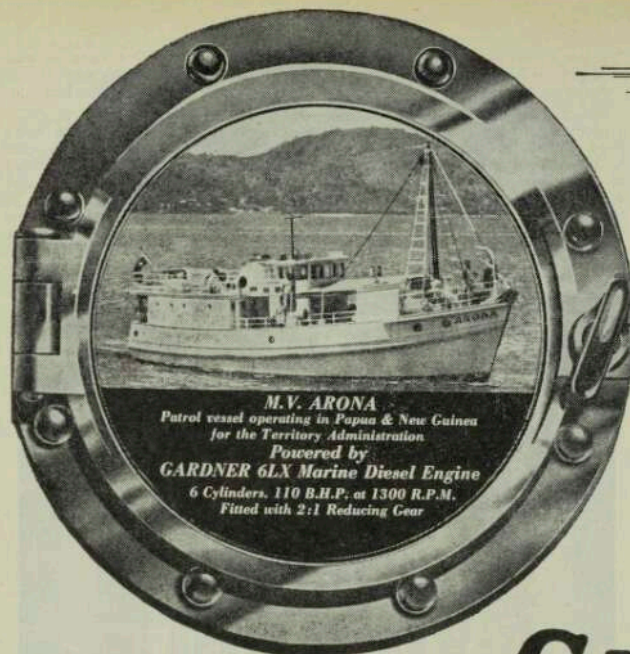
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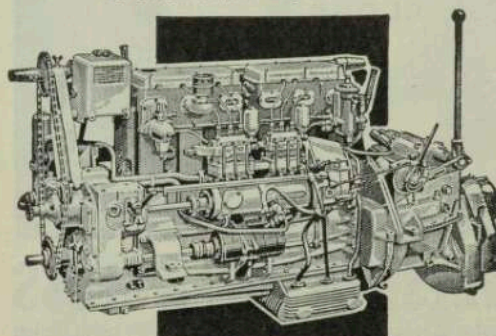


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Big Build-Up Soon Of French Naval Strength In Tahiti

Nearly 8,000 French sailors will be based in Papeete, Tahiti, soon when the French combat fleet is transferred to that port. This will make it the most important French war port in the world.

An announcement that the combat fleet was to be stationed in Papeete was made at the French Navy headquarters in Brest in May. This announcement, together with the recent decision of the French Government forcing the United States Consulate in Papeete to close (M. May, p. 123), suggest that France's plans to explode nuclear missiles at Mururoa Atoll in the future will probably be put into effect in the near future.

French naval strength in Tahiti has built up considerably since it was announced in April, 1963, that Mururoa Atoll, 775 miles south-east of Tahiti, was to be used as a nuclear testing base. It was then officially stated that the base would be ready in three years (PIM, June, 1963, p. 59).

Among the ships to be based in Papeete are four transformed liners, the *Medoc*, *Morvan* and *Berry*, of which house 250 engineers and technicians.

The *Ouragan*, a landing barge transport, left Brest for Tahiti via

Martinique on May 10. This ship has a crew of 200 men and 12 officers.

The *Ouragan* is equipped to carry helicopters on her decks and 464 troops. She has two cranes of 35 tons each.

Other ships either already in Papeete or to be stationed there are the escort ships *Verdon* and *Charente*, the transport *La Foudre*, and a large fleet of refrigeration vessels, supply vessels, tugs, landing barges and floating workshops.

The combat fleet which will join these vessels soon includes the aircraft carrier *Foch*, the anti-aircraft cruiser *de Grasse*, and several escort ships.

The *Foch* and her sister ship *Clemenceau* are France's biggest aircraft carriers. They each have a displacement of 22,000 tons and carry 1,500 men, 560 petty officers and 179 officers.

The crew of the *de Grasse* is 710 men, 190 petty officers and 85 officers.

In The News This Month

Adi Bua	Melika
Adi Lai	Mink
Adi Talei	Monterey
Berry	Morvan
Boulah	Niuvakai
Bluebell	Ohra
Blue Lagoon	Okeanos
Californian	Ouragan
Charente	Ranadi
Cimba	Red Boomer
Cythera	Rhodos
de Grasse	Senicera
Delos	Shireen
Destiner	Southwind
Diana	Svea
Duadua	Tamata
Eleuthera	Te Vega
Fairweather	Tenos
Feioch	Tiare
Foch	Tiare Taporo
Foudre	Trekka
Ikavuka	Tri-Odyssey
Komaiwai	Tui Levuka
Lady Lee	Valkyrie
Maine	Vancouver
Malowai	Verdon
Mariner	Viking Ahoy
Mariposa	Vuniwai
Medoc	Waka Toru

WELL-KNOWN TRADING SCHOONER DAMAGED BY FIRE

A fire which broke out in the main cabin of the well-known Islands trading schooner *Tiare Taporo* soon after midnight on May 10 caused about £3,000 worth of damage.

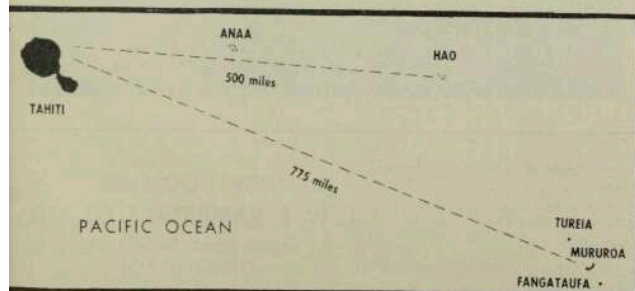
The schooner, which is owned by Mr. Tom Low, of Vila, New Hebrides, was anchored in Vila Harbour when the fire broke out—apparently as a result of an electrical fault.

The fire completely destroyed the main cabin, and damaged the decking below the cabin and the engine room. The fire had reached the fire extinguishers on board before they could be used.

The combined efforts of the voluntary Condominium fire brigade and the British and French police saved the ship from complete destruction.

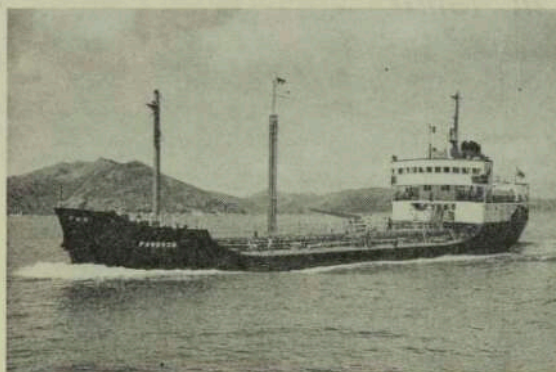
By the use of pumps from a boat, the fire was brought sufficiently under control by 4 a.m. for the schooner to be towed alongside Mr. Low's jetty, where the fire was put out.

The schooner was carrying a cargo of copra and sandalwood, and 500



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LEFT:—

M.T. "PANGKOR"

BUILT FOR THE
KRIS SHIPPING CO.
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PRIOR TO BEING
HANDED OVER TO
OWNERS.

RIGHT:—

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CHRISTCHURCH

lons of fuel, but neither the cargo
fuel was damaged.

A report from Vila says the vessel
is not insured, and that considerable
repairs will be necessary to put her
back into service.

The *Tiare Taporo* was built in
Auckland in 1913 for A. B. Donald
of Auckland and served
Donalds in the eastern Pacific until
March, 1963, when she was sold to
W. B. Christophers, of Rotorua.

She was resold to Mr. Low towards
end of last year, and has been
used since then mainly in trade
between Tanna and Vila.

OTHER OVERLOADING CASE IN FIJI

William Cola, a Fiji ship's master,
fined £19/7/6 in Levuka
Magistrate's Court in May for
carrying 37 passengers from Wainunu
Vanua Levu to Levuka on
May 22 when his ship *Adi Talei*
was licensed to carry only 16.

It was the fourth case of over-
loading in recent months (PIM,
p. 111).

William, who admitted the offence,
it was a fine day and he had
loaded the excess passengers for the
sake of school-children who were
eager to get back for the start of
the new school year.

William also pleaded guilty to a
charge of having entered and left
Levuka in the *Malowai* without
permissions from the port authorities.
He was fined 30/- with 5/- costs.

URE OF SUVA SEAMEN'S CLUB IN DOUBT

ava's Flying Angel Club for
seamen is attracting so little patron-
age these days that it may not re-
open much longer.

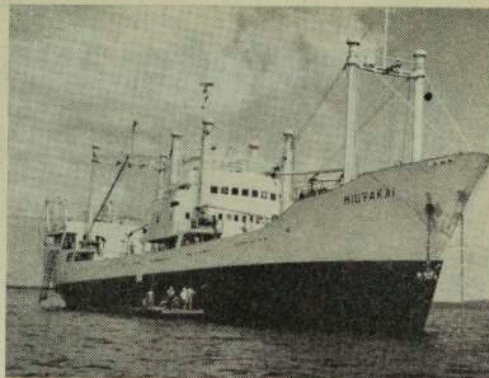
The chairman of the Missions to
Seamen, Captain Peter Hough, who
is Fiji's Assistant Harbour Master,
in his annual report that only
one seaman uses the club every
few days, and that the Missions to
Seamen cannot ask the Govern-
ment or public for funds to keep
the club going if seamen did not
support it.

He says seamen of today are
reluctant to make use of the club's
facilities, "except, of course, in times
of need and distress when they are
eager to appear on our chaplain's
ship".

GAN SHIP LOADS SUM FOR FIJI

The Tonga Copra Board's motor
ship *Niuvakai* made a trip from
Suva to Kangaroo Island, South Aus-

The Tonga Copra
Board ship "*Niuvakai*",
which made a
trip to South Aus-
tralia in May for a
cargo of gypsum for
Fiji.



tralia, in May to pick up 1,600
tons of gypsum for Fiji Industries
Ltd.

She will resume her Australian
coast-Fiji-Tonga service when she
unloads the gypsum in Suva.

On her last voyage on this service,
the *Niuvakai* was hit by three con-
secutive tidal waves which veered
her 50 degrees off course. These
incidents occurred soon after mid-
night on April 2, but the captain
reported in Nukualofa that the ship
was under control again within 10
minutes of impact.

On this voyage the *Niuvakai*
carried 2,654 tons of cargo from
Sydney and Melbourne for Fiji ports
and Nukualofa—her largest cargo
on this run.

BLACK DAY FOR SUVA SMALL SHIPS

May 9, 1965, is a day that owners
and crews of small ships which hap-
pened to be in Suva on that day
will long remember.

In less than 10 minutes a 7-knot
breeze became a 50-knot gale which
whipped up the normally placid
waters of the harbour, and led to a
shipping snarl seldom seen.

The blow, which started at 5.50
a.m. lasted a bare half-hour, but that
was long enough to cause small ships
to drag their anchors, sweep a Fijian
seaman overboard and damage yachts
at the Royal Suva Yacht Club.

The *Adi Talei*, after dragging her
anchor, narrowly missed the tourist

CAPTAIN W. L. KENNEDY

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10,500 cubic ft. hydraulic winch, in full survey. £26,500.

CARGO VESSEL, 125 x 24, wooden terpine sheathed, carry about 300 tons,
twin 200 h.p. Ruston diesels, 4 el. winches/derricks. £10,000.

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tons, 4 el. winches/derricks. £17,500.

CARGO VESSEL, 107 x 24 x 7.6 loaded, carry 140 tons dwt., twin screw
Gardner diesels aft, 2 winches/derricks, 2 hatches, in survey. £4,300.

64 FT WOODEN TRADING VESSEL, Copper sheathed, trade room, 6L3
Gardner marine diesel. Good order. £10,000.

WORK LAUNCH, 32 x 11.6 x 4, 30 h.p. Lister diesel, 2/1 reduct, 3 berths, toilet,
galley, 2 way radio, echo sounder, large cockpit. £4,200.

WORKBOAT, 22 x 8.6, built by Fisher, 35 h.p. diesel, excellent condition.
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18 FT. HALF CABIN LAUNCH, twin cylinder marine engine, near new. £525.

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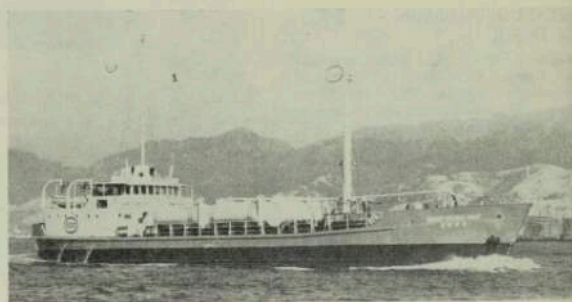
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"Esso Tsuen Wan" Twin Screw Harbour Oil Tanker for Hong Kong

The Hongkong & Whampoa Dock Company has built and delivered to Esso Standard Oil (Hong Kong) Ltd. a harbour oil tanker which will commence employment at once in her local service. The vessel was constructed to the Builder's design, to Owners specification, and to the requirements of Lloyd's Register of Shipping Class + 100 A.1. The following are the main particulars:—

Length Overall	170 feet 3 ins.
Breadth Moulded	36 feet 0 ins.
Depth Moulded	12 feet 0 ins.
Draught	9 feet 9 ins.
Deadweight	890 tons

The hull is of all welded construction. The hull is shotblasted and painted and the interiors of the cargo tanks are shotblasted and treated with epoxy resin paints. Mounted on deck are five 4,000 gallon tanks for the carriage of special fuels or oil. The interior of these tanks being treated in the same manner as the cargo tanks.

Main propelling machinery comprises two Cummins LTR-6-M Marine Oil Engines, each 325 B.H.P. @ 900 r.p.m. coupled to 3.04:1 reduction gearboxes to give a propeller speed of 300 r.p.m.

A trial speed of 9½ knots was obtained in the fully loaded condition.

Two identical marine auxiliary sets are installed, each comprising a Gardner 6LX marine oil engine directly coupled to a 35 KVA 100 volts D.C. Generator, arranged for operation as single or only.

Cargo Pumps comprise two horizontal Hamworthy pumps, each 150 T.P.H. at 80 p.s.i. when operating a cargo of "Bunker" oil at 90 deg. Fahr. Pumps are driven by the main engine in addition two centrifugal electric driven Lee Howl Cargo Pumps each having a capacity of 200 A.G.P.M. against a head of 100 feet, and suitable for "Low Flash Point" oil fuel and gasoil cargo, are fitted.

Other machinery and fittings include Emergency Lighting equipment, fresh and sanitary water pumping set, CO₂ system to protect machinery space and cargo oil tanks, fire and ballast pump, compressed air system, and the usual navigational and other fittings.

The electrical installation and wiring is specially constructed to suit a tanker carrying low flash point cargo.

Steering is by an electric-hydraulic steering gear manufactured by Frydenbo, Bergen, capable of operating twin rudders from hard over to hard over in 30 seconds. It includes automatic immediate change over arrangement at helm for emergency transfer to hand hydraulic operation.

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ENQUIRIES WELCOME—either direct or through our Representatives.

ser *Blue Lagoon*, and drifted out control till the crew started the en-

at that did not stop her from hit- the wharf. At the moment of im- the dinghy broke adrift and a hand fell overboard.

another member of the crew went board to help his companion, and got into difficulties. Both were sed by two men who were on d a yacht which had sailed to from New Zealand.

hile this was going on, the *Viking* y dragged her two anchors and blown downwind to hit the red *Komaiwai*.

then the USS Co.'s *Ranadi* ged anchors, and was joined by *Vuniwai*, which belongs to the ical Department.

he crew of the New Zealand t cleverly manoeuvred their craft void being hit by the drifting , and then the *Blue Lagoon*, both ors dragging, loomed as a threat he yacht, but she also was led.

he *Vuniwai* drifted to the western of the King's Wharf and was saved from crashing into a ed overseas ship by a tug be- ng to South Pacific Sugar Mills, h towed her from the wharf.

he SPSM tug then moved among other ships running before the dropping wind, offering them as- ce.

he *Tui Levuka*, berthed at e's Wharf, took a severe ting, and almost the whole h of the port side superstructure torn away.

MAKING IT EASIER

Recently completed at Rabaul's Aquatic Club is a new launching ramp, which was constructed by a working bee of 23 members. Some 14 sail boats, as well as power boats, use the club's facilities.



But for prompt action by the crew who removed her from the wharf, the damage would have been greater.

The gale caused chaos in the Whippy boatyard, Walu Bay.

The luxury launch, *Beulah*, owned by Mr. Walter Whippy, broke her moorings and drifted towards the *Adi Lai* and *Adi Bua*, but did not run into them.

The roof of the *Beulah's* cabin was damaged, and the railings were bent.

The pilot launch, *Seniceva*, was also damaged, but not severely.

At the Yacht Club, Mr. Harvey Hunt's trimaran, *Ikavuka*, was dragged from her moorings and driven on to Mr. Howard Swanbury's *Duadua*.

The force of the wind moved several other boats from their moorings and ended up on the mud about 300 yards away.

NEW CAPTAIN FOR "MARIPOSA" APPOINTED

Captain Mervyn C. Stone, who first sailed to the South Pacific as an able seaman 45 years ago, has been appointed master of the Matson liner *Mariposa*. He succeeds Captain Harold R. Gillespie who has retired after 50 years at sea (*PIM*, May, p. 129).

The *Mariposa* and her sister ship *Monterey* alternately sail through the South Pacific from San Francisco to Sydney every three weeks.

Captain Stone first sailed this route in 1920 as a seaman on the four-masted barquentine *George U. Hind*, owned by James Rolph, then mayor of San Francisco.

Captain Stone has been master of the California-Hawaii freighter *Californian* for the past year. He previously served as master of both the

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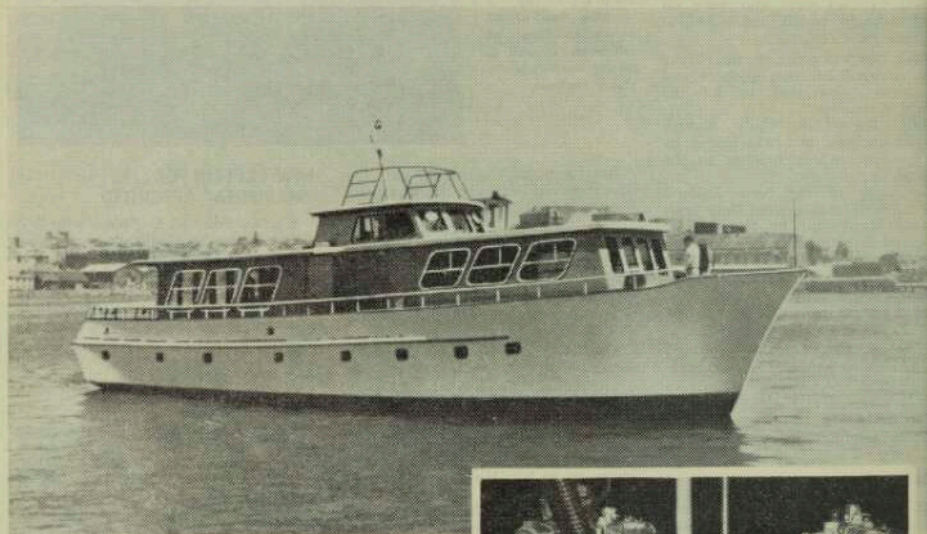
72 ft. H.D.M.L., in excellent condition. £14,000.

66 ft. converted ammunition LIGHTER, carrying capacity 80 tons, twin diesels. £8,000.

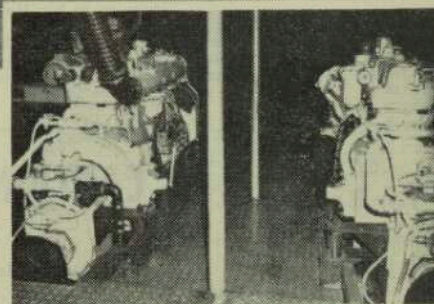
48 ft. CHARTER VESSEL, twin diesel, in survey £13,500.

42 ft. TRAWLER diesel, raised deck, £3,100.

Maritime Services Board chooses **ROLLS-ROYCE** power for V.I.P. launch



The Rolls-Royce powered "Governor Phillip" enters service shortly as the Maritime Services Board new V.I.P. Launch. Rolls-Royce Marine Diesels were chosen because of their reliability, low operating costs and proven performance. Being lightweight and compact... easy starting... with low fuel consumption... Rolls-Royce Diesels give trouble free continuous running under all climatic conditions. For the exacting requirements of marine propulsion Rolls-Royce offer the best value.



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ROLLS-ROYCE PERFORMANCE PROVED DIESELS PAY DIVIDENDS

triposa and the *Monterey*, and as chief captain of the *Lurline*. He was born in Bournemouth, Hampshire, England. He went to sea in 1917 as a cadet in the British merchant marine.

YACHTING MARINA FOR SUVA

The construction of a yachting marina in Walu Bay, Suva, was begun towards the end of April. When completed in about six months it will be the first in Fiji for small pleasure craft.

It is being built by the British Petroleum Company, whose Fiji manager has stated that reclamation alone along the Walu Bay foreshore will cost £13,000. There will be a workshop, cafe, slipway, a pontoon jetty, an enclosed mooring area for launches, and a parking area for cars on trailers.

CORD PROFIT FOR PORTS AUTHORITY

The BSIP Ports Authority had a record net profit of £28,270 for the year ended September 30, 1964, an increase of more than £8,500 over that of the previous year.

The authority said in its annual report that total imports showed an increase of 6,186 tons, or 37.9 per cent, over the previous year's total.

Summarising the year's work, the report detailed the construction of a deepwater wharf at Honiara to provide an additional 210 feet of wharf space, the authorisation of a loan of £90,000 to help to finance that project, and good progress on reclamation of land in Honiara.

A Honiara correspondent reported in May that in driving steel piles for a new deepwater wharf, the contractors, Hornibrook Construction Company, had found the coral bed much softer than expected, making it necessary to put the piles down not twice as deep. As a result, not twice as many piles will be needed, and the extra piles have to be obtained from overseas. The contractors still expect to finish the wharf by next Christmas, but local people have their doubts.

The new small jetty being built at Mat Cruz, Honiara, will be named the Jetty, after Tome Wate, a former district headman and chief of Boufou Island, who died recently. This decision was made by the Ports Authority.

A leader of the Sulufou people has arranged for labour from that island to work on the Honiara waterway whenever needed.

The new jetty will represent a considerable improvement in port facilities.

ADVENTURE FOR PARTY FROM "TE VEGA"

Three students from the American research schooner *Te Vega* had an unexpected adventure when they went on an expedition from Suva to Wainibokasi during the schooner's visit to Suva in April.

While heading for a reef near Mabualau Islet and Toberua, they were caught in a sudden storm and with currents against them they had no option but to go to Toberua, bailing all the way. They spent the night with the owner of the island, Mr. J. McHugh.

The *Te Vega*, which is owned by Stanford University, California, is on

a research cruise with 12 graduates from US universities and three professors. She arrived in Suva from the BSIP after being "missing" for several days, but it turned out that her radio transmitter had been out of action.

After a visit to Astrolabe Lagoon, Kadavu, the *Te Vega* was scheduled to sail for Tonga.

MORE OVERSEAS SHIPS

The number of overseas ships calling at the main Fiji ports of Suva and Lautoka has been increasing steadily.

