

Vol. 36, No. 7 (Jul. 1, 1965)

Date : 7/17/26, 4:46 AM

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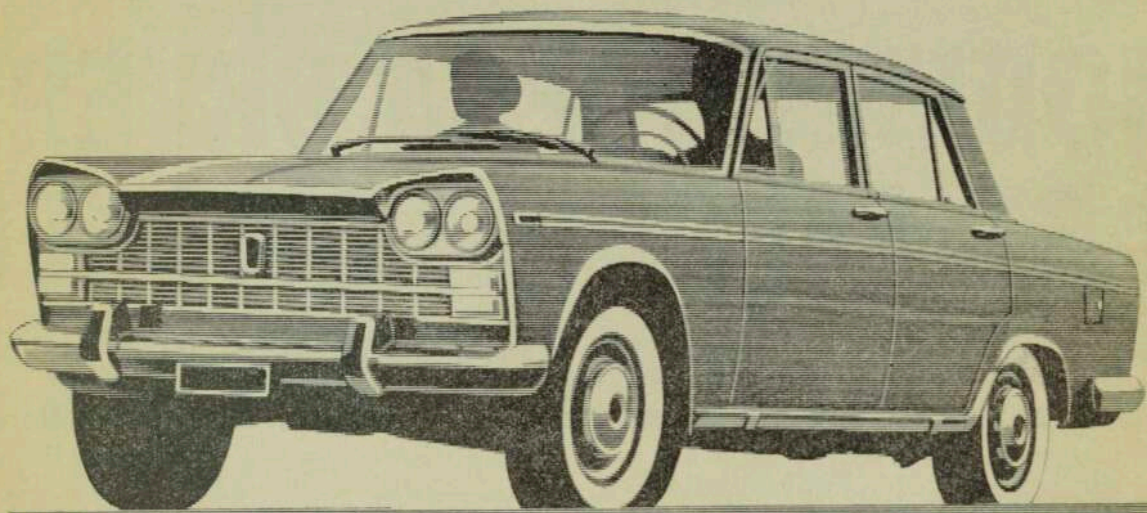
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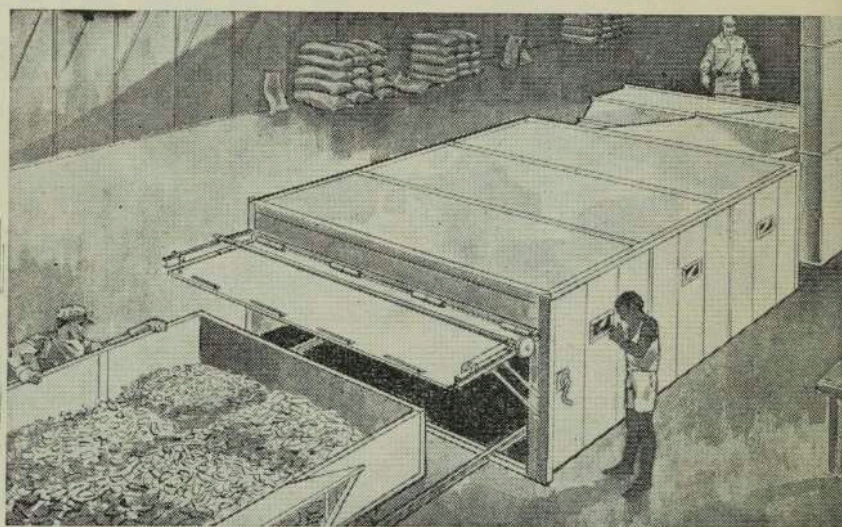
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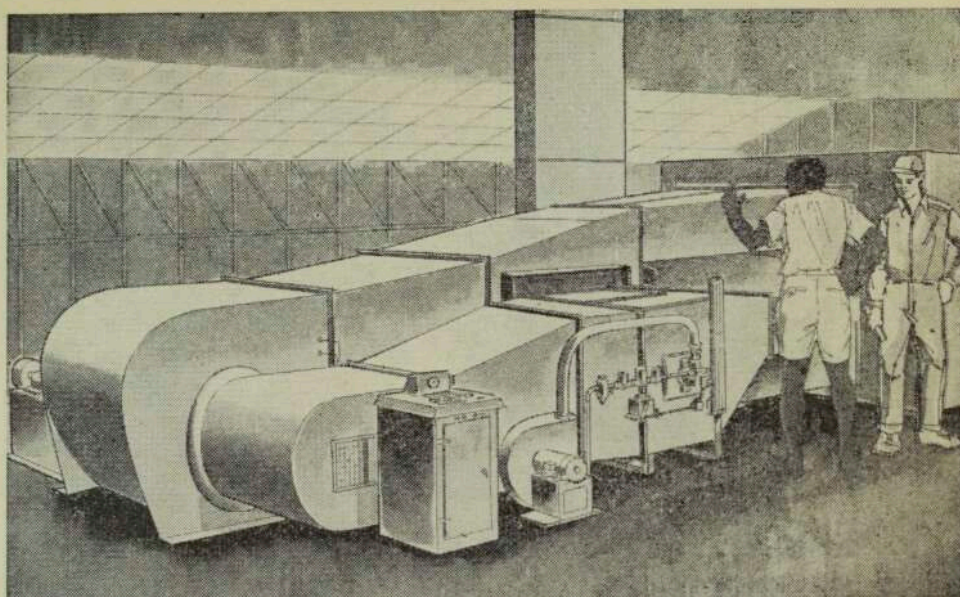
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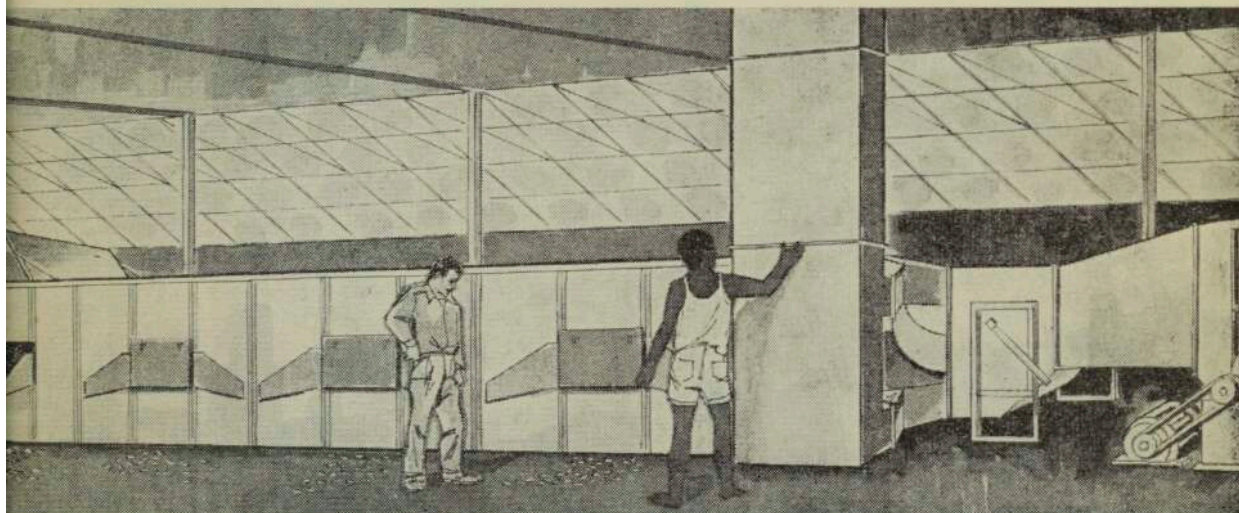
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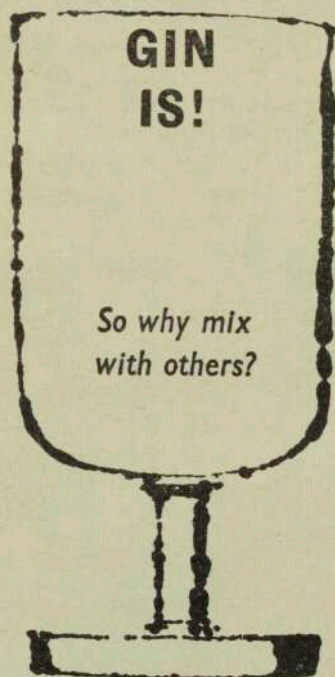
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OUR COVER: New Caledonia has the greatest percentage of beautiful girls of any island in the South Pacific, according to Fred Dunn, our Noumea correspondent who took this picture. "The Melanese population," he says, "can boast of many tasty examples, such as this 19-year-old girl from a West Coast centre. She was seen in a Noumea cafe, and her name is Jeanette."