In 1964, 477 ships arrived at Suva, compared with 418 in 1963, while 190 visited Lautoka, compared with 182 in 1963.



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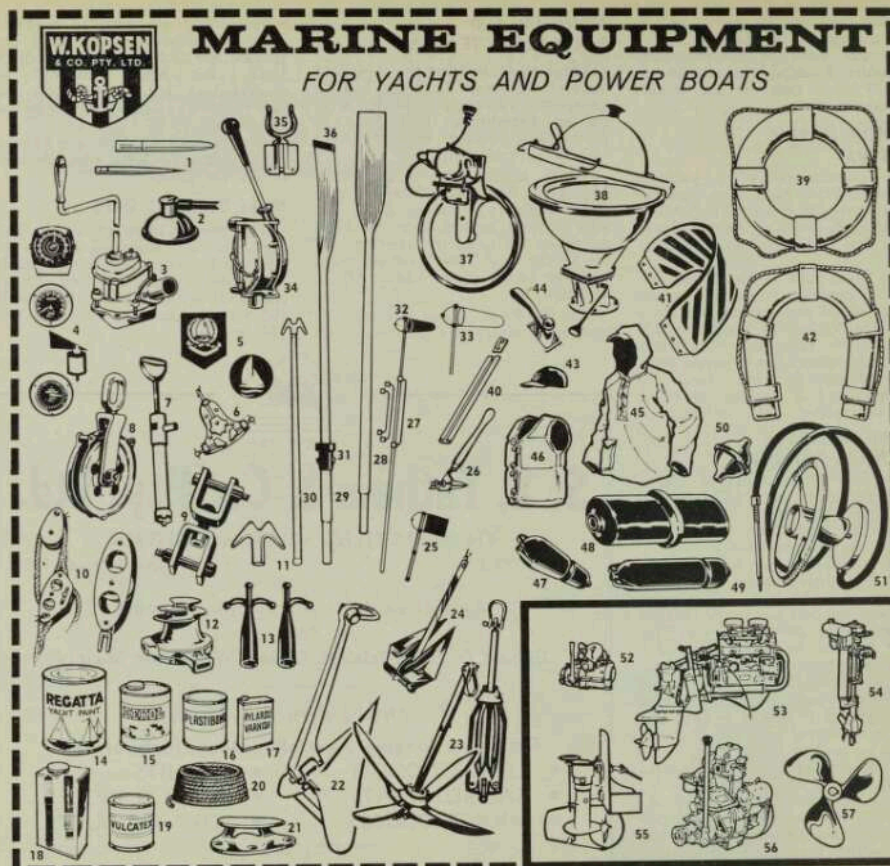
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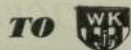
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TENOS" IN MISHAP SYDNEY

The motor vessel *Tenos* of the Australia-West Pacific Line, which inaugurated a new service from Australia to Papua-New Guinea, was involved in a slight mishap in Sydney Harbour on May 4.

While being towed by a tug from Colloomooloo to Walsh Bay, she struck the US Navy troop carrier, *Encouper*, of 13,000 tons.

The *Tenos*, a freighter of 5,600 tons, swung wide and although the board anchor was dropped and engines were reversed, she drifted sideways into the warship, crushing a whaleboat on the warship's deck.

The gangway of the *Tenos* was badly damaged and some plates were bent.

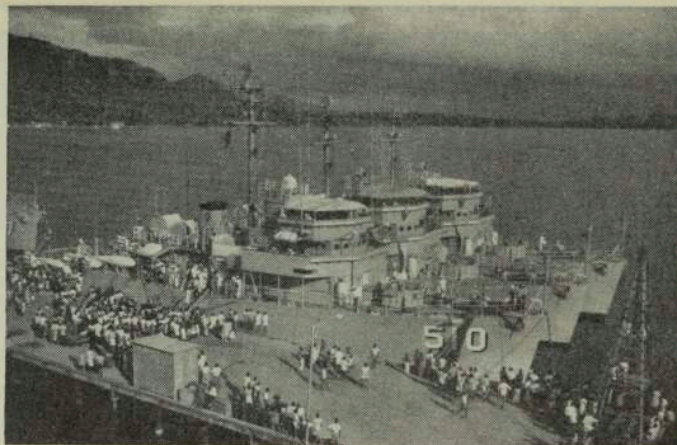
The NSW Maritime Services Board will hold an inquiry into the mishap.

The new service of the *Tenos* will start with the Australia-West Pacific Line's current monthly service Rabaul, Lae, Madang and the Far East.

There will be a sailing from an Australian port each fortnight, to give monthly service on each run.

The *Tenos* will call at Sydney and Brisbane, en route to Port Moresby, Lae, Madang and Rabaul, before returning to Sydney.

Two other ships operating to New Guinea, the *Rhodos* and *Delos*, after leaving the Australian coast will call



AMERICAN VISITORS: These minesweepers of the United States Navy's Seventh Fleet attracted a lot of attention recently when they visited Rabaul en route to Australia for the annual Coral Sea Battle celebrations.

at Rabaul, Lae and Madang, and will then sail to the Far East.

"TAMATA" REPAIRS COST £25,000

The French ship, *Tamata*, formerly *Colorado del Mar*, was expected to leave Suva about mid-May for the Wallis Islands after having been on the slip for about three months.

The hull of the ship was badly damaged when the *Tamata* went aground on Beqa Reef in December.

Repairs carried out by Bish Ltd., were estimated to cost about £25,000.

The *Tamata* will resume her regular service between Noumea and the Wallis Islands, via Suva.

TRUST TERRITORY'S NEW SHIPS

Two new vessels for the United States Trust Territory Government were expected to be launched late in May in a Far East shipyard.

The vessels, 100 ft long, are designed for full pilot house control and will be radar-equipped.

The Trust Territory Government has bought three vessels to provide a modern cargo and passenger service within Micronesia.

The first vessel ordered was the *Feioch*, 65 ft.

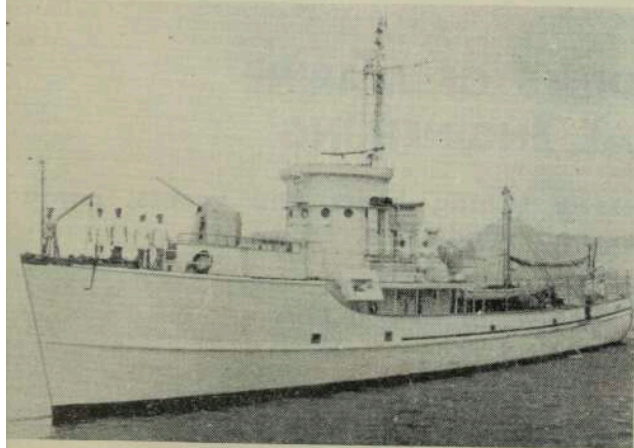
The *Feioch* was launched on December 19 in Yokohama and completed fitting out and trials in March.

She is manned by a crew of five, and cruises at 12 knots.

She can carry up to 40 passengers.

NEW SERVICE FOR NORFOLK

A vessel from the New Zealand shipping firm Holm & Co. Ltd. will leave Auckland on May 28 to begin a service between Auckland, Norfolk Island and Noumea. General and refrigerated cargo will be carried. The Norfolk Island agents are R. Hopkins Ltd.



FORMER NAVAL SHIP LOST: The former French naval vessel "Tiare", which had been used as a trader in the New Hebrides since she was decommissioned in 1958, was wrecked on a reef at Epi recently and sank in about 60 ft of water. It is a large island south-east of Malekula. The "Tiare" was under charter to J. Gubbay and Co. She is seen here as she was in her navy days in the mid-1950's.



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Cruising Yachts

● **TRI-ODYSSEY**, 35 ft American trimaran, was due to leave Rarotonga at the end of April for Samoa, Tonga and New Zealand with her owner-builders, Jerry Allen and Le Roy Fry, and two crew members, Ron Ashley, a dentist, and John Brink, a former paratrooper, who joined the craft in French Polynesia.

Allen and Fry built *Tri-Odyssey* in a backyard at Redwood City, California, and sailed for Honolulu from San Francisco in June, 1963.

After a year as carpenters in Honolulu, they sailed for Tahiti with Jack Thomson and Carroll Hobart, arriving there on September 2 last year.

Allen and Fry spent seven months among the Society Islands—Moorea, Raiatea, Tahaa and Bora Bora. They liked Tahaa best because of its friendly people, lack of roads and tourists, and peaceful atmosphere.

Allen told the *Cook Islands News* that French soldiers were everywhere in Tahiti, and although most were well-behaved, they spoiled the atmosphere.

On reaching New Zealand, Allen and Fry plan to rebuild the cabin and superstructure of their craft to provide more head room.

● **DESTINER**, a 43 ft bridge-deck schooner, owned and sailed by Don and Clarice Wilcox, of Cayucas, California, shoved off from Manzanillo, Mexico, on April 6 for Tahiti and points south. *Destiner* left Morro Bay, California, last June for a three-year cruise of the South Pacific.

● **MINK**, a New Zealand yacht, left Balboa, Canal Zone, in mid-March on the way home from the Mediterranean and Europe.

● **SHIREEN**, an English yacht, sailed into the Pacific from Balboa around for Tahiti and New Zealand on March 9.

While crossing the Atlantic in November, *Shireen* encountered the world-girdling American ketch *Svea*, with Robert and Mary Kittredge, which became well known in the South Pacific in 1961 and 1962 while cruising in that area.

During two days of calms, the Kittredges invited the crew of

Shireen to board *Svea* for a tuna dinner.

● **OHRA**, 25 ft 6 in. cutter with owner-skipper Lourie Harder, 31, and Manfred Wille, 27, was due to leave Port Moresby on May 16 for Thursday Island, Cairns, New Zealand and Tahiti.

Ohra was designed and built in Lae in 1963. She has teak decks and an auxiliary engine on 6 h.p.

Lourie Harder worked in Lae for some time as an engineering surveyor with the Lae firm of T. W. Richards and Associates, engineering surveyors.

● **DIANA**, 43-ft yawl, with 73-year-old Norman Eggerton Young, CB, CMG, MC, and a Seychellese lad, was lost at sea off Portuguese East Africa recently.

Mr. Young, who retired from the post of Comptroller of the National Debt Office in Britain in 1954, spent most of his time from then on sailing the world in *Diana*.

He was in the Pacific in 1957 and again in 1960-62. The last time he was mentioned in *PIM* was in May, 1962 (p. 113) after *Diana* had arrived in Sydney from New Zealand and Fiji.

Mrs. Pat Fenton, of the much-publicised yacht *Cythera*, which is still in Sydney, tells us in a note that she was surprised to see no mention of Mr. Young's death in the Sydney newspapers.

"This kindly old man," she says, was well-known throughout the Pacific. He was last in Sydney during Easter, 1962, and we met him on many occasions, finding him a delightful old gentleman, who belonged to an era long gone. We are sure that the many yachties in Australia who met him will be sorry to hear of the passing of such a gallant master, who often sang Greek love songs to his beloved ship while taking his watch."

● **LADY LEE**, 43-ft ketch, with Fred and Doris Murphy, of Long Beach, was at Academy Bay, Galapagos Islands, in mid-February after a 28-day trip from the Canal Zone. The Murphys were uncertain at that time whether they would go on to Tahiti or Honolulu.

● **MARINER**, 34-ft yawl, originally from Seattle, which New Zealanders John and Joyce Dean bought in Auckland in 1961, is currently in New Caledonian waters.

Mr. Dean, with a paying crew of two and his four-year-old son



The late Mr. Norman E. Young and his ill-fated yawl "Diana" photographed in Suva several years ago.

Michael, sailed *Mariner* to New Caledonia from Sydney in March last year en route to San Diego. But he has found New Caledonia so pleasant that he hasn't got any further.

Son Michael is now at school in Wellington, and Mrs. Dean is working in Wellington as a beautician.

● **CIMBA**, a famous 35-ft Blue-nose schooner, arrived in Port Moresby in late April, with owner-skipper Bill Holmes, of Sydney, who now has a temporary job as civil engineer with the Department of Public Works.

The schooner, which began her career as a fishing vessel on the Nova Scotia coast in 1929, achieved early renown by winning the big annual free-for-all race in those waters three years in succession.

She was then bought by two young Americans and fitted out in New York for a voyage around the world. The circumnavigation was not accomplished, but the schooner did have an adventurous voyage as far as Fiji, where she went on a reef, was dragged off unscathed, and sold.

Her new owner, Major Lazarus, of Suva, sailed her for many years with distinction in Suva yacht races. Meanwhile, the schooner's voyage from New York to Fiji had become the subject of a book by Richard Maury called *Saga of Cimba*, which has been described as "a classic in deep-sea, small craft literature."

Cimba was bought by Sir Philip

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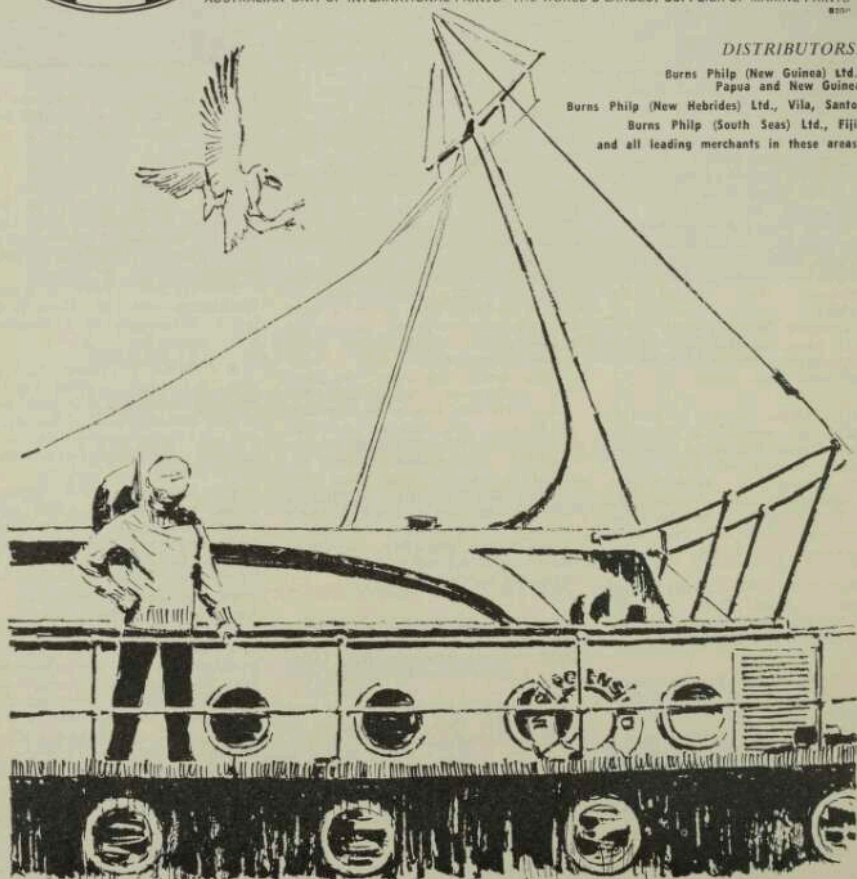
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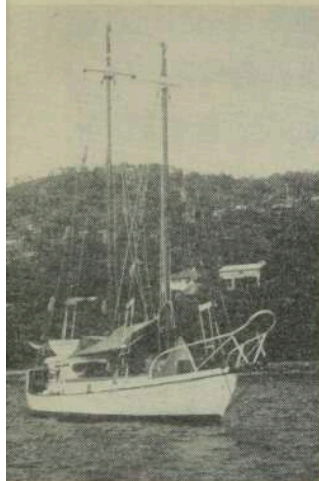
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"Cimba" in Port Moresby.

Mitchell soon after he became Governor of Fiji in 1942 and, after being overhauled and rejuvenated, was named *Bluebell*. She reverted to her original name when Sir Philip told her to Mr. G. F. Russell, of Suva, on his departure from Fiji in 1945.

In May, 1945, Mr. Russell sailed the schooner to Auckland with Messrs. J. Molloy, of Suva, and F. Teddoes, of Lautoka, and it seems—but we are by no means sure of this—that she was sold in New Zealand and remained there until recently.

At any rate, Bill Holmes, the present owner, bought *Cimba* from Bill Eglinton, of New Zealand, in May, 1961, although this transaction took place in Sydney.

Holmes left Sydney in *Cimba* in May, 1963, and sailed north to Thursday Island. He then went back to Cairns, but eventually returned to Thursday Island. From there, he sailed direct to Moresby.

He now plans to visit the Solomon Islands, Fiji and other Pacific islands.

● **RED BOOMER.** Bill McNeil's 22-ft ketch which arrived in Port Moresby from Fremantle, Western Australia, in December, 1963, and after went on to Rabaul, is now back in Moresby, where Bill has an engineering draftsman's job with the Public Works Department.

Also working in Moresby—in the Department of Lands—is Miss Moleen Dalton, of Tasmania, who was one of *Red Boomer's* crew on the trip from Fremantle.

Bill McNeil and his family—wife Yvonne, four-year-old daughter Yvette, and 10-month-old Andrew (born in Rabaul)—plan eventually to sail on to other parts of the Pacific, including Fiji and Tahiti.

Red Boomer is the name of a large red kangaroo in Western Australia.

● **FAIRWEATHER.** 58-ft American schooner, skippered by Mrs. Suttie Adams, recently completed a voyage around the world. *Fairweather* began her voyage in Florida in 1960 and was in the Pacific (Marquesas, Fiji, New Zealand, New Caledonia, New Hebrides, Port Moresby, etc.) in 1962.

Mrs. Adams took over as skipper of the schooner in May, 1962, when her husband, William Adams, flew back to the US on business. Members of the crew included four members of the Adams family, whose ages now range from 23 to 15.

Mr. Charles A. Borden, of Spindrift Point, Mair Beach, via Sausalito, California, tells us in a note that Mrs. Adams skippered and navigated *Fairweather* over 30,000 miles during the past three years "thus adding her name to the growing number of competent women who have circumnavigated or made major trans-ocean passages as master or skipper of small cruising vessels."

This is a matter of particular interest to Mr. Borden, as he is writing a book on small ship cruising around the world called *Sea Quest*, which will include a chapter on "Small Ship Women".

Early in May, *Fairweather* was sailing north to California from Manzanillo, Mexico.

● **TREKKA.** 20-ft yawl, with 35-year-old Clifford Cain and his wife Marian, of Monterey, California, arrived in Brisbane on May 14 after a 10,000-mile voyage from California. Our last report on *Trekka* was when she arrived in NZ from Honolulu via Fanning Is.

Trekka was previously owned by a Canadian, Mr. J. Guzewell, who sailed her around the world. The Cains may attempt a circumnavigation, also, as they have found their vessel "a grand little boat" so good, in fact, that the trip across the Pacific was "deadly dull", although the weather had something to do with this, too.

● **VALKYRIE.** 31-ft ketch with John Goetzcke, a 70-year-old American lone-hander, was due to sail from Brisbane in mid-May for the

Where Are You?

Where are you, yachtsman? Where have you been? Where are you going next? For years, PIM's yachting columns have served as a post office to keep everyone interested in cruising yachts in touch. Why not drop us a line from your next port of call?

Philippines. Mr. Goetzcke, who began a voyage around the world at Charlotte Amalie, Virgin Islands, arrived in Brisbane in March last year after a 12-month voyage from Hawaii which took in Samoa, Fiji and New Zealand. (PIM, May, 1964, p. 111).

● **SOUTHWIND.** 30-ft trimaran, owned by American yachtsman Joe Hudson, left Suva for Vila on May 1 in company with the trimaran *Melika* (see below) and arrived there on May 14. Mr. Hudson who hails from Big Sur, California, arrived in Suva via Honolulu and Tahiti.

● **MELIKA.** Australian-owned trimaran, left Suva for Melbourne via Kadavu, New Caledonia and the New Hebrides on May 1. Noel Burchill, 33, and John Doolan, 24, bought the trimaran in Suva last year from a New Zealander, Michael Cole, who had sailed the vessel from New Zealand to Fiji via the Cook Islands, Niue and Tonga under the name *Waka Toru* (PIM, Jan., p. 105).

● **ELEUTHERA.** 48-ft steel ketch from Seattle with Earl Schenck, Jr., and his wife Paula will probably be cruising the Austral Islands of French Polynesia by the time this appears.

Eleuthera arrived in Papeete from Seattle last July and subsequently visited other islands in the Society Group (PIM, Oct., 1964, p. 107).

During the hurricane season—although hurricanes are uncommon in French Polynesia—*Eleuthera* was moored at Taravao, the isthmus that connects Tahiti-Nui, the main part of Tahiti, with the smaller Tiarapu Peninsula. Meanwhile, Mr. Schenck flew back to Seattle to attend to a few business matters.

On his return, the Schnecks planned to head for the Australs.

Mr. Schenck, by the way, is no stranger in the South Pacific. He knocked around the Islands for some time in the 1930's and wrote a book called *Come Unto These Yellow Sands*.



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WESTERN SAMOA : 'LEAST UNSPOILED' OF THE POLYNESIAN ISLANDS

From R. F. Rankin, in Apia

Although as the least unspoiled of all the Polynesian islands Western Samoa has much to offer the tourist, up to a year ago travel agents and hotel proprietors despaired that tourism here would ever be developed into a major industry.

WITH rising imports and falling exports compounding the newly-independent country's financial problems, Samoa's politicians have finally realised that tourism provides a lucrative and relatively painless alternative source of revenue. Thus the tourist picture has now completely changed.

The Government has this year given top priority in its development plans to the promotion of tourism. Plans for a high class tourist hotel with a hundred rooms are in the making; Western Samoa is to be added to the Pacific Area Travel Association; and funds have been allocated to conduct a visitor destination study on the islands of Upolu and Savaii.

Antiquated Entry Laws

When the programme really gets under way, and when antiquated immigration laws requiring entry permits are revised to allow entry on presentation of a return ticket, tourism is going to become big business. Then that happens visitors should have little to complain of in the way of facilities, service, sightseeing, comfort and pleasure.

In the meantime, however, while it does not mean a luxury resort, Samoa does provide an unforgettable and relatively inexpensive holiday for the visitor interested in Polynesian culture, or in exploring a genuine South Seas island with some of the most tropical scenery and beaches to be found.

What is the situation at the moment?

Clean and comfortable accommodation in Apia provides no problem. In nine cases out of 10 the room Casino Hotel can put up a visitor without prior notice. Here rates vary from £2/2/- to £3/15/- per person a day.

The bulk of the tourist trade, however, goes to Aggie Grey's Hotel

and here booking is advisable. Aggie has 21 cottages with rates ranging from £5 single (air conditioned) to £3 shared. She also has eight single rooms at £2/16/- and 10 double rooms at £5/5/- double.

At both hotels meals are included in the tariff.

Because of the steady increase of visitors since 1960 and in view of promotional plans of the future, Aggie has eight new cottages under construction and expected to be completed late July. She hopes to add another eight units next year.

Restrictive liquor regulations under which a few years ago a visitor found it difficult to get a drink have been relaxed and this presents no problem to hotel guests nowadays.

Both hotels are close to the shopping centre and taxis are readily

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available, charging 2/- for a short run.

Shopping in Apia is good, with the main stores carrying products from all over the world, and there are some interesting Chinese goods available in some smaller stores. Samoan curios are available from street-side vendors and some stores, and for the music lover Samoan songs, recorded in Samoa and not available elsewhere, are on sale.

Visiting sportsmen have no trouble arranging a game of golf or tennis and there is good swimming in the lagoon at Vaiala and Mulinu'u and in front of the Casino. Also at Vaiala are acres of coral to be explored at low tide, and Palolo Deep where one can spend hours looking through goggles at the wonderfully

BOY MEETS GIRL IN TAHITI

THE fourth edition of the Official Directory and Guide Book for Tahiti, compiled by Bernard Covit, an American journalist living in Tahiti, has recently been published.

Like its predecessor, the third edition, the directory was sponsored by Tahiti's Syndicat d'Initiative (Tourist Bureau) and Chamber of Commerce, and its main aim is to provide information on Tahiti and French Polynesia for tourists, travel agents and businessmen in other countries.

Four thousand copies of the directory have been sent gratis to travel agents, etc., particularly members of the Pacific Area Travel Association; but anyone who wants to buy one may do so by writing to: Bernard Covit, P.O. Box 409, Papeete, Tahiti. The cost is US\$2.00 or 200 French Pacific francs, plus 25 US cents, or their equivalent, for postage.

The directory incorporates, and, where necessary, brings up to date, most of the information in the third edition, which was reviewed in PIM in August, 1962 (p. 151). But one chapter in the third edition, which was entitled "Boy Meets Girl In Tahiti" and which was widely criticised, has been completely revised and toned down for the new edition and is now entitled "Romance In Tahiti".

The old version began: "As a man, if you come to Tahiti solely to seek a sexual holiday, you will be missing a good part of the fun of a real Tahitian stay."

The new version begins: "As a man, you will find numerous opportunities for meeting and going out with local girls."



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JUNE, 1965 — PACIFIC ISLANDS MONTHLY

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These are:

● **APIA TOUR**—A drive through the suburbs of Apia, passing Apia Park and Samoa College before reaching the gates of Vailima, the former home of Robert Louis Stevenson. On the return trip to Apia a stop is made at Mulinu'u, a historical burial ground of chiefs and site of Parliament House.

● **STEVENSON'S TOMB TOUR**—a special trip to the tomb of Robert Louis Stevenson atop Mount Aia overlooking Apia. The trip involves a good 20-minute climb and generally made early in the morning when conditions are cool and when visitors can also see a tropical sunrise over Apia.

● **FALEFA FALLS TOUR**—a 5-mile drive along the East Coast with crashing surf of the Pacific on one side and picturesque Samoan villages on the other. A stop is made at the Falls to allow visitors to take photographs and admire the scenery.

● **PLANTATIONS TOUR**—an interesting tour through Western Samoa Trust Estates Corporation coconut and coconut plantations. Visitors see how Samoa's main exports are grown, harvested and processed.

● **LEFAGA VILLAGE TOUR**—a 30-mile drive to one of the most beautiful Samoan villages, where in 1922 *Return to Paradise*, starring Errol Flynn, was filmed. A stop is made at Lefaga beach, which provides a perfect setting for a picnic, beach and swim.

● **WEST COAST TOUR**—a 20-mile drive along the West Coast passing Samoan villages beside quiet lagoons, past Faleolo airport and ending around at Mulifanua Plantation (the largest coconut plantation in the South Pacific).

● **ALEIPATA TOUR**—Aleipata at the eastern tip of Upolu and a 40-mile drive passes through Samoan villages and over the untamed Mafa Pass, with magnificent views of rugged inland hills before reaching South Coast

villages. The Aleipata tour is an ideal picnic trip with good beaches for swimming.

At extra cost a Gold Star representative will meet visitors in a special car at the wharf or airport; assist them through Customs and immigration, supply a fresh flower lei and accompany them to their hotel.

Native feasts and island dancing can also be arranged for group tours if requested in advance.

Aerial Crossroads

Entry permits into Western Samoa can be arranged by Gold Star for group tours and individuals who are booked through a travel agency and who are doing sightseeing tours with Gold Star.

A major selling point for Western Samoa as a centre of tourism is that through Polynesian Airlines, based in Apia, the traveller can, for a relatively low cost, visit many other Pacific Islands not normally included in passenger itineraries.

Polynesian Airlines now has two DC3 aircraft and they operate services from Apia to Pago Pago, Aitutaki and Rarotonga, Tonga, and Fiji.

Convenient connections have been arranged between Apia and Pago Pago to connect with all international services through American Samoa. For a return fare of £9/10/- a passenger on an international flight can break his journey at Pago to see the attractions of Western Samoa.

Polynesian operates weekly services to Aitutaki and Rarotonga

Ban On Sunday Trade In Suva

The Suva City Council recently decided by 15 votes to 3, with one abstention, that there will be no more Sunday shopping in Suva.

The council has just received powers to permit shops to trade on holidays and Sunday trading was advocated by those who said cruise liners often called at Suva on Sunday.

However, during the council's debate on what policy to adopt on granting exemptions from closing on holidays, Fijian members protested strongly against Sunday trading. They said 86 per cent. of Fijians were Methodists and to encourage Sunday trading would be against their religious beliefs.

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aving Apia each Thursday to turn the following day. The turn fare for the 700 mile trip is £3/4/-. The standard of accommodation in Rarotonga has improved, though reservations need to be made well in advance.

A weekly service is also operated Nadi in Fiji where there are connections with international airlines to all major cities of the world. On this route the aircraft flies over almost the complete length of the Pacific group, giving photographers ample opportunity to snap the beautiful reefs below. Return fare £42/15/-.

Fly To Tonga

Color camera enthusiasts would welcome the trip by Polynesian from Apia to Tonga which is scheduled every second Sunday. At least a third of this flight is over a string of atolls and colourful islands leading to Nukualofa, giving what is claimed to be the best panorama of the South Sea islands that it is possible to find. Connections from Tonga to Fiji are available so that passengers can do the round trip from Fiji to Western Samoa to Tonga and back to Fiji. The return fare from Apia to Tonga is £38. While committed to the development of tourism, Samoa is equally determined to retain the Samoan way of life with its unique customs and traditions. Samoans don't relish the idea of becoming a lot of monkeys in a cage, exciting the curiosity of visiting foreigners. If the visitor remembers this and is prepared to meet the Samoan on an equal basis a stay in this country will be exceedingly enjoyable, fruitful and memorable.

P-NG MOVE FOR DUTY FREE SHOPPING

THE P-NG Administration is to look into a proposal for duty free shopping in the Territory, following an appeal made in the House of Assembly in May by Mr. Keith Tetley, an elected member. Mr. Tetley held up as an example the success of the duty free scheme in Fiji, which he said had attracted many tourists there. What the Fiji Government had lost in duty was made up by the increase in other taxes.

The new Stevenson monument outside the gates of Vailima.
Photo: "Samoana"



New Cairn For R. L. Stevenson In Western Samoa

Visitors to Apia, Western Samoa, will now find it easier to locate the famous tomb of Robert Louis Stevenson atop Mt. Vaea. A new monument to the writer was erected in April just outside the gates of his former home, Vailima, which is now occupied by the Samoan Head of State.

IT was donated by a former Prime Minister of NZ, Mr. Walter Nash, and marks the beginning of the Road of Loving Hearts, along which Stevenson was carried to his grave.

The road and the tomb are the only relics of Stevenson which the tourist can now easily see. Vailima, which was once open to visitors, is now off-limits, and the grounds may be entered only by special permission.

Inside Vailima itself there are still many of the things that Stevenson used, including the chair in which he sat by his fireplace.

The new monument and Stevenson's tomb were centres of interest at the end of April for 72 crew members and 62 scientists who visited Apia in the Russian research ship *Vityaz*, en route to Manuae, in the Cook Islands, to view the total eclipse on May 31. They said Stevenson's writings were popular in Russia.

The new monument carries plaques, which read in English and Samoan:

THIS IS THE ROAD OF LOVING HEARTS HEWN BY PEOPLE OF SAMOA FOR TUSITALA—ROBERT LOUIS STEVENSON—WHOSE RESTING PLACE LIES ON MOUNT VAEA ABOVE.

Under the wide and starry sky,
Dig the grave and let me lie.

Glad did I live and gladly die,
And I laid me down with a will.

This be the verse you grave for me:
Here he lies where he longed to be:
Home is the sailor, home from sea,
And the hunter home from the hill.

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MORE SURVEYS FOR NORFOLK HOTEL

Planning of Norfolk Island's third hotel is continuing, but actual building has been delayed. Ground surveys were made early last year, and construction work was to have begun by the end of the year. The hotel is to be at Kingston, close to the present Hotel Paradise, and convict-built ruins are to be incorporated in the design.

In May, the site was inspected by two Sydney architects and a builder, in company with two of the scheme's principals, Sydney solicitor Mr. N. H. McIntyre and company director Mr. D. M. Fegan. They examined suitability of local building materials and availability of local labour.

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CASINO SEEN AS DRAWCARD FOR NEW CALEDONIA

The building of a casino, the development of water sports, and the encouragement of native art and folklore would do much to increase the number of tourists visiting New Caledonia, according to Mr. Francois Bouchet, inspector-general of the French airline, UTA.

MR. BOUCHET believes that a golf course and more tennis courts would also help.

Mr. Bouchet visited New Caledonia recently after attending the Pacific Area Travel Association conference in Korea.

While in Noumea, he submitted a report to the Government on the development and prospects of tourism in New Caledonia and held a Press conference at which the details of his report were outlined.

Mr. Bouchet said that although some 2,500,000 visitors came to the Pacific area in 1964, only a little over 100,000 of these stopped in New Caledonia.

This, it seemed, was mainly due to

the lack of good hotel accommodation, and the fact that Tontouta International Airport was one hour's drive from Noumea, over a road "not yet completely in order", which could give a poor impression to visitors.

Mr. Bouchet also thought New Caledonia's visa formalities were too complicated for many visitors, and that more would come to the territory if these were simplified.

Even so, he estimated that visitors to New Caledonia would increase year by year, and that in five years there would be at least 3,500 New Zealanders, 7,000 to 8,000 Australians, 8,000 to 10,000 Americans, and nearly 3,000 round-the-world travellers going there annually.

TOURIST statistics issued recently by New Caledonia's Office du Tourisme show that 5,293 tourists visited the territory in 1964—an increase of 10 per cent. over the previous year.

The total was made up of 2,194 New Zealanders, 1,330 Australians, 406 Americans, 842 French, and 513 others, whose average length of stay was 10.9 days.

travel

This total does not include tourists visiting Noumea in cruise ships, of whom there were 10,300 during the year, and 1,797 transit passengers.

Figures for the first quarter of this year show a 55.7 per cent. increase in the number of tourists visiting New Caledonia over the same period last year. The total of 1,819 comprised 599 New Zealanders, 561 Australians, 227 Americans, 257 French, and 175 others, whose average length of stay was 11.2 days.

AN airfield being built at Couloune, near Hienghene on the east coast of New Caledonia, will be put into service at the end of this year.

TEAMS competing in the world spearfishing championship to be held in French Polynesia early in September will compete in New

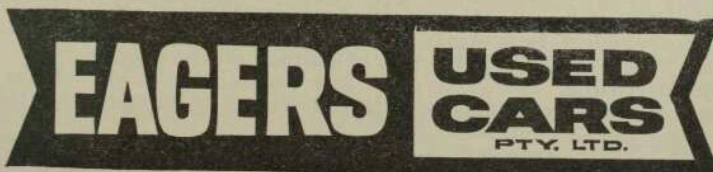
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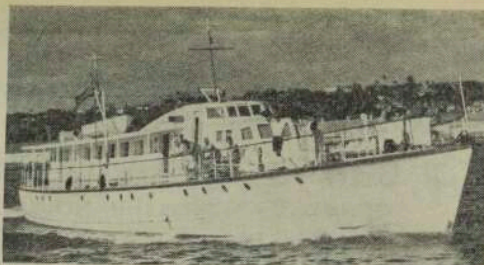
Caledonia on the way home for a Pacific Cup.

This was announced in Tahiti and Noumea in April by Mr. Jacques Dumas, president of the French Federation of Underwater Sports, who visited both territories to organise the two competitions.

The contest for the Pacific Cup will be held from September 8 to 15. The winner will hold the cup for two years, after which it will again be offered for competition.

The Pacific Cup contest will compensate New Caledonians for losing the world championship, after making strenuous efforts to have it held in their territory.

It will be the first time that the championship has been held in the Pacific. So far the exact site of the contest has not been decided on, though Rangiroa Atoll in the Tuamotus, which is linked with Tahiti by air, and Tupai in the Society group have been mentioned as likely sites.



The "Sayandra" in Suva in May.
Photo: Rob Wright

"SAYANDRA" FOR BLUE LAGOON

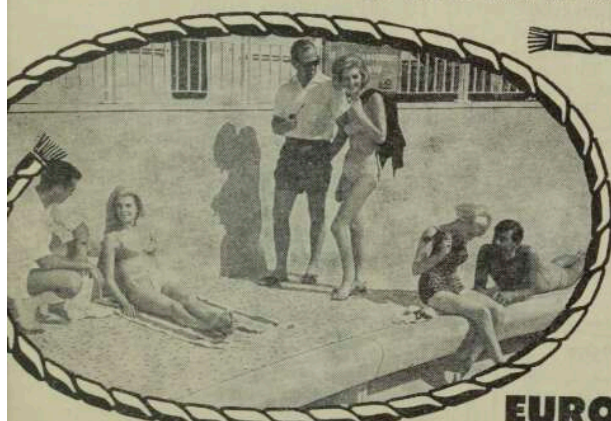
From a Suva Correspondent

With the arrival in Suva in May of the converted Fairmile cruiser the "Sayandra" the expansion of one of Fiji's pioneering Island cruise companies is under way.

THE Sayandra will be engaged in a cruise service between Lautoka and the Yasawas chain twice weekly, taking over the run formerly maintained by the famous Blue Lagoon. She will be under the command

of Captain Oscar Wright, a local-born mariner who is an experienced host and professional skin diver, who can identify, from a mile off, every fish in Colony waters. With his ready wit and wide knowledge of Fijian life, and his habit of frequently bursting into song, Captain Oscar should make the tourists happy.

Sayandra, formerly La Reta, is owned by Mr. C. I. Millar, who will become the principal shareholder in the new cruise company to take over the Blue Lagoon operation of Captain T. S. Withers. Captain Withers will go into semi-retirement, but he retains an interest in the new operation.



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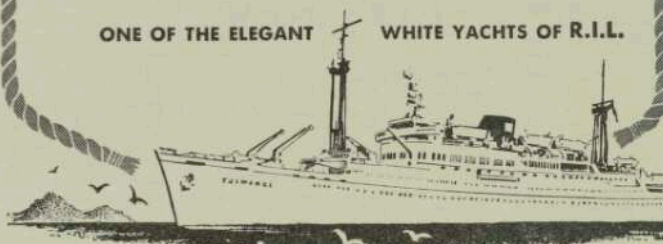
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A RAMBLER'S GUIDE TO HISTORIC NORFOLK IS.

Considering that Norfolk Island was the first South Sea island to be permanently settled by Europeans, and—except for one period of 11 years—has been occupied ever since, it is surprising that never before has it been the subject of a comprehensive guide book.

BUT the gap has now been filled by Merval Hoare's *Rambler's Guide to Norfolk Island*, which takes the historic island road by road, hill by hill, and ruin by ruin, and breathes warmth and colour into its story for the benefit of visitors, residents and rambler-in-general.

Norfolk's growing number of visitors—there were 4,000 of them last year, each staying an average of 10 days—will presumably put the *Guide* to best use. Despite its small size, it is still small enough to be stuffed into pocket or purse.

Mrs. Hoare is a New Zealander who has lived on Norfolk now for many years, during which time she has become fascinated by the island's story.

Discovered by Cook in 1774, named Botany Bay in 1788 by a few weeks after the foundation

Australia, Norfolk has had a turbulent history of two convict settlements followed by the arrival, in 1856, of the Pitcairners who are still the basis of the population today.

Stark reminders of the convict period are to be seen in the ruins of the gaols, houses and bridges. A number of buildings are still in reasonable repair and these are some of the finest examples of early architecture to be found in Australia (for Norfolk, although 900 miles north-east of Sydney, is still Australian territory).

Among the many reminders of the convict mutineers is the Old English speech of many of today's Norfolk residents.

Mrs. Hoare's painstaking research, coupled with her regard for accuracy, has resulted in her having to label myths two of the best-known stories of Norfolk Island—the story of Barney Duffy's tree and the story of the Bloody Bridge. But one suspects that she was reluctant to do it and that she hopes, even now, that facts will come to light which will reveal these colourful tales in a more accurate edition of her valuable and readable *Guide*.

RAMBLER'S GUIDE TO NORFOLK ISLAND. Pacific Publications Ltd, Sydney.

One of the attractive coastal scenes on Norfolk Island.



travel

Schedules For Cruises In The Islands

A regular service for travellers in search of South Seas tours, and for Islands residents and traders who need advance information on shipping movements. For full details of regular shipping and airways timetables, see p. 145.

P and O-Orient

"Oreades": July-August: July 23, Lord Howe (no landing) July 24, Norfolk (no landing) July 25, Nukualofa July 28, Pago Pago July 29, Suva Aug. 1-2, Sydney Aug. 6.
"Oronsay": Aug.-Sept.: Sydney Aug. 26, Lord Howe (no landing) Aug. 27, Norfolk Aug. 28, Savusavu Aug. 31, Suva Sept. 1, Noumea Sept. 3-4, Sydney Sept. 6.
"Arcadia": Sydney Oct. 25, Auckland Oct. 28, Bay of Islands (NZ) Oct. 29, Suva Nov. 1, Lautoka Nov. 2, off Norfolk Is. Nov. 4, off Lord Howe Is. Nov. 5, Sydney Nov. 6.

Toyo Yusen Co.

"Oriental Queen": June 28-July 25, Sydney June 28, Auckland July 2-3, Papeete July 9-11, Rarotonga July 13, Nukualofa July 17, Auckland July 20-21, Sydney July 25, July 27-Aug. 11, Sydney July 27, Brampton Island July 30-31, Cairns Aug. 1-3, Noumea Aug. 7-8, Sydney Aug. 11, Sept. 23-Oct. 15, Sydney Sept. 23, Auckland Sept. 27, Nukualofa Oct. 1, Pago Pago Oct. 2, Suva Oct. 5-7, Auckland Oct. 11, Sydney Oct. 15, Oct. 16-30, Sydney Oct. 16, Noumea Oct. 19-21, off Norfolk Island Oct. 22, Bay of Islands

Oct. 24, Auckland Oct. 25-26, Sydney Oct. 30, Nov. 18-Dec. 9, Sydney Nov. 18, Lautoka Nov. 24, Suva Nov. 25-27, Vavau Nov. 29, Nukualofa Nov. 30, Bay of Islands Dec. 3, Auckland Dec. 4-5, Sydney Dec. 9, Dec. 19-Jan. 12 (1966), Sydney Dec. 19, Auckland Dec. 23-24, Nukualofa Dec. 28, Pago Pago Dec. 29, Apia Dec. 30, Suva Jan. 2-4, Auckland Jan. 8, Sydney Jan. 12.

China Navigation Co.

"Kuala Lumpur": Leaves Wellington Oct. 15, Noumea Oct. 20-21, Vila Oct. 22-24, Suva Oct. 26-28, Auckland Nov. 1, Leaves Auckland Nov. 3, Nukualofa Nov. 7, Haapai Nov. 8, Vavau Nov. 9, Pago Pago Nov. 9-10, Suva Nov. 14-16, Auckland Nov. 20, Leaves Auckland Nov. 21, Suva Nov. 25-27, Pago Pago Nov. 29-30, Vavau Dec. 2, Haapai Dec. 3, Nukualofa Dec. 4, Auckland Dec. 8.

Holland-America Line

"Maasdam": Sydney Dec. 5, Brisbane Dec. 6, Noumea Dec. 10, Suva Dec. 13, Wellington Dec. 17-18, Sydney Dec. 22.

Sitmar Line

"Fairsky": Sydney July 17, off Hayman Island July 20, Cairns July 21-23, Noumea July 27-28, Brisbane July 30, Sydney Aug. 1.
"Castel Felice": Sydney Oct. 26, Auckland Oct. 29-30, Suva Nov. 2-3, Noumea Nov. 5-6, Auckland Nov. 9, Auckland Nov. 13.
"Fairstar": Sydney Dec. 22, Noumea Dec. 25-26, Suva Dec. 28-29, Sydney Jan. 2 (1966).

1966

"Fairstar": Sydney Jan. 3, Papeete Jan. 10-14, Suva Jan. 20, Sydney Jan. 24.
"Castel Felice": Sydney Jan. 27, Auckland Jan. 30-31, Suva Feb. 3-4, Noumea Feb. 6-7, Auckland Feb. 10, Sydney Feb. 14.



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Travel Briefs

American Firm To Make Survey Of Fiji Tourism

An American firm of tourist consultants recently began making a survey of Fiji's tourist industry.

THE firm is Harris, Kerr Foster & Company, who have recently made a comprehensive survey of Australia's tourist industry, and who have also made surveys in Hawaii, Israel and Tanzania.

A Fiji Government Public Relations Office release says the object of the Fiji survey is "to provide essential information on which a practical and comprehensive programme for the expansion of tourism in Fiji can be based, and which will be to the economic benefit of the country".



AIR NEW ZEALAND, formerly TEAL, has opened a branch office in Apia under Mr. W. H. Hope-Well, who has had experience in the airline's Suva office.

The office will do public relations work and will assist local selling agents, but it will not be a ticketing office. The office is situated above Nelson's warehouse in Beach Road.

Air New Zealand has no services to Apia, but it will have two flights through Pago Pago on its outward and return flights between Auckland, Honolulu and Los Angeles after it takes delivery of its first DC8 jets in December.



A SECOND DC3 aircraft for Polynesian Airlines is due to arrive in Western Samoa from Santa Barbara, California, early in July.

The aircraft has been bought from the Atlas Aviation Corporation for 75,000. It seats 26 passengers and will be named *Sava'i*.

The airline's other DC3 will go to New Zealand for a major overhaul as soon as the new aircraft is in service.

Fiji hotel owners who are members of the Fiji Employers' Consultative Association recently got together and decided on higher wages and improved conditions for employees.

The director of the association, Mr. J. Grundy, said the employers were the first in any industry in the Colony to come voluntarily together to negotiate among themselves wage rates and conditions of work for their employees which would stand fair comparison with any negotiated collective agreement reached after hours of bargaining with a trade union.



Fiji's tourist boom has created a recurring problem for Fiji Airways to provide enough planes to meet demand for its services.

Recently, following the acquisition of two Herons, it chartered a DC3 from Qantas to operate between Suva and Nadi, and between Suva and Nukualofa twice a week.

The company's seven Herons are to be used to supply additional services to other aerodromes in Fiji, and to develop the regional services to other island groups.

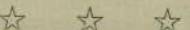
Mr. Chris Ritchie, manager of Fiji Airways, said in May that the airline soon hoped to place an order for a Hawker Siddley 748 or Fokker Friendship.

The first of the DC3 services between Fiji and Tonga began on May 20. The services are on Thursdays and Saturdays.



MARINER'S CAVE, the famous cavern in Vavau, Tonga, which can be entered only through an underwater tunnel by skin divers, has at last been photographed from the inside. The shots were taken in May by Luis Marden, of the *National Geographic Magazine*, using special underwater equipment. It will be some months before the photographs are published.

The entry to Mariner's Cave is not recommended to tourists, but another cave in the Vavau area, Swallow's Cave, which can be entered by boat, is a popular attraction.



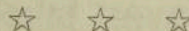
QANTAS will be flying to South-East Asia from Sydney via Port Moresby and Manila later this year,

travel



Air New Zealand has enlarged its publicity department as a result of its change of name (from TEAL) and its imminent expansion into jet travel (to Los Angeles, Singapore and Hong Kong). Manager of a new Information Service Department in Auckland, with a newly recruited staff, is Mr. Keith Silcock (above) who has been Air NZ's Melbourne representative for the last three years.

using Boeing 707 jets. Meanwhile Philippines Air Lines have been given permission to start a twice weekly service between Manila and Sydney.

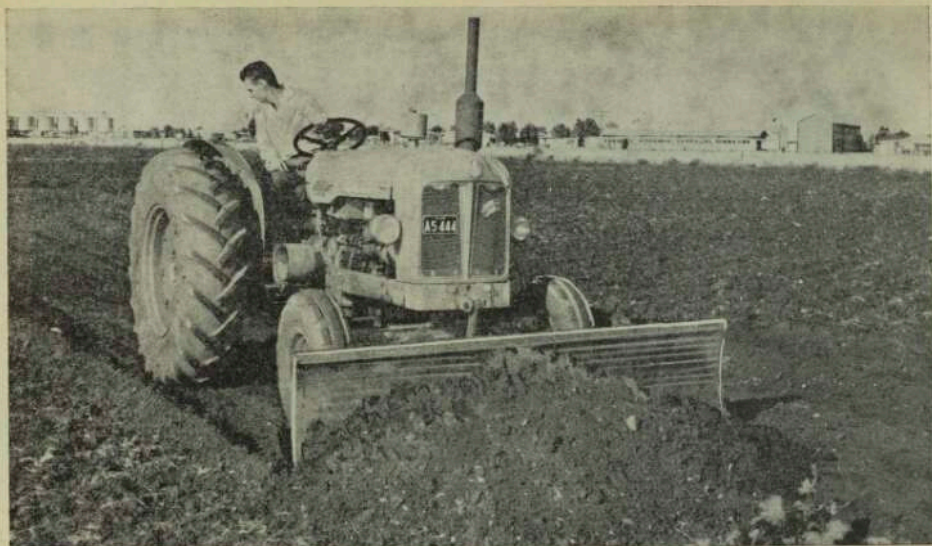


WITH the opening of Pago Pago's new hotel only a few months away there is agitation in some quarters of American Samoa for a publicity drive to build up Samoa's tourist industry.

In an editorial on May 1 the *Samoa News* said it was time to enlarge the Office of Tourism, which should be developing scenic locations as well as publicising Samoa abroad.

"Samoa should begin to be one of the names on the collection of pamphlets in travel agency offices and airports all over the world," says the *News*.

"While the people who will benefit will be private individuals with businesses, curio shops, and perhaps owners of the hotel, the job of creating a favourable image for Samoa belongs to the Government."

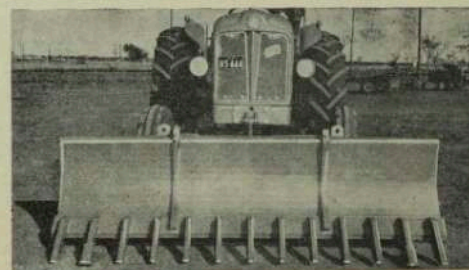


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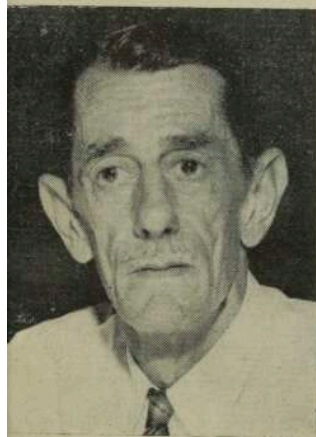
SUBSTANTIAL COPPER ON BOUGAINVILLE

Conzinc Riotinto of Australia Ltd., has encountered a substantial load of copper on Bougainville, New Guinea. There is a depth of at least 600 feet.

THE load is in the Crown Prince range, on the east coast, south of Kieta, but more work needs to be done before there can be proper assessment of the discovery.

Conzinc has been working in the area for some time, and is using helicopters. There have been previous unofficial reports that the exploration work has been most satisfactory, and many Bougainville people have hoped that the discovery will mean the extension of Kieta as a port, or the opening up of a new port south of Kieta, and certainly an extension and improvement of roads.

Bougainville is one of the important copra areas of Papua-New Guinea, with an increasing share in cocoa production in recent years. The Kieta area particularly has been neglected by the Administration, and is badly in need of proper roads and other facilities.



Mr. H. H. Reeve.

CONZINC Riotinto has embarked on a large scale minerals search in the P-NG islands of New Britain and New Ireland. The Administration has granted the company authority to prospect for six months for copper, gold and associated minerals.

The exploration will cover an area of 145,000 sq. miles, including the whole of New Ireland and an area east of Kandrian, New Britain.

The *Graestar*, a specially equipped exploration ship, arrived in Rabaul in May with a party of geologists and geochemists for the quest. The ship also carried a helicopter, to be used in the far-ranging search.

Tonolei Timber Query

A BIG timber lease has recently been allocated in southern Bougainville to the Development Finance Corporation Ltd., of Sydney.

Questions on this lease were asked in the House of Assembly in May, following criticism that the New Guineans were not properly compensated by the Administration for the sale of the lease rights.

The Assistant Administrator (economic affairs) Mr. H. H. Reeve, said critics frequently overlook the fact that the purchase price of timber rights is related to the expenditure necessary before the timber can be marketed.

Mr. Reeve said that generally speaking, New Guinea logs at the overseas wharf now have a value ranging from 20/- to 40/- per hundred super feet, which represents the harvesting costs, plus the royalty payable. Where the log is processed by sawing or peeling its value is then raised to £6 per hundred super feet and after this the timber organisation must arrange the marketing.

Investigation of the Tonolei permit area had involved more than 20 years' work, and during that time the Administration's purchase price had never been queried by the Bougainville people. The arrangement was not in any way a high pressure business deal and it was "completely wrong" to suggest that the owners in any way were led astray.

They were well aware that their land would still remain their property and that there would be general development in the area, such as the

COCOA, COPRA ARE MAIN TOPICS

From a Rabaul Correspondent

The two main topics of interest in Rabaul at present are the really high prices for copra and the record low price for cocoa. These two factors are going to produce some very odd effects in the planting industry.

The New Ireland planter who has for years bemoaned the fact that his ground was unsuitable for cocoa is now cheering his head off. The major plantation companies whose profits are derived about equally from copra and cocoa are finding that the gain on one side just about cancels out the loss on the other.

And the ex-servicemen planters and others of recent vintage in the known cocoa areas of the Gazelle Peninsula and Popondetta who planted cocoa and no coconuts are in severe trouble financially—especially now that cocoa has been stricken with diseases.

making of new roads and the building of new wharves.

Mr. Reeve added that there was a total of about 10,000 acres involved in the timber rights purchase of which only 47,000 acres would produce timber. Even then some of the timber might not be harvested because of the difficulties of terrain.

Mr. Reeve said that nevertheless the method of purchasing timber rights from New Guinea owners had exercised Administration officers for some time and a re-examination of the principles involved was at present being undertaken.

The re-examination was covering, among other things, the formula for the calculation of the amount to be paid to the owners and the practicability of making progressive payments to them.

Share Issue To Help Build Lae Hotel

STEAMSHIPS Trading Co. Ltd. announced in May a one-for-five issue of 1,547,085 ordinary 5/- shares at a premium of 2/6 to raise £555,196.

The directors said the proceeds of the issue would provide additional capital for the company to ensure

its continuing full participation in the overall economic expansion taking place in P-NG, and which was likely to be accelerated by the Federal Government's general endorsement of the report on the Territory by the World Bank.

The issue would also finance the building of a modern hotel at Lae by Steamships' subsidiary, Lae Hotels Pty. Ltd.; and improve general liquidity.

Placer Bids For Bulolo

PLACER Development Ltd. has made a share exchange offer worth £3,200,000 for the outstanding capital of the Bulolo Gold Dredging Co. Ltd.

Placer at the time of the offer owned 32 per cent. of Bulolo's capital, while Bulolo owned 5.6 per cent. of Placer.

The bid is worth considerably less in capital terms, but more in market terms than a previous bid, withdrawn two years ago.

The terms of the offer are two Placer shares for five Bulolo shares Placer does not already own.

The offer is made at a time when

development of New Guinea, particularly timber resources, is likely to be hastened considerably following the World Bank report.

Apart from gold operations, which are quickly diminishing, and its own timber and cattle interests, Bulolo owns 49.9 per cent. of Commonwealth New Guinea Timbers; the Commonwealth Government has the majority holding.

Placer has been a consistent buyer of Bulolo shares in recent years, and has increased its proportion of Bulolo's capital from 20.6 per cent. in 1961, to the present 32 per cent. holding.

Bulolo's profit dropped 75 per cent. in the nine months to February 28, to £31,200.

The directors reported that failing early improvement it will be necessary to stop dredging at Bulolo.

Way Cleared For Sugar Conference

PRELIMINARY talks in London aimed at a method of fixing the negotiated price for sugar under the Commonwealth Sugar Agreement have cleared the way for delegates to concentrate on prices and quotas

TONGA MAY HELP MAKE JAPAN'S SUKIYAKI

A new crop, grown from a bulb which Tonga's Premier, Prince Tungi, brought back from Tokyo last year, might turn out to be a valuable asset for Tongan growers.

The plant is a tuber which, fully grown, weighs up to 5 lb. In Japan it is called *koniaku*. Its English name is "devil's tongue".

There is a considerable Japanese market for the crop as it is the important vegetable ingredient in *sukiyaki*, the national dish. It is also used in making a powerful industrial adhesive used in the manufacture of paper and fibre board.

Erratic supplies from the main source of supply—Indonesia—suggest that if it can be grown elsewhere, a good market is assured. A great advantage of the crop is said to be its ability to survive high winds, including hurricanes.

when they meet again in London about October.

The talks were a continuation of discussions which started late last year on how to fix the price paid to producers.

No final decision was reached then, so a temporary arrangement was made under which the price was fixed at £stg42 a ton, with a £stg3/5/- a ton bonus for producers in less-developed countries.

Under that temporary arrangement, Fiji, the sole commercial producer of sugar in the South Pacific, received a slightly better deal than under previous agreements.

Fiji is also keenly interested in a conference, scheduled for Geneva in September, to consider revision of the 1958 International Sugar Agreement.

This agreement has been in abeyance for some years, chiefly because of the withdrawal of Cuba, and a shortage of sugar in the early 60's, which led to record prices.

Now there is a world glut of sugar and producing countries are interested to see that some form of orderly marketing is introduced.

The objective of the agreement is to assure adequate supplies for the importing countries, and a range of prices which will guarantee a fair return for the sugar exporting countries.

The conference is expected to have two sessions. The first will concentrate on a redistribution of export quotas, and the second will deal with the range of prices.

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CABLES: VENTURA SYDNEY

Decimal Currency For Fiji

Fiji is the latest Pacific territory to decide to go over to decimal currency.

A committee which inquired into the question, has recommended that the changeover take place on January, 16, 1969.

The Fiji Government announced in May that no final decision on the nomenclature had been made, even though the committee, in its report, referred to dollars and cents.

Higher Profit For Burns Philp (SS)

BURNS PHILP (SS) CO. LTD., earned a net profit of £191,796 for the year ended January 31, 1965, an increase of £28,767 over the previous financial year.

The directors reported that enhanced prices for the main Islands primary products, sugar and copra, were reflected in greater spending power.

Trading Notes

MORE REVENUE: Plantation Holdings Ltd. lifted revenue by £4,184 in the half year ended December 31, 1964, compared with the corresponding half-year of 1963. Profits were slightly higher. Extremely low prices for cocoa were expected to affect the company's results for the full financial year, but there should be some benefit from the high world prices for copra.

COPAL TRIAL: The P-NG Department of Agriculture plans to send a trial shipment of copal gum, used in the manufacture of paints and varnishes, to New Zealand for processing.

COCONUT REPLANTING SCHEME: Tonga's Premier, Prince Tungi, and members of the Tonga Copra Board made an aerial survey in May of coconut-growing areas of Tongatapu, Ha'apai and Vavau in a chartered Fiji Airways aircraft. The survey was in connection with a proposed replanting scheme.

BANANA DISEASE: Black leaf streak, a disease affecting bananas, was identified in the Vavau Group of Tonga recently by Dr. Keith Graham, plant pathologist with the Fiji Department of Agriculture. But banana plantations in Tongatapu and Ha'apai have not been affected.

Meanwhile, Western Samoa's Department of Agriculture has prohibited the shipment of bananas or banana planting material to American Samoa to prevent the spread of black leaf streak from Western Samoa.

HOPEFUL REPORT: Pacific Island Mines directors report that the Umuna ore channel on Misima Island, Papua, has been intersected 250 ft below the existing workings. The ore is oxidised and similar to the loosely consolidated lode materials exposed in the company's 1963 underground workings. The drill has confirmed the existence of an extended zone of oxidation below the mine workings which is most favourable for the formation of high grade gold and silver ore.

That, in turn, resulted in a more buoyant economy and assisted in maintaining a much improved turnover in merchandise.

Thus, overall trading results proved very satisfactory, and ample provision was made against doubtful debts and stock and plant depreciation.

The directors recommend a final dividend of 5 per cent., making 10 per cent. for the year, a rate which has been maintained for several years.

Support For P-NG Stock Exchange

SUPPORT for establishment of a Papua-New Guinea Stock Exchange was given in May by the P-NG Administrator, Sir Donald Cleland. He said a local Stock Exchange would assist in development, and the Administration would be prepared to help by educating New Guineans. However, initiative for an exchange would have to be taken by private enterprise.

Suggestions for the Exchange were made in Port Moresby by Mr. Randolph Carpenter, a director of W. R. Carpenter and Co. Ltd. He said an Exchange would help New Guineans to buy shares in P-NG companies.

"Grand Old Man" Of South Pacific Trade

THE grand old man of South Pacific Islands trade and commerce Mr. Joseph Mitchell, met an avalanche of goodwill telegrams, cablegrams and radiograms on April 9, when he celebrated his 91st birthday. For more than half of those 91 years, he has occupied the chair of the chief executive at Burns Philp & Co. Ltd. headquarters, 7 Bridge Street, Sydney. And he still is there, as alert and decisive as ever.

If ever there was romance in the direction and management of general merchandising and shipping, it can be found in the career of Joseph Mitchell. James Burns and Robert Philp registered their modest trading company in Australia in 1883 as Burns Philp & Co. Ltd. It had grown somewhat, but was still a small concern when, in 1891, young Joseph Mitchell, aged 17, joined the staff.

In the intervening three-quarters of a century Joseph Mitchell has seen the organisation expand into a Pacific-wide concern conservatively valued at £45 millions, and the major part of that growth took place under his own general managership.

The Big Firm, which started so modestly as Islands traders and shipowners, today seems to have a share in every important industry in Australia and the South Pacific, and much of that remarkable growth and success is due to the spirit of loyalty which James Burns II, as chairman, and Joseph Mitchell as general manager, inspired in the hundreds of men who have managed the company's branches all over the South Pacific and in Europe and America.

Little wonder that messages of goodwill came flooding in to "the old man" on April 9. The years may have taken their toll, but his shadow never has grown less.

Advertisement

New Hair Beauty With The 'Peek-in' Glow



HAIR that is as soft as a whisper, more youthful, cleaner and radiant with rich glowing highlights comes from the modern "Peek-In" Glow shampoo by Delph.

LANCE GRAHAM & CO.

SIXTH FLOOR, 56 HUNTER ST., SYDNEY.

LANCE GRAHAM
Member of The Sydney
Stock Exchange

Telegrams and Cables:
Telephone: BW 5721
"LAGRAM," Sydney.

Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 14/- Stg., NZ, or W. Samoa; 18/- Fiji; 20/- Tonga, Solomons & WPIC areas; 196 Pac. Frs.; £US2.25.)

COPRA

PAPUA-NEW GUINEA.—All production is delivered to Copra Marketing Board, controlled by six members, including three planters' representatives; and the Board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing-mill in Rabaul, and (d) Japan (surplus as available). Prices generally tally with ruling rate in Philippines, with premiums for hot-air dried.

P.N.G. Board's Tentative Purchase Prices for Copra delivered main ports are: Hot-Air Dried, £71/10/- per ton; PMS, £70/- per ton; Smoke-Dried, £69/9/9 per ton.

FIJI.—No Government control—producers sell where they wish. Bulk of copra goes to crushing-mills in Suva. May 24 prices were: HAD £PT8/10/-, M £PT76/-/-.

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 on to open market.

SOLOMON IS. All production marketed through official BSI Copra Board, at prices based on Philippines rate. Output goes to Unilever, UK; to Australian crushers; and the balance on to the open market. These prices, fixed in March, will remain stable for six months from that date. 1st grade, £64/-/-; 2nd grade, £62/-/-; 3rd grade, £57/-/- 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 Apr. 13 was approximately £A50/-/- (10,000 Pac. francs), and has remained fairly constant since then. French price on May 21 was 1,200 francs per metric ton, c.i.f., Marcellise.

COOK IS.—Copra goes to Abels, Ltd., of Auckland, who operate the only NZ copra crushing mill. Price paid is average London price for previous three months, less handling charges. Prices for second quarter, April-June, 1965, are £NZ68/4/3 1st grade, £NZ66/10/3 standard grade—both f.o.b., Rarotonga.

OTHER PRODUCE

COCOA.—Islands prices are usually based on the rates for Ghana cocoa. May-June shipment is £Stg.112/10/- per ton, c.i.f., Sydney.

P.N.G.: Sydney buyers on May 26 reported: Quote No. 1: In store, Rabaul, export quality £100 per ton, ex-wharf Sydney, according to quality: £135; quote No. 2: Best quality, on wharf Syd., £120-£150, in store, N.G. ports £100 (for UK, continent and USA shipments).

W. SAMOA.—Nominal prices quoted in Sydney, May 18, were: Grade 1, £Stg.195/-/-; grade 2, £Stg.170/-/-, f.o.b. Apia.

COFFEE.—P.N.G.: May 26, 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 May 11 as: Kenya AA £Stg.395, A £Stg.388, B £Stg.372, C £Stg.370; Tanganyika AA £Stg.390, A £Stg.385, B £Stg.374, C £Stg.369; Uganda Robusta (standard) f.a.q. £Stg.184, cleaned and washed £Stg.189; Bukoba £Stg.370; Mataari £Stg.415; Sukani £Stg.405.

PEANUTS.—P.N.G.: Sydney agents reported May 26—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 May 21 was: No. 1 RSS, Spot, 73¼ Straits cents per lb (25.55d Aust.).

VANILLA BEANS.—Victor Karp Talk & Co., Sydney, reported May 26: White and yellow label processed, standard packs, 42/-, green label 40/-, c.i.f., Sydney.

RICE (Aust.): Prices until May 1, 1965 (new prices were still being negotiated in late May).—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 May 26 by Sydney independent shell agents were: Sound £830, D £625, E £335, EE £235 (in store Sydney), Cook Islands: Penrhyn £NZ425 (approx.), f.o.b., Rarotonga.

TROCHUS.—Sydney buyers on May 26 indicated the following quotations to Islands producers: No. 1—Papaia—nominally £90 per ton, f.o.b. Papua ports; N.G. and B.S.I.—£85-£90, f.o.b. Islands ports. No. 2—Papaia—£80-£90 per ton; N.G. B.S.I.—£75-£85 per ton.

GREEN SNAIL SHELL.—Sydney buyers quoted on May 26, No. 1, 1st grade only, £235 on wharf, Sydney. No. 2, £220 (best quality), on wharf, Sydney.

CROCODILE SKINS.—On May 26 Sydney buyers quoted for 12 in. and over, first grade quality as follows: P.N.G.—26/- per lb., f.o.b. P.N.G. ports, small scale (salt water); large scale (fresh water) 15/6 per lb. in B.S.I. 24/- (small scale) del. Sydney.

PAPUAN GUM: £82/15/- f.o.b. Islands port, £95 del. Sydney or Melbourne.

BECH-DE-MER: Chang Sing Loong Co., Suva, quoted F2/- (4in. to 7 in.) to F3/- (9 in. to 11 in.) lb for well processed commercial varieties.

SHARK FINS: Chang Sing Loong Co., Suva, offers 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, May 25, Philippines, in bulk, \$255 US (equal to £Stg.91/5/5) per long ton, c.i.f., UK/Nth. European ports, Malayan 1½ c.i.f. UK/Nth. European ports, UQ, NEW YORK: May 25, Philippines, \$230 US c.i.f., Pacific Coast ports. CEYLON: 1,310 Rupees per ton, f.o.b.

COCONUT OIL: LONDON, May 25, Ceylon 1½ in bulk, £Stg.150.

RUBBER: LONDON, May 21, June shipment c.i.f. 21-11/16d Stg. lb; Spot 22d Stg. lb; August shipment 22-15/16d Stg. lb.

(£1 Australian is equal to about 2.2 US Dollars or 10½ Rupees.)

The Stock Market

SYDNEY

	Apr. 27	May 25
Bail Plantations . . .	Seller	Seller
Burns Philp . . .	5/3	5/6
Burns Philp (SS) . . .	77/-	74/6
Carpenter, W. R. . .	b45/-	48/-
Cholseul Pntn. . .	24/6	23/1
C.S.R. Co. . .	b95/-	94/6
Dylup Plantations . .	60/-	62/9
Piji Industries . . .	6/8	7/-
Hackshalls . . .	b16/10	17/9
Kerema Rubber . . .	15/6	14/6
Kotiki Rubber . . .	3/3	3/3
Loloma Rubber . . .	12/9	14/-
Makurapu Pntn. . .	b4/9	5/9
Maribol Rubber . . .	4/-	5/3
Pacific Ia. Timbers . .	4/11	4/9
Palgrave . . .	4/3	4/9
Plantation Holdings . .	2/3	2/4
Queensland Insurance .	3/-	3/6
Rubberlands . . .	70/6	75/-
Soger Rubber . . .	3/2	3/3
Sthn. Pac. Insurance . .	5/6	5/2
Steamships Trading . .	11/3	23/6
Watkins Consolidated .	12/3	10/5
	b2/-	2/6

OIL AND MINING SHARES

	Dec. 4, 1958	Apr. 27, 1965	May 25, 1965
Emperor . . .	b9/-	b3/9	b4/7
Loloma . . .	b30/-	b17/9	b17/3
Bulolo G.D. . .	b32/-	b65/-	b84/-
N.G.O. Ltd. . .	b2/3	b4/-	b3/10
Oil Search . . .	b6/9	b1/11	b1/11
Est. of N.G. . .	slid	b3d	slid
Pac. Mines . . .	b4/6	b2/11	b3/3
Papuan Apin. . .	b4/6	b2/3	b2/-
Placer Dev. . .	b91/-	b235/-	b221/-

Sydney Stock Exchange share price index for "Ordinaries" on May 25 was 320.76, on April 27, it was 309.25.

EXCHANGE RATES

FIJI.—Through BANK OF NSW, ANZ BANK, BANK OF NZ and THE BANK OF BARODA LTD. Australia on FIJI, basis £100 FIJI: Buying, £A111/2/6; Selling, £A112. 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, B, £A123/12/6; S, £A124/10/9. Samea-London, basis £100 London: B, £99/7/6; S, £101/10/-. Samea-NZ, basis £100 NZ: B, £100; S, £100/10/-. Samea-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 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 May, 1965, 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 13.720 francs to £Stg.

People

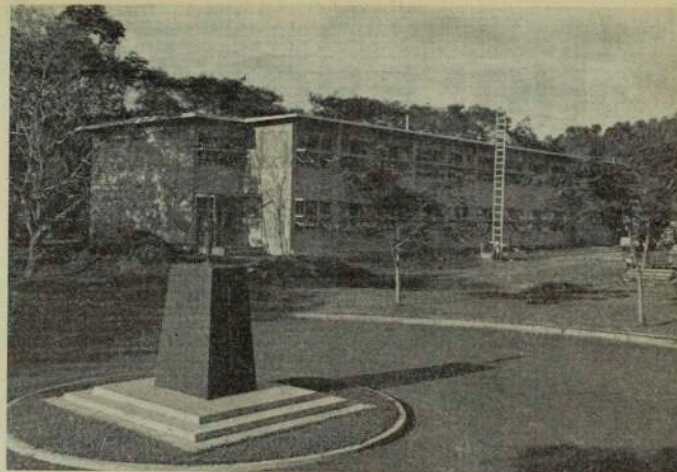
Mr. R. D. McEwan, BA, Director of the Cook Islands' Education Department, has retired to New Zealand after nearly 10 years in the Cooks—seven of them as Director.

MR. McEWAN, a modest and quiet-spoken man, saw great advances in the Cooks' education system during his term of office. The entire primary programme was overhauled and improved and great strides were made in secondary education.

From a modest beginning in 1956, Rarotonga's Tereora Secondary College expanded, and Junior High Schools came into existence in Aitutaki, Mangaia and Atiu. The programme is expected to continue to expand until there are about 2,000 secondary students in the Cook Group.

Since 1956, 200 modern classrooms with staffrooms, milkrooms, etc., have been built throughout the Group.

● Ratu Penaia Ganilau has been appointed Secretary for Fijian Affairs and Local Government, to succeed Mr. A. C. Reid. Ratu Penaia, below, one of the commanders of the Fiji Battalion which served in Malaya



NEW DISTRICT OFFICE: P-NG's Public Service Commissioner, Mr. G. D. Somers, officially opened a new District Office building at Rabaul on May 17. The two-storey steel-frame structure has been built at a cost of £144,000, and will provide office space for Administration staff formerly located in temporary buildings and rented offices in various parts of Rabaul. A new District Office at Lae is also nearing completion and expected to be finished in about two months.

from 1952 to 1956, is the second Fijian to become Secretary for Fijian Affairs. The first was the late Ratu Sir Lala Sukuna.

● Mr. W. Granger has been appointed Executive Officer for Economic Development in the South Pacific Commission. He has replaced Mr. Jacques Barrau.

● Mr. Jim Huxley, who recently resigned as managing editor of the *New Guinea Times-Courier* in Lae, has returned to Sydney with his wife and four sons after 25 years in Papua-New Guinea.

● A well-known group of Tahitian dancers, Heiva Madeleine, left Papeete by air in mid-May for a tour of Australia.

● Mr. Charles Ivens Buffett, a former Official Secretary on Norfolk Island, and now Australia's Official Representative on Cocos Island, Indian Ocean, visited Canberra recently.

● Mr. Robert R. Nathan, president, and Mr. David L. Chewning, senior associate of the economic development consulting firm of Nathan Associates, of Washington, DC, arrived in Saipan recently to begin studies to prepare an economic

development programme for the United States Trust Territory of the Pacific Islands (Micronesia). Other members of the firm will arrive in June.

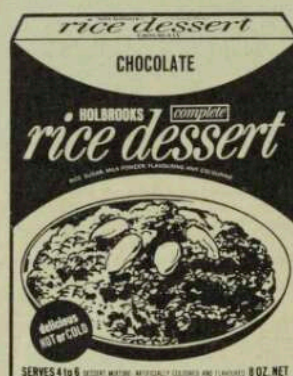
● After having been American consul in Tahiti for just over three months, Mr. George Gray returned to work at his old consulate in Suva on May 10. The French Government, without giving a reason, forced the US consulate in Tahiti to close at the end of April, after it had been open for only three months. (*PIM*, May, p. 123.) Mr. Gray expects to remain in Suva for several months before returning to Washington for reposting.

● Mr. J. Burns has been appointed Director of Public Works in Papua-New Guinea. He is on loan from the Commonwealth Department of Works for two years. He joined the Commonwealth Works Department in 1950 and became construction manager in P-NG in 1962.

● When Miss Helene Marioge, of Noumea, passed a test recently which gave her an aircraft pilot's licence, she became the youngest pilot in all French territories and in France. Miss Marioge, who has just turned 17, had to wait patiently for her birthday before she was allowed to do the test.

(over)

HOLBROOKS COMPLETE *rice dessert*



The delicious new rice pudding,
ready to make from a packet!

It's so convenient — and so easy — to make HOLBROOKS COMPLETE RICE DESSERT. You just cook the grains of rice, then stir the flavour mix through. Result is a creamy, rice pudding that tastes delicious served hot OR cold. For variety, you can also add cream or ice-cream, fresh or stewed fruits, nuts or raisins, and so on. (Suggestions are on the packet!)

There are four luscious flavours in HOLBROOKS NEW RICE DESSERT, each flavour prettily coloured so it looks as good as it tastes! Choose from strawberry, vanilla, rich chocolate and creamy caramel.

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● Mr. J. A. Sandys, the Fijian Director of Agriculture, will go on retirement leave in July. Mr. Sandys went to Fiji in 1962 as Deputy Director of Agriculture, and succeeded to the top post on the retirement of Mr. J. M. Watson.

● The Rev. Dr. George A. F. Knight has been appointed principal of the Pacific Theological College, which is being built at Suva by a consortium of Pacific churches. The college will open next year. Dr. Knight is from Scotland, and will take up his appointment about October. He has been Professor of Old Testament History and Theology at McCormick Theological Seminary, Chicago, since 1960, and has held similar positions in New Zealand and Scotland. He is also an authority on the history of the Reformed Church in Hungary, having served there for some years.

● Mr. E. B. Houston, manager of the USS Co. of NZ Ltd., at Rarotonga for the last six years, has been transferred to Launceston, Tasmania, as branch manager.

● Mr. G. D. Cannon, director of the Papua-New Guinea Department of Trade and Industry has resigned to become a senior executive with the W. R. Carpenter group of companies in the Territory.

● Dr. A. Guinea, medical officer of health for Taranaki, New Zealand, has been appointed chief medical officer in the Cook Islands. The appointment is for a three-year term.

● The Administrator of Papua-New Guinea, Sir Donald Cleland, said in late May that he would order an investigation into an allegation that the native Parliamentary Under-Secretary for Police, Simogen Pita, had been ordered to leave a Port Moresby hotel because he was wearing rubber thongs. The allegation was made in the House of Assembly by another native member, James Meangarum, and confirmed outside the house by Simogen. The hotel was the Hotel Papua.

● Captain Ron Duffield, manager of the Qantas office in Tokyo for the last five years, has been appointed manager of Fiji Airways, and left Sydney for Suva in early June. He takes over from Mr. Chris Ritchie, who is returning to Qantas in Sydney. Fiji Airways, which is owned by Australia, New Zealand, Fiji and Britain, has undergone great expansion during Mr. Ritchie's management.



Introducing the two-faced car

When at a standstill or in traffic, the new Corona is as mild mannered as they come. The engine is quiet, dependable, orderly. This pleasant disposition carries over to the interior, too. You'll find loads of comfort and style everywhere you look.

But lo and behold, the second you hit the accelerator the Corona becomes a horse of a different color. You'll get shoved right back in the seat. You'll hear the satisfying growl of an impatient exhaust. And you'll thrill to the way the Corona hugs the road in the turns.

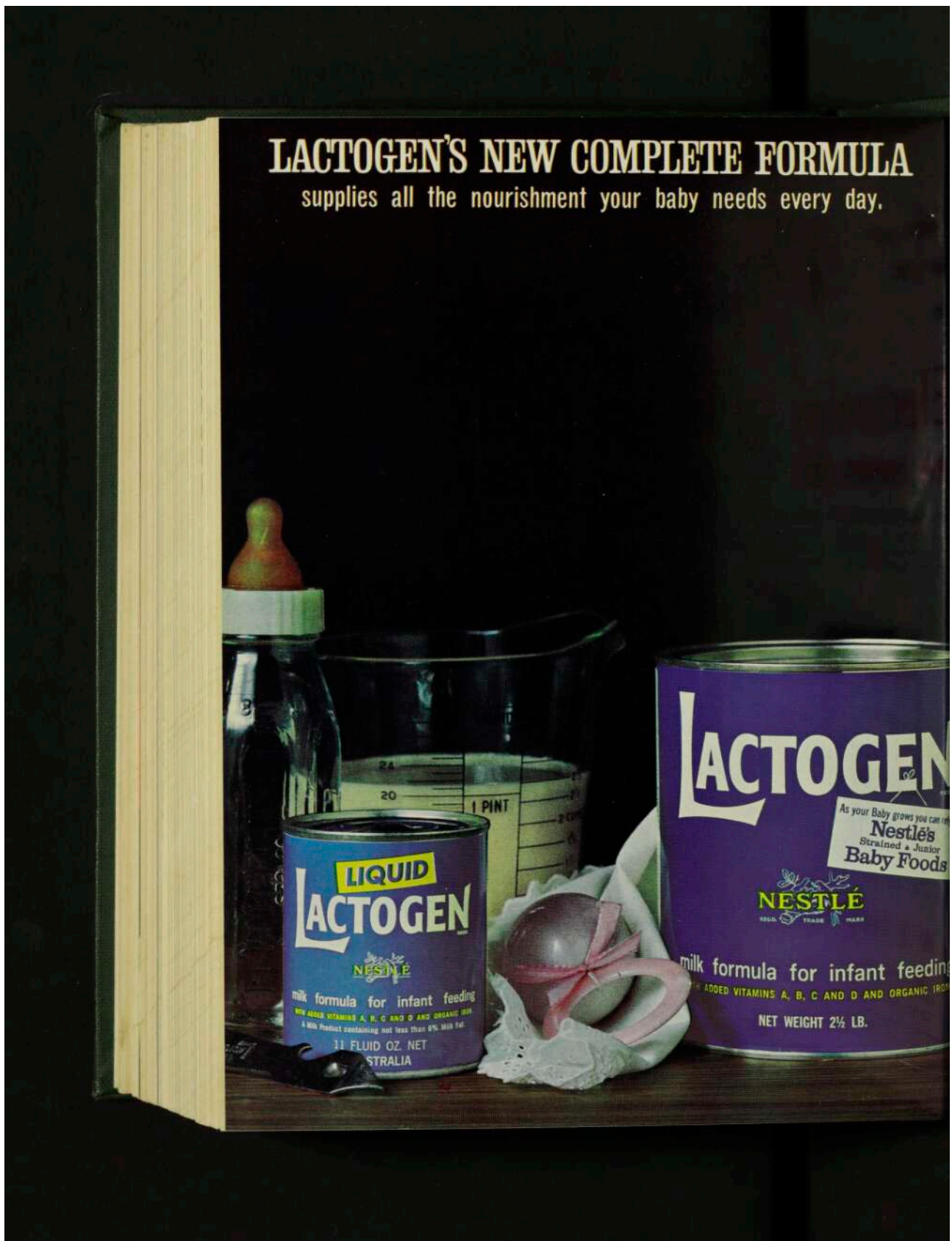
These are the features you have at your disposal if you drive a two-faced car. Like the Corona. And both are at the Toyota dealer nearest you.

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TOYOTA MOTOR

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PACIFIC ISLANDS MONTHLY — JUNE, 1965



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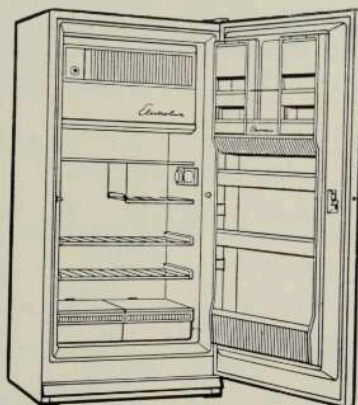
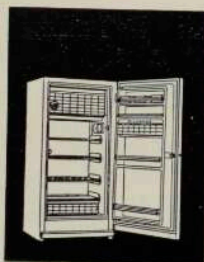
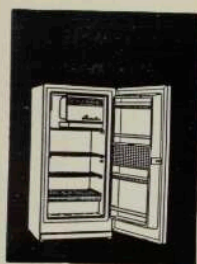
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NEW COMPRESSOR REFRIGERATORS

For homes with electricity. These elegant models are fitted with extremely economical cooling units which compress electricity costs to the minimum.

KEROSENE REFRIGERATORS

For perfect cooling in non-electrified areas. Electrolux kerosene refrigerators are completely silent and have no moving parts to wear out.



The new Electrolux economy line offers you a full range of refrigerators which caters for everybody—with both compressor models that really economise on electricity and kerosene models. There's a wide range of sizes, all beautifully equipped, with plenty of space for food and large bottles. You'll find exactly what you need—in the size that you want—in the Electrolux new economy line.

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massive fighting trout in a mountain lake — or feed tame ones at Rotorua. Ride the "wild west" gold trails of Central Otago — or watch a rodeo from a deck chair. And enjoy your holiday, either way, because you stay so cool. AIR NEW ZEALAND's service, too, is refreshingly different. Its service, comfort, cuisine make the perfect start to a perfect holiday.

Talk New Zealand soon to your travel agent or AIR NEW ZEALAND's office in Suva.

AIR NEW ZEALAND

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In association with QANTAS and BOAC

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JUNE, 1965 — PACIFIC ISLANDS MONTHLY



● 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.

BRISBANE - SYDNEY - WEST NG - INDONESIA

The P.N. Djakarta Lloyd Shipping Company operates a monthly cargo service between Indonesia, West New Guinea and Australia.

Next voyage: Visaya Regidor, dep. Brisbane June 7, Sydney June 12, Melbourne June 16, then West New Guinea and Indonesian ports subject to inducement.

Details from McIlwraith McEachern Ltd., Union House, 247 George Street, Sydney (27-1481).

SYDNEY - FIJI

MV Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva and Lautoka with cargo and passengers. Next Sydney sailings: June 10, July 7 (approx.).

Details from Colonial Sugar Refining Co. Ltd., 1-7 Bent St., Sydney (2.0515).

SYDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains monthly cargo services from Melbourne and Sydney (periodically from Adelaide) to Lautoka, Suva (including transshipments for Vavau and Nue), Apia and Nukualofa.

Next Sydney sailing: June 21 (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 passenger-cargo service three times yearly with the Lakemba along the above route.

Next sailing from Sydney: Early Sept. (approx.).

Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney (BU 4147).

SYDNEY - GEIC

Columbus Lines of New York, operate a regular passenger-cargo service from Sydney to Tarawa, Gilbert and Ellice Islands Colony. Next voyage from Sydney: Cap Frio July 20 (approx.).

Details from American Trading & Shipping Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4149).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Passenger-cargo vessels of Messageries Maritimes Line, from Marseilles, via West Indies and Panama, call about every

six weeks at Papeete (with occasional calls at Talohae, Marquesas Group), Vila, Noumea and Sydney, and return by same route.

Next inwards voyages, ex-Marseilles: Tahiti: Papeete June 10-13, Vila June 20-21, Noumea June 22-26, Sydney June 29.

Caledonien: Talohae July 13, Papeete July 15-18, Vila July 25-26, Noumea July 27-31, Sydney Aug. 3.

Next outwards voyages, ex-Sydney: Tahiti: Dep. Sydney July 2, due New Hebrides July 6-14, Noumea July 15, Papeete July 21-25, Talohae July 28.

Caledonien: Dep. Sydney Aug. 6, due New Hebrides Aug. 10-18, Noumea Aug. 19, Papeete Aug. 25-29.

Polynesie maintains monthly passenger sailings between Sydney, Noumea, Vila, Pt. Sandwich (occasionally), and Santo.

Next Sydney sailings: June 18, July 16. Details from Messageries Maritimes, 2 Young St., Sydney (BU 2654).

SYDNEY - NZ - FIJI - TAHITI - PANAMA - UK

Southern Cross and Northern Star passenger vessels each make four round-the-world voyages per year, two west-bound, then two east-bound, calling at Fiji and Papeete every trip.

Southern Cross: From Southampton (UK) via Panama, at Papeete June 20-21, Fiji June 26, Wellington June 30-July 2, arr. Sydney July 5.

Northern Star: From Southampton (UK) via South Africa at Sydney Aug.

18-20, Wellington Aug. 23-25, Auckland Aug. 27, Papeete Sept. 1-2, thence via Panama to Southampton, arr. Sept. 29. Details from Shaw Savill Line, 8a Castlereagh St., Sydney (28-1828).

SYDNEY - NZ - TAHITI - PANAMA - USA

Europe-Canada Line passenger vessel Maasdan leaves Sydney Dec. 23, Wellington Dec. 27, Papeete Jan. 2-3, thence via Panama to USA.

Details from Europe-Canada Line 291 George St., Sydney (29-3477).

SYDNEY - NORFOLK IS. - NEW CALEDONIA

Jacques del Mar (owned by Societe Maritime Caledonienne, Noumea), makes a regular three weekly passenger-cargo voyage from Sydney or Melbourne to Lord Howe Is., Norfolk Is., New Caledonia (Noumea).

Next sailings: Jacques del Mar from Sydney June 11, July 2 (approx.). Details from F. H. Stephens Pty. Ltd., 13-15 Bridge St., Sydney (27-8311).

SYDNEY - NORFOLK IS. - NEW HEBRIDES - BSI - BOUGAINVILLE

MV Tulagi (passenger-cargo) leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports.

Next Sydney sailings: June 4, July 10. Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (B 0547).

AUSTRALIA - NZ - FIJI - CANADA - USA

		ORIANA	ORONSAY	CANBERRA	ARCADIA
SYDNEY	depart	June 22	Sept. 9	Oct. 25	Nov. 12
AUCKLAND	arr/dep	June 25	Sept. 12	Oct. 28	Nov. 15
SAVUSAVU	arr/dep		Sept. 15		
SUVA	arr/dep	June 28	Sept. 16		Nov. 18
PAGO PAGO	arr/dep		Sept. 17		Nov. 19
HONOLULU	arr/dep	July 2	Sept. 22-23	Nov. 4-5	Nov. 24
VANCOUVER	arr/dep	July 6-7	Sept. 28	Nov. 9-10	
SAN FRANCISCO	arr/dep	July 9-10	Sept. 30-Oct. 1	Nov. 12-13	Nov. 29-30
LOS ANGELES	arrive	July 11	Oct. 2	Nov. 14	Dec. 1

Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 55 Hunter St., Sydney (2-0317).

USA - EASTERN PACIFIC - NZ - SYDNEY - CENTRAL PACIFIC - HAWAII

		MARIPOSA	MONTEREY	MARIPOSA	MONTEREY
SAN FRANCISCO	depart	May 30	June 24	July 15	Aug. 8
LOS ANGELES	arr/dep	May 31	June 25	July 16	Aug. 9
BORA BORA	arr/dep	June 8	July 3	July 24	Aug. 17
PAPEETE	arr/dep	June 9-11	July 4-6	July 25-27	Aug. 18-20
RAROTONGA	arr/dep	June 12	July 7	July 28	Aug. 21
AUCKLAND	arr/dep	June 17-18	July 12-13	Aug. 2-3	Aug. 26-27
SYDNEY	arr/dep	June 21-24	July 16-19	Aug. 6-9	Aug. 30-Sept. 2
NOUMEA	arr/dep	June 27	July 22	Aug. 12	Sept. 5
SUVA	arr/dep	June 29	July 24	Aug. 14	Sept. 7
NIUAFOOU	arr/dep	June 30	July 25	Aug. 15	Sept. 8
PAGO PAGO	arr/dep	June 30	July 25	Aug. 15	Sept. 8
HONOLULU	arr/dep	July 5-6	July 30-31	Aug. 20-21	Sept. 13-14
SAN FRANCISCO	arrive	July 11	Aug. 5	Aug. 26	Sept. 19

Details from Matson Lines, 50 Young St., Sydney. (BU 4272)

DAIWA LINE



DIRECT SERVICE

JAPAN / SOUTH PACIFIC

M.V. "DAISEN MARU" V.6

(D/W 7,474 Tons)

Dep. JAPAN June 8.	APIA July 8.
GUAM June 15.	NOUMEA July 15.
LAUTOKA June 28-29.	*VILA July 17.
SUVA July 2-3.	*SANTO July 18.
PAGO PAGO July 6-7.	

* SUBJECT TO CARGO INDUCEMENT.

Heavy lift, reefer space and passenger accommodation available.

SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE.

Next sailing—M.V. "Tahiti 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.

SYDNEY - PAPUA - NEW GUINEA

Burns Philp passenger/cargo vessels make regular voyages to New Guinea ports.

Next vessels:

Malekula sails from Sydney for Brisbane, Pt. Moresby, Samarai, Rabaul, Alexishafen, Madang, Lae, Pt. Moresby, Brisbane, Sydney. Next Sydney sailing: June 22.

Malaita sails from Sydney for Brisbane, Lae, Madang, Wewak, Lombrum, Lorengau, Kavieng, Rabaul, Bougainville ports, Sydney. Next Sydney sailing: July 9 (approx.).

Bulolo sails about every six weeks: Sydney, Brisbane, Pt. Moresby, Samarai, Lae, Madang, Rabaul, Samarai, Pt. Moresby, Brisbane, Sydney. Next Sydney sailing: July 6.

Mentoro sails from Melbourne for Sydney, Brisbane, Pt. Moresby, Samarai, Rabaul, Kavieng, Wewak, Madang, Lae, Pt. Moresby, Sydney. Next Sydney sailing: June 26 (approx.).

Braeside sails about every six weeks: Melbourne, Sydney, Brisbane, Rabaul, Kavieng (opt.), Lombrum, Wewak, Madang, Lae, Pt. Moresby, Sydney, Melbourne. Next Sydney sailing: June 9 (approx.).

Moresby sails from Sydney for Brisbane, Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul, Pt. Moresby, Brisbane, Sydney. Maiden voyage from Sydney: July 16.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (B 0547).

Australia-West Pacific Line's motor vessel Tenos maintains a regular passenger-cargo service between Australia and New Guinea ports. Next voyage: Dep. Sydney June 29, Brisbane July 2, due Pt. Moresby July 5, Lae July 9, Madang July 12, Rabaul July 15.

Details from Wih. Wilhelmsen Agency, 13 Bridge St., Sydney. (BU 6301).

Soochow and Shansi provide a regular fortnightly passenger-cargo service from Sydney to Brisbane, Pt. Moresby, Samarai and Sydney, sailing from Sydney every second Monday.

Next Sydney sailings: Shansi June 7, Soochow June 21.

Details from New Guinea Australia Line (Swire and Tuill Pty. Ltd., agents), 8 Spring Street, Sydney (BU 4701).

Karlander New Guinea Line cargo vessels leave Sydney at regular intervals for New Guinea ports. Next vessels: Siltan: Dep. Sydney June 4, for Pt. Moresby, Wewak, Lae, Brisbane, Sydney. Sletholm: Dep. Sydney June 19, for Brisbane, Pt. Moresby, Lae, Madang, Wewak, Brisbane and Sydney.

Details from Karlander NG Line (P. H. Stephens Pty., Ltd., agents), 13 Bridge Street, Sydney (BU 8311).

Austasia Line's passenger/cargo vessel Makati runs between Australian ports (turn round at Melbourne) and Papua-New Guinea.

Next voyage: From Melbourne and Pt. Kembla, due Sydney June 4-9, Brisbane June 11-12, Pt. Moresby June 16, Rabaul June 20, Madang June 23, Lae June 25.

Details from Blue Star Line (Aust.) Pty., Ltd., 32-34 Bridge St., Sydney (BU 1271).

SYDNEY - P-NG - FAR EAST

Austasia Line's passenger/cargo vessel Malaysia runs between Australian ports (turn round at Melbourne) and Singapore, via Pt. Moresby.

Next voyage: Dep. Melbourne June 22, due Sydney June 28-July 5, Brisbane July

7-10, Pt. Moresby July 13, thence to Singapore and Malaysian ports.
Details from Blue Star Line (Aust.) Pty. Ltd., 32-34 Bridge St., Sydney (BU 1271).

Australia-West Pacific Line's Motor vessels maintain passenger-cargo services from Australia to Hong Kong and Islands ports.

Delos: From Melbourne, dep. Sydney June 11, due Brisbane June 13-16, Rabaul June 20-22, Lae June 23-25, Madang June 26-28, thence Manila and Hong Kong, returning to Madang July 28-29, Lae July 30-Aug. 1, Rabaul Aug. 2-3, thence Brisbane, Sydney, Adelaide and Melbourne.

Milos: From Adelaide and Melbourne, dep. Sydney July 16, Brisbane July 20, due Rabaul July 24, Lae July 27, Madang July 30, thence Far East.
Details from Wihl. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

China Navigation Co. Ltd. cargo vessels Nanchang, Wenchow and Wailin call monthly at Rabaul on their way north from Melbourne, Sydney and Brisbane to Hong Kong.

Next vessel: Nanchang, dep. Sydney June 30, Brisbane July 4, Rabaul July 10, thence Manila.

China Navigation Co. Ltd. vessels Changsha and Taiyuan provide a monthly passenger-cargo service calling at Pt. Moresby when northbound between Australia, Manila and Hong Kong. Next vessel:

Taiyuan: Dep. Melbourne June 11, arr. Pt. Moresby June 28, thence Manila and Hong Kong.

Details from Swire and Yull Pty. Ltd., agents, 8 Spring St., Sydney (BU 4701).

Dominion Navigation Co. Ltd. (UK) vessels maintain monthly passenger-cargo services between Sydney and Japan (via Manila, Hong Kong and Formosa), return via Guam and Rabaul.

Francis Drake: At Guam June 11-12, Rabaul June 16-17, Sydney June 23-25, Melbourne June 27-July 3, Sydney July 5-7, Brisbane July 9-10, thence to Japan, returning to Guam Aug. 13-14, Rabaul Aug. 18-19, Sydney Aug. 25.

George Anson: Dep. Sydney June 2, due Brisbane June 4-5, thence to Japan, returning to Guam July 9-10, Rabaul July 14-15, Sydney July 21.

Details from H. C. Sleight Ltd., 115 York Street, Sydney. Tel. (2-0253).

SYDNEY - TAHITI - UK

Chandris Line vessel Ellinis maintains a regular passenger service from Sydney via Papeete to Southampton, and return via Papeete to Sydney.

Ellinis: Leaves Sydney June 20, arr. Papeete June 28 and Southampton July 11.

Details from Chandris Line, 10 Martin Place, Sydney. Tel. BL 4051.

EUROPE - TAHITI - NEW CALEDONIA BSIP - PNG - WEST NG

A regular passenger-cargo service from the Continent and UK, via Panama, to Tahiti, New Caledonia, BSI, P-NG and West NG is operated jointly by Nederl. and Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Borneo: From Continent and London, arr. Papeete June 9, Noumea June 18, Honiara June 24, Pt. Moresby June 27, Rabaul June 30, Lae July 2, Madang July 4, Alexishafen July 4, Sukarnopura July 4, Blak, Manokwari, Sorong.
Details from Royal InterOcean Lines, 61 George St., Sydney (2-0573).

EUROPE - TAHITI - NEW HEBRIDES - NEW CALEDONIA - AUSTRALIA

Messageries Maritimes passenger-cargo vessels run monthly between France and Noumea via East Africa and Australia. From Sydney, vessels go to Brisbane and Noumea; return to France via Australian coastal ports.

Next sailings from Sydney: Ventoux June 4 (Noumea June 11); Vosges July 1 (Noumea July 8).

Other MM vessels run between France and Sydney, via Panama Canal and Pacific ports.

Next vessel: Tahitienn Papeete June 10, Pt. Vila June 20, Noumea June 22, Sydney June 29.

Details from Messageries Maritimes, 2 Young St., Sydney (BU 2645).

FAR EAST - FIJI - BSI

China Navigation Co. Ltd. vessels provide a monthly passenger-cargo service from Japan and Hong Kong southwards to Fiji direct and BSI returning to Japan direct.

Sinkiang: From Japan and Hong Kong, due Suva/Lautoka June 1-6, thence to Honiara, returning to Japan June 23.
Szechuen: From Japan and Hong Kong, due Suva/Lautoka July 7-12, returning to Japan July 23.

Details from Swire and Yull Pty. Ltd., agents, 8 Spring St., Sydney (BU 4701).

FAR EAST - FIJI - NZ - SYDNEY

Royal InterOcean Lines operate a passenger-cargo service from Singapore to Fiji, NZ and Australia, calling periodically at Suva and/or Lautoka.

Van Noort at Suva/Lautoka June 20-22 (thence Australia and Bangkok); Tjilwong at Suva/Lautoka July 23-25; Tjimanuk at Suva/Lautoka Aug. 14-16.

Details from Royal InterOcean Lines, 261 George St., Sydney (2-0573).

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA

China Navigation Co. Ltd. vessels maintain a monthly cargo service from Japan southwards through P-NG, BSI, New Hebrides and New Caledonia, usually return to Japan direct.

Chungkong: From Japan and Hong Kong, due Rabaul June 11, Kavieng June 14, Wewak June 17, Madang June 25, Lae June 25, Pt. Moresby July 5, Santo July 9, Noumea July 13-23, thence to Japan, arr. Aug. 8.

Chengtu: From Japan and Hong Kong, due Rabaul July 12, Madang July 25, Lae July 25, Samarai July 30, Pt. Moresby Aug. 5, Vila Aug. 9, Noumea Aug. 13-22, thence to Japan, arr. Sept. 4.

Details from China Navigation Co., Ltd. Swire and Yull Pty. Ltd., agents, 8 Spring St., Sydney (BU 4701).

JAPAN - SAMOA - TONGA - FIJI - N. CAL. - N. HEB. - BSI

The Daiwa Navigation Co. Ltd. runs a regular passenger/cargo service from Japan, calling at Guam, Lautoka, Suva, Pago Pago, Apia, Noumea, Vila (opt.), Santo (opt.), thence returning to Japan. Current voyage: Daisen Maru dep. Japan June 8.

NEW ZEALAND - COOK IS.

NZGS Moana Roa (40 passengers) makes approximately monthly voyages from

● PIM's shipping and airways timetables are correct to time of publication.

Auckland (NZ) to Rarotonga (Cook Islands), with calls at Niue and some other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (Tel. 45-117) or any office of Union SS Co. of NZ, Ltd.

NZ - FIJI - HONOLULU - NTH AMERICA

Crusader Shipping Co. has vessels running between NZ and North America, via Pacific ports.

Next voyage: Saracen, due Honolulu June 10, and thence North American ports.

NZ - FIJI - TONGA - SAMOA

Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next Auckland sailings: June 22, July 20.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. Next Auckland sailings: June 8, July 6.

Details from Union Steam Ship Co. of NZ, Quay and Commerce Sts., Auckland (Tel.: 49-430).

NZ - NEW CALEDONIA - P-NG - FAR EAST

Crusader Shipping Co.'s cargo vessels, running between NZ and the Far East, call at New Caledonia and Papua, and, in some instances, Guam. Next voyages:

Knight Templar: Dep. NZ June 12, arr. Noumea June 15, Pt. Moresby June 19, thence Singapore and Pt. Swettenham.

Port Montreal: Dep. NZ July 28, arr. Guam Aug. 6, thence to Japan.

Details from Shaw, Savill Line, agents 101 Queen St., Auckland. (Tel.: 30-310).

NEW ZEALAND - TAHITI

New Zealand Shipping Co. Ltd. vessels, operating between NZ and UK, via Panama, make a call every two months at Tahiti, northbound and southbound.

Next northbound voyage: Rangitane, dep. Wellington June 30, due Papeete July 6.

Next southbound voyage: Ruahine from London, due Papeete June 14.

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

TONGA - FIJI - AUSTRALIA

The Tonga Copra Board vessel Niuvakai operates a four to five-weekly passenger-cargo service between Australia and Tonga via Fiji. Next voyage from Sydney, June 23 (approx.).

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (B 0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoni. Calls are also made as required at Apia (W. Samoa) and Pago Pago (Am. Samoa). Turn-round in Suva is usually two days, and the agents there are Morris Hedstrom, Ltd.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co. Ltd., act as Loadline Brokers in London.

Next sailing: ex-London: June 17.

- 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-PANAMA-TAHITI-AUSTRALIA

Cogedair Line operates a passenger service regularly from Southampton, via Panama and Papeete to Sydney. Next vessels:

Flavia: Dep. Southampton June 24, arr. Papeete July 18-19, Sydney July 30. Aurelia: Dep. Tilbury Sept. 28, arr. Papeete Oct. 22-23, Sydney Nov. 3. Details from agents: H. C. Sleigh, 115 York St., Sydney. Tel. B 0253.

UK - PAPUA - NG - BSI

Bank Line operates a direct service from Europe to P-NG and BSL vessels going on to Australia for cargo-loading and returning to UK via Suez. Next vessels:

Nessbank: From Continent and London, due Pt. Moresby June 21, Samarai June 24, Lae June 25, Madang June 28, Wewak July 1, Kavieng July 3, Rabaul July 5, Honiara July 8.

Lindenbank: From Continent and London, due Pt. Moresby July 26, Samarai July 29, Lae July 30, Madang Aug. 2, Wewak Aug. 5, Kavieng Aug. 8, Rabaul Aug. 9, Honiara Aug. 13.

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 June 13, Ventura July 25, Sonoma Aug. 15.

Details from Matson Lines, 50 Young St., Sydney (BU 4272).

USA - TAHITI - AUSTRALIA

American Pioneer Line passenger-cargo ships on US Atlantic Coast-Panama-Sydney service make periodical calls at Tahiti on southbound voyages. Next Papeete calls: Pioneer Isle June 11; Pioneer Glen July 14.

Details from With. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport Line's vessels Thorstale and Thor I maintain service from West Coast Nth. American ports to Pacific Islands.

Thor I: Dep. San Francisco June 1, arr. Los Angeles June 2-5, Papeete June 15-17, Pago Pago June 21-24, Apia June 25-26, Suva June 29-July 1, Noumea July 3-6, Apia (open), Pago Pago July 10-11, Los Angeles July 24-26, arr. San Francisco July 27.

Thorstale: Dep. San Francisco July 9, Los Angeles July 10-14, Papeete July 25-27, Pago Pago July 31-Aug. 3, Apia Aug. 4-5, Suva Aug. 8-9, Lautoka Aug. 10-11, Noumea Aug. 13-15, Pago Pago Aug. 18-19, Los Angeles Sept. 2-4, San Francisco Sept. 5.

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 1700, arr. Brisbane 1815, dep. 1900, arr. Honolulu 0730 Sat. dep. 0900, arr. San Francisco 1640.

SOUTHBOUND

Sat.: Dep. San Francisco 2000, arr. Honolulu 2150, dep. 2359 Sat., arr. Brisbane 0515 Mon., dep. 0600, arr. Sydney 0720.

SYDNEY - FIJI - HAWAII - USA

By Qantas Empire Airways (Boeing 707 V-Jets)

NORTHBOUND

Tues., Thurs., Sun.: Dep. Sydney 1900, arr. Nadi 0040, dep. 0125, Honolulu, San Francisco.

Mon., Wed. and Sat.: Sydney (dep. 1900), Nadi (arr. 0040, dep. 0125), Honolulu, San Francisco, New York. Fri.: Sydney (dep. 1900), Nadi (arr. 0040, dep. 0125), Honolulu, San Francisco (extends to Vancouver alternate weeks), from Sydney (June 4, 18, July 2, 16, 30, etc.).

SOUTHBOUND

Mon., Wed. and Fri.: New York, San Francisco, Honolulu, Nadi (arr. 0325, Wed., Fri., Sun., dep. 0430), Sydney (arr. 0645).

Tues., Thurs. and Sun.: San Francisco, Honolulu, Nadi (arr. 0325, Thurs., Sat., Tues., dep. 0430), Sydney (arr. 0645). Sat.: San Francisco (service begins from Vancouver alternate Sats. June 5, 19, July 3, 17, 31, etc.) Honolulu, Nadi (arr. 1855, Sun., dep. 1945), Sydney (arr. 2200).

(International Dateline is crossed between Nadi and Honolulu.)

BY CANADIAN PACIFIC AIRLINES (Bristol Britannia and DC8 Jet)

NORTHBOUND

Alt. Fri. (June 11, 25, July 9, 23, etc.): Dep. Sydney 1300 by Britannia for Auckland (arr. 1850).

Fri.: Dep. Auckland 1935 Fri., arr. Nadi 2340 Fri., dep. 0045 Sat., arr. Honolulu 1210 Fri., dep. Sat. 0900 by DC8 for Vancouver, arr. Sat. 1725, dep. 1855, Amsterdam (arr. Sun. 1210).

SOUTHBOUND

Fri.: Dep. Amsterdam 1420 by DC8 for Vancouver (arr. Fri. 1715, dep. 1845), Honolulu (arr. Fri. 2130, dep. Sat. 2355 by Britannia), Nadi (arr. Mon. 0745, dep. 0830), Auckland (arr. 1240).

Alt. Mon. (June 7, 21, July 5, 19, etc.): Dep. Auckland 1340 for Sydney, arr. Mon. 1605.

SYDNEY - FIJI (OR AM. SAMOA) HAWAII - USA

By Pan American Airways (Intercontinental Jet Clippers)

NORTHBOUND

Sat., Tues., Thurs.: Dep. Sydney 1900 for Nadi (arr. Sun., Wed., Fri. 0040, dep. 0130), Honolulu arr. Sat., Tues., Thurs.,

0935, dep. 1145 for Los Angeles, arr. Sat., Tues., Thurs. 1940. Mon.: Dep. Sydney 1900 for Pago Pago (arr. 0255, dep. 0340), Honolulu arr. 0945, dep. 1145, Los Angeles (arr. 1940 Mon.).

SOUTHBOUND

Sun., Tues., Thurs.: Dep. Los Angeles 2145 for Honolulu, Nadi (arr. 0515 Tues., Thurs., Sat., dep. 0615), and Sydney (arr. Tues., Thurs., Sat. 0830). Sat.: Dep. Los Angeles 2145 for Honolulu, Pago Pago (arr. 0510 Sun., dep. 0555), and Sydney (arr. 0900 Mon.). (International Dateline crossed between Nadi-Honolulu, and Sydney-Pago Pago.)

SYDNEY - FIJI - TAHITI - MEXICO

By Qantas Empire Airways with Boeing 707 V-Jets

NORTHBOUND

Thurs.: Dep. Sydney 2000, Nadi, arr. Fri. 0140, dep. 0255 for Papeete, arr. Thurs. 0835, dep. 2300 for Acapulco, arr. Fri. 1050, dep. 1150 for Mexico City, arr. 1240 (to Nassau, Bermuda, London).

SOUTHBOUND

(From London, Bermuda, Nassau) Sat.: Dep. Mexico City 2145 for Acapulco, arr. 2235, dep. 2335 for Papeete, arr. Sun. 0345, dep. 0445 for Nadi, arr. Mon. 0720, dep. 0805 for Sydney, arr. 1030.

SYDNEY - N. CALEDONIA - FIJI TAHITI - USA

UTA-Air France with DC8 Turboprop Jets Wed.: Dep. Sydney 0840 for Noumea, arr. 1220, dep. 1420 for Papeete (cross Dateline), arr. Tues. 2240, dep. Fri. 0900, arr. Los Angeles 1955.

Sat.: Dep. Los Angeles 0100 for Papeete, arr. 0630, dep. Tues. 0100 for Nadi (cross Dateline), arr. Wed. 0340, dep. 0535 for Noumea, arr. 0630, dep. 0830 for Sydney, arr. 1035.

From June 14.

Wed.: Dep. Sydney 0940 for Noumea, arr. 1320, dep. 1430 for Nadi, arr. 1700, dep. 1745 for Papeete (cross Dateline) arr. Tues. 2350, dep. Fri. 0900 for Los Angeles, arr. 1950.

Sat.: Dep. Los Angeles 0150 for Papeete, arr. 0605, dep. 0130 for Nadi (cross Dateline) arr. Wed. 0410, dep. 0610 for Noumea, arr. 0705, dep. 0905 for Sydney, arr. 1110.

Alt. Mon. (June 14, 28, July 12, 26, etc.): Dep. Sydney 1350 for Noumea, arr. 1730, dep. (weekly) 1930 for Nadi, arr. 2215, dep. Tues. 0130 for Papeete (cross Dateline), arr. 0745 Mon.

Sat.: Dep. Papeete 1200 for Nadi (cross Dateline), arr. Sun. 1440, dep. 1540 for Noumea, arr. 1635.

Alt. Sun. (June 13, 27, July 11, 25, etc.): Dep. Noumea 1800 for Sydney, arr. 1955.

Note: Noumea's international airport is at Tontouta, which is about 50 miles from Noumea itself. The New Caledonian airline Transpac provides a service between Tontouta and Noumea on Wednesdays to connect with UTA's service from Sydney. There is also a bus service from the airport.

AUSTRALIA-NEW ZEALAND

Because days and frequencies of trans-Tasman services change at short notice, it is impossible to give reliable detailed information on the services outlined below.

JUNE, 1965 - PACIFIC ISLANDS MONTHLY

low. Intending passengers are advised to check timetables with the airlines or travel agents.

AUCKLAND - BRISBANE

QANTAS/AIR-NZ with Electra Mk. II's
Twice weekly, both ways.

AUCKLAND - MELBOURNE

QANTAS/AIR-NZ with Electra Mk. II's
Three times weekly, both ways.

CHRISTCHURCH - MELBOURNE

QANTAS/AIR-NZ with Electra Mk. II's
Three times weekly, both ways.

SYDNEY - AUCKLAND

QANTAS/AIR-NZ with Electra Mk. II's
Daily, both ways, with two services a day on most days.

BOAC, with Comet IV's
Twice weekly, both ways.

SYDNEY - CHRISTCHURCH

QANTAS/AIR-NZ with Electra Mk. II's and Boeing 707's
Six times weekly, both ways.

SYDNEY - WELLINGTON

QANTAS/AIR-NZ with Electra Mk. II's
Daily services both ways, with two services a day three times a week.

WELLINGTON - BRISBANE

AIR-NZ with Electra Mk. II
One service weekly, both ways.

WELLINGTON - MELBOURNE

AIR-NZ with Electra Mk. II
Twice weekly, both ways.

● PIM's shipping and airways timetables are correct to time of publication.

AUSTRALIA-PACIFIC ISLANDS

SYDNEY - FIJI

Air-India with Boeing 707
Tues.: Dep. Sydney 0945, arr. Nadi 1530.
Wed.: Dep. Nadi 0730, arr. Sydney 0950.

SYDNEY - LORD HOWE IS.

Airlines of N.S.W. (Sandringham Flying-boats)
Frequent services from Rose Bay Base each week. Departure time is dependent on time of high tide at Lord Howe Island.

SYDNEY - NEW CALEDONIA

QANTAS, with Boeing 707
Alt. Thurs. (June 10, 24, July 8, 22 etc.): Dep. Sydney 1100 for Noumea (arr. 1430), dep. 1545 for Sydney, arr. 1735.

Note: Noumea's international airport is at Tontouta, which is about 50 miles from Noumea itself. The New Caledonian airline Transpac provides a service between Tontouta and Noumea on Thursdays to connect with the Qantas plane from Sydney. There is also a bus service from the airport.

SYDNEY - NORFOLK IS.

QANTAS, with Skymaster DC4 Aircraft
Wed., Sat.: Dep. Sydney 0800, arr. NI 1445. Flight extends NI-Auckland-NI. (See "Inter-Territory Services")
Thurs., Sun.: Dep. NI 1445, Sydney, arr. 1845.

SYDNEY - PAPUA - NEW GUINEA

Trans Australia Airlines and Ansett-ANA operate from Sydney to Lae and return with DC6B's. They usually operate on alternate days.

NORTHBOUND

TAA: Mon., Wed., Sat. dep. Sydney 2145, arr. Brisbane 2350, dep. Brisbane 0040 next day, arr. Pt. Moresby 0610, dep. Pt. Moresby 0700, arr. Lae 0800.
Fri.: Dep. Sydney 2130, arr. Brisbane 2335, dep. Brisbane 0025 Sat., arr. Pt. Moresby 0600, dep. Pt. Moresby 0645, arr. Lae 0745.

Ansett-ANA: Sun., Tues., Thurs., Fri. dep. Sydney 2145, arr. Brisbane 2345, dep. Brisbane 0040 next day, arr. Pt. Moresby 0610, dep. Pt. Moresby 0700, arr. Lae 0800.

SOUTHBOUND

Ansett-ANA: Dep. Lae Mon., Wed. Fri., Sat., 0915, arr. Pt. Moresby 1015, dep. Pt. Moresby 1100, arr. Brisbane 1610, dep. Brisbane 1650, arr. Sydney 1855.

TAA: Tues., Thurs., Sun. dep. Lae 0915, arr. Pt. Moresby 1015, dep. Pt. Moresby 1100, arr. Brisbane 1615, dep. Brisbane 1650, arr. Sydney 1855.

Sat.: Dep. Lae 0930, arr. Pt. Moresby 1030, dep. Pt. Moresby 1115, arr. Brisbane 1630, dep. Brisbane 1705, arr. Sydney 1910.

NEDLLOYD LINES

Managers: ROYAL ROTTERDAM LLOYD—Rotterdam. NEDERLAND LINE—Amsterdam.

Regular sailings by Fast, Modern, Cargo Vessels
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LAE and MADANG**

other Ports called at subject to sufficient inducement.

Vessels are equipped with refrigerated and (deep) freezing cargo space. Also equipped with facilities for self-loading and discharge of heavy cargo of up to 240 tons.

Most vessels are equipped with comfortable, air-conditioned, passenger accommodation.

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ETS. DONALD TAHITI,
Papeete.

AGENCE MARITIME PENTECOST,
Noumea.

BURNS PHILP (NEW GUINEA) LTD.,
Port Moresby and Lae.

WM. BRECKWOLDT & CO.,
Honiara.

NEW GUINEA COMPANY LTD.,
Rabaul and Madang.

QLD. - PAPUA-NEW GUINEA

TAA, with Fokker Friendship Prop-Jet
 Mon.: Dep. Townsville 1350, Cairns, arr. 1445, dep. 1850, arr. Pt. Moresby 1810.
 Wed.: Dep. Pt. Moresby, 1415, Cairns, arr. 1635, dep. 1735, arr. Townsville 1830.

CAIRNS-PT. MORESBY-CAIRNS

Ansett, with Fokker Friendship Prop-Jet
 Fri.: Dep. Cairns 1650, arr. Port Moresby 1910.
 Sat.: Dep. Pt. Moresby 0820, arr. Cairns 1040.

INTER - TERRITORY SERVICES

FIJI - AM. SAMOA

PAA, with DCTC Aircraft

Sun.: Dep. Nadi 1200, cross International Dateline, arr. Pago Pago 1605 Sat.
 Tues.: Dep. Pago Pago 1600, cross International Dateline, arr. Nadi 1810 Wed.

FIJI - GILBERT & ELLICE ISLANDS

Fiji Airways Ltd., with Heron Aircraft
 Sun.: Dep. Suva 0745, arr. Nadi 0825, dep. 0910, Funafuti, arr. 1305, Mon., dep. Funafuti 0700, Tarawa, arr. 1140.
 Tues.: Dep. Tarawa 0630, Funafuti, arr. 1110, dep. 1210, Nadi, arr. 1605, dep. 1635, Suva, arr. 1715.

FIJI - NEW HEBRIDES

Fiji Airways Ltd., with Heron aircraft
 Mon.: Dep. Suva 0700, arr. Nadi 0740, dep. 0825, arr. Vila 1100.
 Mon.: Dep. Vila 1230, arr. Nadi 1700, dep. 1730, arr. Suva 1810.

FIJI - NEW HEBRIDES - BSI

Fiji Airways Ltd., with Heron Aircraft
 Mon., Thurs.: Dep. Suva 0900, Nadi, arr. 0940, dep. 1025, Vila, arr. 1300. Next day (Tues. or Fri.) dep. Vila 0800, Santo, arr. 0915, dep. 0945, Honiara, arr. 1340.

Wed., Sat.: Dep. Honiara 0630, Santo, arr. 1025, dep. 1055, Vila, arr. 1205, dep. 1235, Nadi, arr. 1705, dep. 1735, Suva, arr. 1815.

FIJI - NEW ZEALAND

PAA, with DCTC Aircraft

Sat., Thurs.: Dep. Nadi 0645 for Auckland, arr. 1130.
 Sat., Thurs.: Dep. Auckland 1830 for Nadi, arr. 2315.

Air-NZ, with Electra Mk. II's

Daily: Dep. Auckland 2030, arr. Nadi 0015.
 Thurs.: Dep. Auckland 1009, arr. Nadi 1345.
 Thurs.: Dep. Nadi 1430, arr. Auckland 1820.
 Daily (except Mon.): Dep. Nadi 0515, arr. Auckland 0905.
 Mon.: Dep. Nadi 0925, arr. Auckland 1315.
 Thurs., Fri., flights ex-Auckland and Fri., Sat. flights ex-Nadi are operated by Qantas under charter to Air-NZ.

FIJI - TONGA

Fiji Airways Ltd., with DC3 Aircraft

Thurs., Sat.: Dep. Nadi 0615, arr. Suva 0700, dep. 0800, arr. Nukualofa 1215.
 Dep. Nukualofa 1300, arr. Suva 1515, dep. 1600, arr. Nadi 1645.
 Details from Fiji Airways Ltd., Victoria Arcade, Suva.

FIJI - WESTERN SAMOA

Fiji Airways Ltd., with Heron Aircraft
 Thurs.: Dep. Nadi 0615, arr. Suva 0700, dep. 0745, cross Dateline, arr. Apia Wed. 1325.
 Thurs.: Dep. Apia 1000, cross Dateline, arr. Suva Fri. 1340, dep. 1600 Sat., arr. Nadi 1645.

NEW CALEDONIA - NEW HEBRIDES

UTA, with DC4 Aircraft

Tues.: Dep. Noumea 0800, arr. Vila 0955, dep. Vila 1505, arr. Noumea 1700.
 Thurs.: Dep. Noumea 0800, arr. Vila 0955, dep. 1035, arr. Santo 1140.
 Fri.: Dep. Santo 0700, arr. Vila 0815, dep. 0845, arr. Noumea 1040.

NEW CALEDONIA - NZ

AIR-NZ with Comet 4 Jet

Fri.: Dep. Noumea 1430 for Auckland, arr. 1815.
 Fri.: Dep. Auckland 1100 for Noumea, arr. 1300.

NEW CALEDONIA - WALLIS ISLAND

UTA, with DC4 Aircraft

Monthly service (second Saturday)
 Sat. (May 8, June 12): Dep. Noumea 0800 for Wallis Is., arr. 1530.
 Sun. (May 9, June 13): Dep. Wallis Is. 0700 for Noumea, arr. 1230.

NZ - FIJI - AM. SAMOA

AIR-NZ with Electra Mk. II

Sun.: Dep. Auckland 2030, arr. Nadi 0015
 Mon. Dep. Nadi 0215, cross International Dateline, arr. Pago Pago Sun. 0550.
 Sun.: Dep. Pago Pago 0655, cross International Dateline, arr. Nadi Mon. 0835.
 Dep. Nadi 0925, arr. Auckland 1315.

NORFOLK IS. - NEW ZEALAND

AIR-NZ by Qantas Skymaster (Charter)

Sat.: Dep. NI 1600, Auckland, arr. 1945.
 Wed.: Dep. NI 1600, arr. Auckland 1945.
 Thurs.: Dep. Auckland 1030, arr. NI 1330.
 Sun.: Dep. Auckland 1030, arr. NI 1330.

P-NG - SOLOMONS

TAA, with Fokker Prop-Jet and DC3
 Alt. Mon.: Dep. Lae (DC3) 0600 for Rabaul, Buka, Munda, Honiara, arr. 1020 (June 14, 28, July 12, 26, etc.).
 Alt. Wed.: Dep. Honiara (DC3) 0730 for Yandina, Munda, Buka, Rabaul, Lae, arr. 1545 (June 2, 16, 30, July 14, 28, etc.).

Alt. Tues.: Dep. Lae (Fokker) 0900 for Rabaul, Buka, Munda, Honiara, arr. 1635 (June 8, 22, July 6, 20, etc.).
 Alt. Wed.: Dep. Honiara (Fokker) 0645 for Munda, Buka, Rabaul, Lae, arr. 1200 (June 9, 23, July 7, 21, etc.).

P-NG - WEST NG

TAA, with DC3 Aircraft

Alt. Tues. (June 8, 22, July 6, 20, etc.): Dep. Lae 1000 for Madang, Wewak, Sukarnapura, arr. 1435.
 Alt. Wed. (June 9, 23, July 7, 21, etc.): Dep. Sukarnapura 1105 for Wewak, Madang, Lae, arr. 1705.
 Alt. Wed. (June 2, 16, 30, July 14, 28, etc.): Dep. Lae 0915, arr. Sukarnapura 1210.
 Alt. Tues. (June 1, 15, 29, July 13, 27, etc.): Dep. Sukarnapura 0935, arr. Lae 1330.

BIAK (WEST NG)-LAE

Garuda Indonesian Airways (DC3)

Alt. Tues. (June 1, 15, 29, July 13, 27, etc.): Dep. Biak 1815, Sukarnapura, arr. 0825, dep. 0925, arr. Lae 1230.
 Alt. Wed. (June 2, 16, 30, July 14, 28, etc.): Dep. Lae 0915, Sukarnapura, arr. 1215, dep. 1300, arr. Biak 1510.

TAHITI - USA

UTA, with DC8 Jet Aircraft

Wed.: Dep. Papeete 0900 for Los Angeles, arr. 1955. Dep. Los Angeles 0100 Thurs., arr. Papeete 0605.
 Fri.: Dep. Papeete 0900 for Los Angeles, arr. 1955, Dep. Los Angeles 0100 Sat., arr. Papeete 0605.

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BURNS PHILP

(SOUTH SEA) CO. LTD.
 Suva

Pan American Airways, with Intercontinental Jet Clippers
 Mon.: Dep. Los Angeles 0900, dep. Honolulu 1300, arr. Papeete 1825.
 Tues.: Dep. Papeete 0915, arr. Honolulu 1425, dep. 1600, arr. Los Angeles 2355.
 Sat.: Dep. San Francisco 2145, dep. Los Angeles 2359, arr. Papeete 0515 Sun.
 Sun.: Dep. Papeete 2200, arr. Los Angeles Mon. 0855, arr. San Francisco Mon. 1100.

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. 0500, 0745, 1900, Tues. 1400, Thurs. 0600, Fri., Sat. 1530.

Dep. Pago Pago (American Samoa): Sun., 0630, 0900, Mon. 0900, Tues. 1515, Thurs. 0715, Fri., Sat. 1645.

W. SAMOA - COOK ISLANDS

Polynesian Airlines Ltd., with DC3
 Between Western Samoa and Cook Islands (Aitutaki and Rarotonga).
 Thurs.: Dep. Faleolo 0900, arr. Aitutaki 1500, dep. 1530, arr. Rarotonga 1635.
 Fri.: Dep. Rarotonga 0800, arr. Aitutaki 0905, dep. 0940, arr. Faleolo 1410.

W. SAMOA - FIJI

Polynesian Airlines Ltd., with DC3
 Wed.: Dep. Faleolo 1000, arr. Nadi Thurs. 1330.
 Thurs.: Dep. Nadi 1430, arr. Faleolo Wed. 2010.
 International dateline crossed between Faleolo and Nadi.

W. SAMOA - TONGA

Polynesian Airlines Ltd., with DC3
 Alt. Sun. (June 13, 27, July 11, 25, etc.): Dep. Faleolo 1030, arr. Nukualofa next day 1345.
 Alt. Mon. (June 14, 28, July 12, 26, etc.): Dep. Nukualofa 1445, arr. Faleolo Sun. 1800.
 International Dateline crossed between Faleolo and Nukualofa.
 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 with Herons, Drovers, and DC3s.

Suva-Nadi: Daily, dep. Suva 0730, arr. Nadi 0815, Thurs., dep. Suva 1230, arr. Nadi 1315. Daily (except Thurs. and Sat.) dep. Suva 1500, arr. Nadi 1545, Thurs., Sat., dep. Suva 1600, arr. Nadi 1645. Mon. dep. Suva 1600, arr. Nadi 1645, Tues., Wed., Fri., Sun., dep. Suva 1730, arr. Nadi 1815, Thurs., Sat., dep. Suva 1830, arr. Nadi 1915.
 Nadi-Suva: Daily, dep. Nadi 0615, arr. Suva 0700, Daily, dep. Nadi 0845, arr. Suva 0930, Thurs., dep. Nadi 1445, arr. Suva 1530. Daily (except Thurs., Sat.), dep. Nadi 1615, arr. Suva 1700, Thurs., Sat., dep. Nadi 1715, arr. Suva 1800.
 Suva-Ura-Suva: Dep. Suva 0725, Wed., Sun., Ura, arr. Suva 0955.
 Suva-Labasa-Suva: Dep. Suva 1430, Wed., Thurs., Sat., Sun., for Labasa, arr. Suva 1640. Dep. Suva 0730 Wed., Sun., Labasa, arr. Suva 0950.

Suva-Savusavu-Matel-Suva: Dep. Suva 1200, Mon., Fri., Savusavu, Matel, arr. Suva 1510.

Suva-Matel-Savusavu-Suva: Dep. Suva 1035, Tues., Sat., Matel, Savusavu, arr. Suva 1340.

Suva-Labasa-Matel-Labasa-Suva: Dep. Suva 0730, Mon., Fri., Labasa, Matel, Labasa, arr. Suva 1140.

Suva-Labasa-Savusavu-Labasa-Suva: Dep. Suva 1030, Tues., Sat., Labasa, Savusavu, Labasa, arr. Suva 1410.

Suva-Savusavu-Labasa-Savusavu-Suva: Dep. Suva 1030, Wed., Thurs., Sun., Savusavu, Labasa, Savusavu, arr. Suva 1355.

Details from Fiji Airways Ltd., Victoria Arcade, Suva.

FRENCH POLYNESIA

RAI, with DC4 and Bermuda Aircraft

Services to the Leeward Group (Isles Sous le Vent), Society Islands.

Mon., Wed., Thurs., Sat.: Dep. Papeete 0800, Raiatea, arr. 0855, dep. 0915, Bora Bora, arr. 0935.

Tues.: Dep. Papeete 0700, Huahine, arr. 0750, dep. 0810, Raiatea, arr. 0830, dep. 0850, Bora Bora, arr. 0910.

Fri.: Dep. Papeete 0700, Raiatea, arr. 0800, dep. 0820, Bora Bora, arr. 0840.

Mon., Wed., Sat.: Dep. Bora Bora 1600, Raiatea, arr. 1620, dep. 1640, Papeete, arr. 1730.

Tues.: Dep. Bora Bora 0930, Tikehau, arr. 1120, dep. 1515, Papeete, arr. 1630.

Thurs.: Dep. Bora Bora 1700, Papeete, arr. 1810.

Fri.: Dep. Bora Bora 0900, Tikehau, arr. 1050, dep. 1410, Rangiroa, arr. 1435, dep. 1505, Papeete 1630.

Details from RAI, Quai Bir Hakeim, Papeete, or any UTA office.

NEW CALEDONIA

TRANSFAC, with Heron and/or Aztec

Noumea-Mare: Mon., Tues., Fri., dep. Noumea 1430, 1430, resp., arr.

Mare 1510, 1515, 1515, Dep. Mare

1530, 1545, 1545, arr. Noumea 1610,

1630, 1630.

Noumea-Lifou: Tues., Wed., Fri., dep.

Noumea 0800, arr. Lifou 0845, dep.

0915, arr. Noumea 1000, Sat. dep.

Noumea 0815, arr. Lifou 0900, dep.

0930, arr. Noumea 1015.

Noumea-Ouvea: Tues. dep. Noumea 1045, arr. Ouvéa 1130, dep. 1315, arr. Noumea 1400, Sat. dep. Noumea 0800, arr. Ouvéa 0945, dep. 0915, arr. Noumea 1000, Thurs., dep. Noumea 0800, arr. Ouvéa 0840, dep. 0900, arr. Noumea 0940.

Noumea-Isle of Pines: Daily dep. Noumea 1045, arr. Isle of Pines 1115, dep. Mon., Wed., Fri., Sat., 1145, Tues., Thurs., 1125, arr. Noumea Mon., Wed., Fri., Sat. 1215, Tues., Thurs. 1145, Sun. dep. Noumea 0800, arr. Isle of Pines 0830, dep. 1700, arr. Noumea 1730.

Noumea-Houailou: Mon., Tues., Fri. dep. Noumea 0815, arr. Houailou 0850, dep. 0940, arr. Noumea 1015, Sat., Sun. dep. Noumea 1330, 1500, resp., arr. Houailou 1405, 1535, dep. 1455, 1625, arr. Noumea 1530, 1700 resp. Wed. (via Koa.), dep. 0800, arr. Houailou 0915 dep. 0925, arr. Noumea 1040.

Noumea-Poindimie: Mon., Tues., Wed., Fri. dep. Noumea 0815, arr. Poindimie 0910, dep. 0920, arr. Noumea 1015, Sat., Sun. dep. Noumea 1330, 1500 resp., arr. Poindimie 1420, 1555, dep. 1435, 1605, arr. Noumea 1530, 1700.

Noumea-Kone: Mon., Wed., Fri. dep. Noumea 0745, 1400, 1400 resp., arr. Kone 0845, 1445, 1445, dep. 0945, 1545, 1545, arr. Noumea 1030, 1630, 1630.

Noumea-Koumac: Mon. dep. Noumea 0745, arr. Koumac 0910, dep. 0920, arr. Noumea 1030, Wed., Fri. dep. Noumea 1400, arr. Koumac 1510, dep. 1520, arr. Noumea 1630.

Noumea-Kouaoua: Mon., Wed. dep. Noumea 0815, 0800 resp., arr. Kouaoua 0915, 0850 resp., dep. 1015, 0950 resp., arr. Noumea 1105, 1040 resp. Sat. dep. Noumea 1230, arr. Kouaoua 1320, dep. 1330, arr. Noumea (via Houailou) 1530.

Noumea-Tontouta: Wed., and Thurs.: Connecting with UTA, Qantas flights.

NEW HEBRIDES

New Hebrides Airways, with Drovers

VILA-SOUTHERN ISLANDS
 Mon.: Dep. Vila 0830, arr. Tanna 0945, dep. 1100, arr. Vila 1215.
 Wed.: Dep. Vila 0830, Erromanga (optional), arr. Lenakel 1000, dep. 1030, Erromanga (subject to load), arr. Vila 1200.
 Fri.: Dep. Vila 0830, arr. Tanna 0945, dep. 1530, arr. Vila 1645.

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Regular Sailings by Modern Vessels

From Melbourne and Sydney (periodically Adelaide) to Lautoka, Suva (including transshipments for Vavau and Niue), Apia and Nukualofa.

Also from Auckland to Lautoka, Suva, Nukualofa, Vavau, Niue, Pago Pago and Apia.

Ship your cargo by a Union Company Vessel.

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

Alt. Fri. (June 4, 18, July 2, 16, 30, etc.):
Dep. Lenakel 1030, arr. Anetityum
1105, dep. 1400, arr. Lenakel 1435.
Fri. (monthly): Dep. Lenakel 1030, arr.
Putuna 1115, dep. 1400, arr. Lenakel
1445. (This flight depends on passenger
bookings).

VILA-NORTHERN ISLANDS

Tues.: Dep. Vila 0830, arr. Tongoa
0905, dep. 0930, arr. Santo 1040, dep.
1230, arr. Tongoa 1340, dep. 1400, arr.
Vila 1430.

Wed.: Dep. Vila 1330, arr. Tongoa 1400,
dep. 1430, arr. Pentecost 1515, dep.
1530, arr. Longana 1545, dep. 1615,
arr. Walaha 1630, dep. 1645, arr.
Santo 1705.

Thurs.: Dep. Santo 0830, arr. Walaha
0850, dep. 0915, arr. Longana 0930,
dep. 1000, arr. Walaha 1015, dep.
1045, arr. Santo 1105. Dep. Santo
1330, arr. Walaha 1350, dep.
1415, arr. Longana 1430, dep. 1500,
arr. Pentecost 1520, dep. 1535, arr.
Tongoa 1615, dep. 1645, arr. Vila
1705.

Sat.: Dep. Vila 0830, arr. Tongoa 0905,
dep. 1030, arr. Vila 1100. (Subject to
load.)

* Calls at Pentecost are optional, if no
call is made the stopover at Longana is
20 minutes longer.

Details from New Hebrides Airways,
Vila.

PAPUA - NEW GUINEA

Operated by TAA

LAE-RABAUL-LAE (Fokker Prop-Jet)
Alt. Tues.: Dep. Lae 0900, Rabaul, arr.
1055 (June 8, 22, July 6, 20,
etc.)

Alt. Wed.: Dep. Rabaul 1010, Lae, arr.
1200 (June 2, 16, 30, July 14, 28, etc.).

PORT MORESBY-DARU (DC3)

Alt. Fri.: Dep. Pt. Moresby 0845 for Daru,
returning same day via Balimo, arr.
1425 (June 11, 25, July 9, 23, etc.).

Thurs. (every 4th week, by Catalina)
June 17, July 15, etc.): Dep. Pt.
Moresby 0800 for Daru, returning
same day at 1420, direct arr. 1630.

PT. MORESBY-WEST PAPUA (Catalina)

Wed.: Dep. Pt. Moresby 0800 for Kerema,
Baimuru, Kikori, Baimuru (on re-
quest), Kerema, Pt. Moresby, arr.
1525. Reservations beyond Kerema
subject to administration require-
ments.

Thurs. (every 4th week): Dep. Pt. Moresby
0800 for Daru, Lake Murray, Daru,
arr. 1500 (June 3, July 1, 29, etc.).

Fri. (every 4th week): Dep. Daru 0900
for Pt. Moresby, arr. 1115 (June 4,
July 2, 30, etc.).

PT. MORESBY-EAST PAPUA (Catalina)

Alt. Mon.: Dep. Pt. Moresby 0800 for
Samarai, Esa-Ala, Samarai. Pt.
Moresby, arr. 1630 (June 14, 28, July
12, 26, etc.).

Fourth Mon.: Dep. Pt. Moresby 0800 for
Samarai, Deboyne, Samarai, Pt.
Moresby, arr. 1630 (June 21, July 19,
etc.).

Fourth Mon.: Dep. Pt. Moresby 0800 for
Samarai, Pt. Moresby, arr. 1630 (June
7, July 5, etc.).

Wed.: Dep. Pt. Moresby 0800 for Gurney,
Misima, arr. 1100, return via Gurney,
arr. Pt. Moresby 1430. This service be-
gins on completion of Misima airstrip.

LAE-MADANG-WEWAK-MANUS-

KAVIENG-RABAUL SERVICE (DC3)
Mon. Fri.: Dep. Lae 0730 for Madang,
Wewak, Manus, Kavieng, Rabaul, arr.
1605.

Mon.: Dep. Rabaul 0730 for Kavieng,
Manus, Wewak, arr. 1250.

Sat.: Dep. Lae 0900, for Madang, Wewak,
arr. 1155.

Sun., Tues., Thurs., Sat.: Dep. Wewak
0600 for Madang, Lae, arr. 0845.

Wed.: Dep. Kavieng 0630 for Rabaul, arr.
0735.

Tues.: Dep. Rabaul 1245 for Kavieng, arr.
1350.

CENTRAL HIGHLANDS (DC3)

Mon.: Dep. Madang for Balyer R., Hagen,
Banz, Minj. Goroka, Lae, arr. 1420.

Wed.: Dep. Madang 0800 for Wabag,
Wapenamanda, Hagen, Banz, Minj.
Goroka, Lae, arr. 1420.

Sat., Sun.: Dep. Madang 0655 for Goroka,
Lae, arr. 0845.

Thurs.: Dep. Lae 0900 for Goroka, Minj.
Banz, Hagen, Balyer R., Wapena-
manda, Wabag, Madang, arr. 1510.

Sat.: Dep. Mt. Hagen 0650 for Banz
(opt.), Lae, arr. 0820.

Tues.: Dep. Mt. Hagen for Goroka, Lae,
arr. 0845.

Sun.: Dep. Lae 0900 for Goroka, Minj.
Banz, Mt. Hagen, arr. 1205.

PT. MORESBY-POPONDETTA-LAE (DC3)

Sat.: Dep. Pt. Moresby 0730 for Kokoda
(opt.), Popondetta, Garaina, Lae, arr.
1015.

Sat.: Dep. Lae 1045 for Garaina,
Popondetta, Kokoda (opt.), Port
Moresby, arr. 1330.

PT. MORESBY-WAU-BULOLO-LAE (DC3)

Thurs., Sun.: Dep. Pt. Moresby 1045 for
Wau, Bulolo, Lae, arr. 1320.

Thurs., Sun.: Dep. Lae 0730 for Bulolo,
Wau, Pt. Moresby, arr. 1000.

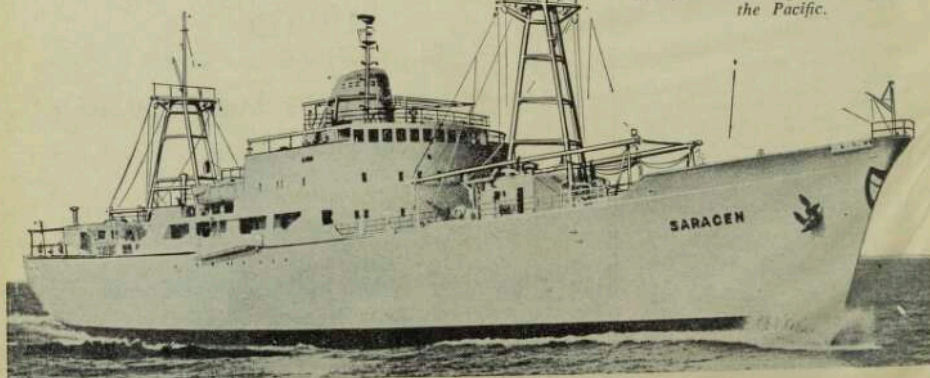
MADANG-GOROKA-LAE (DC3)

Tues.: Dep. Lae 0900 for Goroka, Minj.
Banz, Hagen, Madang, arr. 1330.

Mon.: Dep. Madang 1010 for Hagen, Banz,
Minj. Goroka, Lae, arr. 1435.

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Sun., Tues., Thurs.: Dep. Madang 0750
for Goroka, Pt. Moresby, arr. 1030.

LAE-RABAUL-LAE (DC3)
Tues., Thurs., Sat., Sun.: Dep. Lae 0930,
arr. Rabaul 1205.
Sat., Sun., Tues., Thurs.: Dep. Rabaul
0600, arr. Lae 0835.
Thurs.: Dep. Lae 0900 for Finschhafen,
Cape Gloucester, Kandrian, Talasea,
Jacquinot Bay, Rabaul, arr. 1520.
Sat.: Dep. Rabaul 0900 for Jacquinot Bay,
Talasea, Kandrian, Cape Gloucester,
Finschhafen, Lae, arr. 1520.

LAE-FINSCHHAFFEN-LAE (DC3)
Tues.: Dep. Lae 0700 for Finschhafen,
Lae, arr. 0830.

RABAUL-BUIN-RABAUL (DC3)
Wed., Fri.: Dep. Rabaul 0800 for Buia,
Wakunai, Kieta, Buin, Kieta, Wakunai,
Buia, Rabaul, arr. 1540.

RABAUL-TALASEA-RABAUL (Piper)
Mon.: Dep. Rabaul 0800 for Hoskins,
Talasea, Hoskins, Rabaul, arr. 1130.

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Mon.: Dep. Lae 0830 for Goroka, Madang,
arr. 1015.
Dep. Lae 0915 for Wewak, arr. 1125.
Dep. Wewak 1330 for Vanimo,
Wewak, arr. 1630.
Dep. Lae 0920 for Rabaul, arr. 1200.
Dep. Goroka 0700 for Wau, Port
Moresby, Wau, Lae, Goroka, Mt.
Hagen, Madang, arr. 1555.
Dep. Madang 0700 for Goroka, Lae,
arr. 0845.

Dep. Rabaul 0545 for Lae, arr.
0825.
Tues.: Dep. Wewak 0800 for Madang,
arr. 0915.

Dep. Madang 1400 for Goroka, Lae,
arr. 1545.
Dep. Madang 0700 for Mt. Hagen,
Banz, Minj, Mt. Hagen, arr. 0945.
Dep. (Piaggio) Mt. Hagen 1100 for
Mendi, Erave, Ialibu, Kagua, Mt.
Hagen, arr. 1345.

Wed.: Dep. Lae 0630 for Goroka,
Madang, Wewak, Momote, Kavieng,
Rabaul, arr. 1600.
Dep. Lae 0915 for Goroka, Madang,
Wewak, arr. 1235.
Dep. Lae 0920 for Rabaul, arr.
1200.

Dep. Rabaul 0545 for Lae, arr. 0825.
Dep. Madang 0700 for Goroka, Lae,
arr. 0845.

Dep. Mt. Hagen 0630 for Banz,
Goroka, Wau, Pt. Moresby, Wau, Lae,
Goroka, Madang, arr. 1545.

Dep. (Piaggio) Wewak 0730 for
Telefomin, Wewak, arr. 1030.

Dep. (Piaggio) Wewak 1100 for
Lumi, Nuku, Wewak, arr. 1315.
Dep. (Piaggio) Wewak 1400 for
Maprik, Yangoru, Wewak, arr. 1530.

Thurs.: Dep. Wewak 0730 for Vanimo,
Wewak, arr. 1230.

Dep. Rabaul 0700 for Kavieng,
Momote, Wewak, Madang, Goroka,
Lae, arr. 1640.

Dep. Wewak (Piaggio) 0730 for
Altape, Dagua, Wewak, arr. 0925.

Dep. Wewak (Piaggio) 1000 for
Ambunti, Wewak, arr. 1110.
Dep. Wewak (Piaggio) 1200 for
Angoram, Wewak, arr. 1300.

Dep. Madang 0730 for Goroka, Wau,
Pt. Moresby, Wau, Goroka, arr. 1430.

Fri.: Dep. Lae 0630 for Goroka, Madang,
Wewak, Momote, Kavieng, Rabaul,
arr. 1600.

Dep. Lae 0920 for Rabaul, arr.
1200.

Dep. Lae 0915 for Goroka, Madang,
arr. 1100.

Dep. (Piaggio) Lae 0915 for
Kainantu, Goroka, Mt. Hagen,
Wapenamanda, Wabag, Mt. Hagen,
arr. 1335.

Dep. Wewak 0615 for Madang, Lae,
arr. 0850.

Dep. Rabaul 0545 for Lae, arr. 0825.
Dep. Mt. Hagen (Piaggio) 0715 for
Lae, arr. 0845.

Dep. Madang 0700 for Mt. Hagen,
Banz, Minj, Goroka, Minj, Banz, Mt.
Hagen, Madang, arr. 1325.

Dep. Goroka 0715 for Lae, Wau,
Pt. Moresby, Wau, Lae, Goroka, arr.
1435.

Dep. (Piaggio) Mt. Hagen 0900 for
Tari, Mt. Hagen, arr. 1030.

Dep. (Piaggio) Mt. Hagen 1100 for
Mendi, Kagua, Erave, Ialibu, Mt.
Hagen, arr. 1340.

Sat.: Dep. Lae 0915 for Goroka, Madang,
arr. 1100.

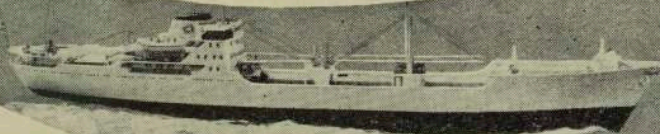
Dep. Lae 0920 for Rabaul, arr. 1200.
Dep. Madang 0700 for Goroka, Lae,
arr. 0845.

Dep. Rabaul 0545 for Lae, arr. 0825.
Dep. Rabaul 0700 for Kavieng,
Momote, Wewak, Madang, Goroka,
Lae, arr. 1640.

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Popondetta, Kokoda, Pt. Moresby, arr.
1010.

Dep. (Piaggio) Pt. Moresby 0800 for

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 Dep. (Piaggio) Pt. Moresby 0820 for Tapini, Wotape (opt.), Pt. Moresby, arr. 0950 (20 min. later if call made at Wotape).
 Tues.: Dep. (DC3) Pt. Moresby 0730 for Popondetta, Kokoda, Pt. Moresby, arr. 1010.
 Dep. (DC3) Pt. Moresby 1045 for Daru, Balimo, Daru, Pt. Moresby, arr. 1700.
 Dep. (Piaggio) Pt. Moresby 1100 for Cape Rodney, Paili (opt.), Pt. Moresby, arr. 1250 (20 min. later if call made at Paili).
 Dep. (Piaggio) Pt. Moresby 0830 for Wotape, Tapini, Pt. Moresby, arr. 1030.
 Dep. (Piaggio) Pt. Moresby 1345 for Rorona (opt.), Aroa (opt.), Kairuku, Bereina, Pt. Moresby, arr. 1535 (35 min. later if call made at Rorona and Aroa).
 Wed.: Dep. (DC3) Pt. Moresby 0830 for Kokoda, Popondetta, Pt. Moresby, arr. 1110.
 Dep. (Piaggio) Pt. Moresby 0830 for Tapini, Wotape, Pt. Moresby, arr. 1030.
 Dep. (Piaggio) Pt. Moresby 1345 for Rorona, Aroa, Kairuku, Pt. Moresby, arr. 1535.
 Dep. (DC3) Pt. Moresby 1430 for Bereina, Pt. Moresby, arr. 1635.
 Thurs. (Piaggio) Dep. Pt. Moresby 0830 for Wotape, Tapini, Pt. Moresby, arr. 1030.
 Dep. (Piaggio) Pt. Moresby 1345 for Rorona (opt.), Aroa (opt.), Kairuku, Bereina, Pt. Moresby, arr. 1535 (35 min. later if call made at Rorona and Aroa).
 All Thurs. (June 3, 17, July 1, 15, 29, etc.): Dep. (DC3) Pt. Moresby 0700 for Popondetta, Wanigela, Vivigani, Losuia, Popondetta, Pt. Moresby, arr. 1330.
 (June 10, 24, July 8, 22, etc.): Dep. (DC3) Pt. Moresby 0700 for Popondetta, Pt. Moresby, arr. 0900.
 Fri.: Dep. (DC3) Pt. Moresby 0730 for Popondetta, Pt. Moresby, arr. 0930.
 Dep. (DC3) Pt. Moresby 1030 for Gurney, Pt. Moresby, arr. 1400.
 Dep. (Piaggio) Pt. Moresby 1100 for

● PIM's shipping and airways timetables are correct to time of publication.

Cape Rodney, Paili, Pt. Moresby, arr. 1310.
 Dep. (Piaggio) Pt. Moresby 0830 for Tapini, Wotape, Pt. Moresby, arr. 1030.
 Dep. (Piaggio) Pt. Moresby 1345 for Rorona, Aroa, Kairuku, Pt. Moresby, arr. 1535.
 Dep. (DC3) Pt. Moresby 1430 for Bereina, Pt. Moresby, arr. 1635.
 Sat.: Dep. (DC3) Pt. Moresby 0730 for Popondetta, Kokoda, Pt. Moresby, arr. 1010.
 Dep. (Piaggio) Pt. Moresby 0830 for Wotape, Tapini, Pt. Moresby, arr. 1030.

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 Tues.: Dep. Honiara 0800 and 1600, arr. Auki (Malaita) 0825 and 1625, arr. Honiara 0900 and 1700.
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 Wed. (DC3 week): Dep. Honiara 0800, arr. Kira Kira 0900, dep. 1300, arr. Honiara 1405.
 Thurs. (Fokker week): Dep. Honiara 0930, arr. Yandina 0955, dep. 1230, arr. Honiara 1300.
 Fri. (in Fokker week): Dep. Honiara 0800, arr. Munda (New Georgia) 0915, dep. Munda 0925, arr. Barakoma (Vella Lavella) 0945, dep. Barakoma 1000, arr. Munda 1020, dep. Munda 1030, arr. Honiara 1145.
 Fri. (in DC3 week): Dep. Honiara 0800, arr. Yandina 0825, dep. 0840, arr. Munda 0925, dep. 0945, arr. Barakoma 1015, dep. 1045, arr. Munda 1105, dep. 1125, arr. Yandina 1210, dep. 1230, arr. Honiara 1300.
 (Note: Fokker week and DC3 week refer to TAA services from Papua-New Guinea. See timetable under Inter-Territory Services.)
 Details from Megapode Airways, P.O. Box 103, Honiara, BSIP.

NEW GUINEA ABUZZ WITH IDEAS, ACTION

(Continued from p. 14)

tions may be lodged against them. The industries are the manufacture of industrial gases, the assembly of metal louver window frames, the manufacture and conditioning of steel drums, the extraction of pyrethrum, and the industries of wire fabrication, soap making and flour milling.

● The Bougainville District Advisory Council decided that UN assistance in developing the Territory should be considered "interference", and expressed itself in strong opposition to a recent announcement that UN aid for education for the Territory be sought.

● In Rabaul, a New Guinean, Stanis Boramilat, urged at a meeting of the New Britain District Advisory Council that New Guinea be divided into four States—Papua, New Guinea Islands, New Guinea Highlands and New Guinea Coastal—so that it could be prepared for easier emergence to self-government. Each State would have a government, developed from local councils. Mr. Harry Spanner suggested at the same meeting that when self-government came, P-NG should look after its own internal affairs and Australia should look after its external affairs.

● In Lae the national president of the RSL said Indonesia had been guilty of "international hypocrisy" by denying West New Guineans the right of self-determination while carrying out a campaign against Malaysia, where the popular will of the people had already been expressed.

● In the House of Assembly in Port Moresby, Mr. Frank Martin, an elected member from the Sepik, urged the Administration to offer asylum to genuine refugees from West New Guinea who were crossing the border into Papua-New Guinea.

Mr. Martin said he believed reports were true that when refugees were turned back by P-NG officials that some were murdered or maltreated in West New Guinea.

"I would ask this House," he said, "can we as people, who are noted for some humanity, allow this to continue?"

He said there were areas of unused and sparsely populated land in the Vanimo district of the Sepik which could be bought for the refugees.

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SYDNEY—Birt & Co. (Pty.) Ltd.

SUVA—Burns Philp (South Sea) Company, Ltd.

LAKE/RABAU—Burns Philp (New Guinea) Ltd.

PORT VILA—Comptoirs Francais des Nouvelles Hebrides.

DEATHS OF ISLANDS PEOPLE

Rev. J. E. Owen

The Rev. J. E. Owen, a missionary in Vila, New Hebrides, from 1955 to 1960, and a member of the New Hebrides Advisory Council during that time, died in Warrnambool, Victoria, on May 3.

Mr. Owen, who was born in Williamstown, Victoria, was a minister in the Presbyterian Church at Gardiner, Melbourne, from 1934 to 1955. He was Moderator of the Presbyterian Church in Victoria in 1951-52.

On his return to Australia, Mr. Owen was posted to Warrnambool. He leaves a widow and two married daughters.

Mr. R. B. Sharma

Mr. Raj Bali Sharma, who died at Nadi recently at the age of 79, went to Fiji under the indenture system in 1909 and remained to become a leader of his community in North-West Viti Levu.

After working in the sugar industry, Mr. Sharma became a teacher at the Votualevu Indian School, Nadi, a position to which he was well suited because he could speak Hindustani, Sanskrit, English and Urdu.

Later he turned to farming and preaching, and was active in the work of an Indian association.

He is survived by eight sons.

Mrs. S. Vollmer

Mrs. Suliana Vollmer, who died at Levuka, Fiji, on April 30, aged 80, was born at Nomuka, Tonga, but lived most of her life in Fiji.

Formerly Suliana Latu, she married Rudolf Vollmer, of German descent, and son of a Levuka pioneer.

Except for short periods when Mr. Vollmer was a copra plantation manager on other islands, they lived most of their life at Levuka. She was one of Levuka's leading hostesses.

Mrs. Vollmer, a great-great-grandmother, left three daughters and four sons. Her husband died about 10 years ago.

Sister Marie Antoine

A Roman Catholic missionary, who devoted 64 years of her life to the native people of New Caledonia, died in Noumea in May at the age of 90. She was Sister Marie Antoine, the oldest member of her order, the Societe Missionnaire de Marie.

Sister Marie Antoine arrived in

New Caledonia at the age of 26 and spent 22 years at the mission on Ouvea in the Loyalty Group, and 33 years at Touaroua mission in New Caledonia's Yate district.

Mr. S. K. Kewal

Mr. Shri Krishan Kewal, well-known Suva bus proprietor, died on May 18, aged 38, after a heart attack.

An enterprising businessman, Mr. Kewal built Island Buses into a flourishing company which operated in the thickly populated areas of Suva, Nausori and Raralevu. He served several terms as president of the Bus Transport Union.

He is survived by Mrs. Kewal, three sons and two daughters.

Senator Oren Long

Senator Oren Ethelbirt Long, a former Governor of Hawaii and senior commissioner for the United States on the South Pacific Commission in 1963, died at his home in Honolulu on May 6 at the age of 76.

At his funeral, he was referred to in a eulogy as "Hawaii's first citizen"; and a telegraphic tribute from President and Mrs. Lyndon Johnson stated that he was a kindly man who devoted his whole life to serving others and who opened the doors of opportunity for thousands of people.

Senator Long was born in Altoona, Kansas. In 1912, after obtaining degrees from Johnson College, Tennessee, the University of Michigan and University of Columbia, he moved to Hawaii as a high school teacher.

From 1925 to 1934, he was assistant superintendent of Public Instruction, and superintendent from 1934 to 1946.

From 1946 to 1951, he was secretary to the Territory of Hawaii; for the next two years he was the territory's Governor; from 1956 to 1959, he was a senator for the territory; and from 1959 to 1963—Hawaii having become a US State—he was Hawaii's representative in the US Senate.

Senator Long leaves a widow, formerly Geneva Rule, of Knoxville, Tennessee.

Captain E. D. Potts

Captain Edward Dickinson Potts, Harbourmaster at Madang, died in the Madang General Hospital on May 17 after collapsing on board the Australian trade ship *Sletholm* the previous evening. Captain Potts, who was

67, went to Papua-New Guinea 10 years ago.

Born in Liverpool, Captain Potts was a survivor of the war-time convoys to Murmansk in northern Russia. He leaves a widow, two sons and a daughter.

Mrs. R. L. Acraman

Mrs. Rachel Lily Acraman, a descendant of a pioneer European family in Fiji, died in Auckland on May 12, aged 60.

Mrs. Acraman was the daughter of the late John and Ida Driver, of Gaunibuca Estate. One of her ancestors was the American master mariner Captain William Driver, in whose honour the United States flag was called "Old Glory".

She went to live in Auckland in 1963, after the death of her husband. She is survived by three sons and three daughters.

Sgt. John Tangisapa

Sergeant John Tangisapa, a well-known member of the Solomons Island Police, died in Honiara on April 28. He had been the police officer attached to Government House and driver of the High Commissioner's car for over 10 years.

He accompanied the High Commissioner on almost all official tours, and made many friends throughout the Western Pacific High Commission territories.

Sgt. Tangisapa, who came from Kia, on Ysabel, joined the police force about 1927. During the war, he was a corporal in the Defence Force, working for much of the time with Mr. Geoffrey Kuper at Tataba.

When two Ysabel men of some standing in the community defected to the Japanese, Tangisapa was sent to the Japanese camp at Tulagi to look for them. He paddled a canoe from Ysabel to Gela, went to Tulagi, and made his way into the camp selling vegetables. He found one of the wanted men, and arrested him at night, bringing him out of the camp and later delivering him to Major D. G. Kennedy at Sege, in the Marovo Lagoon.

In 1947 Tangisapa rejoined the police force; and in 1954 he was promoted to the rank of sergeant.

WOMEN'S CLUB SERVICE

The New Guinea Women's Club's annual memorial service for the New Guinea people who lost their lives when the "Montevideo Maru" was torpedoed on July 1, 1942, will be held in the Feminist Clubrooms, 77 King Street, Sydney, at 10.30 a.m. on July 1. The club's annual general meeting will be held at the same address at 10.30 a.m. on July 29.

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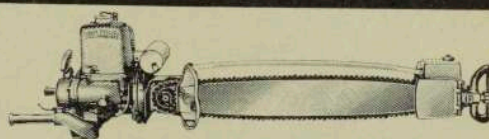
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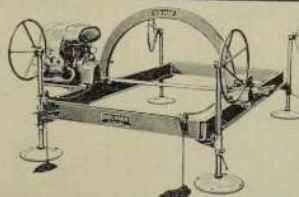
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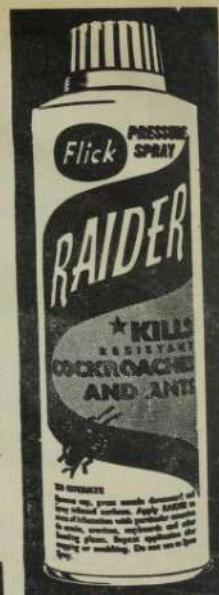
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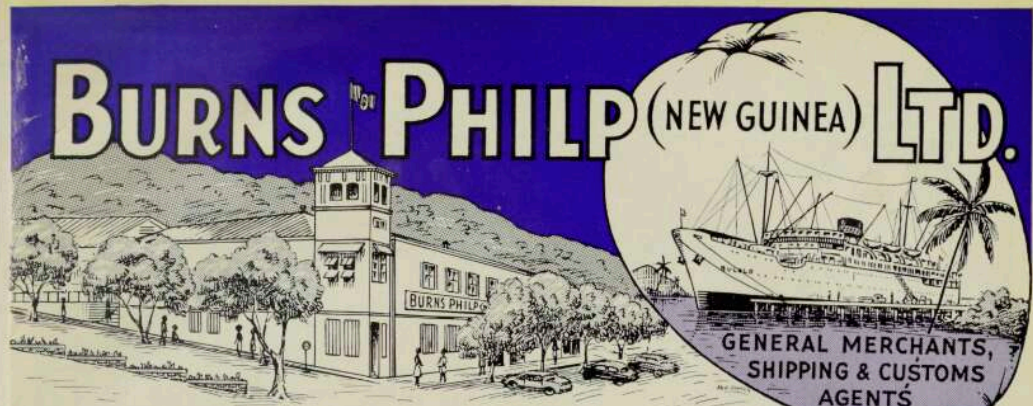
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