PACIFIC ISLANDS MONTHLY

OWNED AND PUBLISHED BY PACIFIC
PUBLICATIONS PTY. LTD., 29 ALBERT
ST. (BOX 3408, G.P.O.), SYDNEY.
TELEPHONES: 61-9197, 61-7101, 61-434
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
Tel.: 63-7053.

Fiji: Pacific Publications (Fiji) Ltd., Fiji
Building, 20 Gordon Street, SUVA. Tel.:
Fiji Times Office, Vidulo Street, LAUTOKI
Tel.: 420.

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All main trading firms and stores
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Pacific Publications Pty. Ltd. is the Australian
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SUBSCRIPTION RATES:

Australia, New Zealand, all British Commonwealth South Pacific Territories, Tonga, Hebrides and Western Samoa: 3/- currency (36/- local currency for 12 months). Elsewhere in the South Pacific: 50 French Pacific francs or 60 US cents (600 French Pacific francs or \$7.00 US posted for 12 months). Posted to the UK, US and all other countries: £Stg.2 or \$7.00 US.

"Pacific Islands Monthly" is air-freighted to all subscribers and agents in the South Pacific. Copies to other areas go by surface mail.

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With Phosphate Deposits Running Out . . .

SPECTRE OF OVER-POPULATION LOOMS OVER G.E.I.C.

The spectre of a rapidly increasing population with decreasing Ocean Island phosphate resources to support it was a major theme of the fourth meeting of the Gilbert and Ellice Islands Colony's Advisory Council in Tarawa in May and June.

OPENING the meeting, the Colony's Resident Commissioner, Mr. V. J. Andersen, said that everything must be done to limit the growth of population in the Colony, and that the islanders should practise thrift "because of our bleak, long-term financial future".

"Today," he said, "with approximately 51,000 persons on our small, infertile islands, we can just find enough food and money for a standard of living which is not high and which cannot be compared to that of our neighbours.

"The position will be infinitely worse in 1978 when the population, at its present rate of growth, will be at least 75,500, and employment and revenue prospects on Ocean Island will have disappeared or be disappearing rapidly."

Mr. Andersen said that two urgent tasks ahead were the mounting of a full-scale family planning campaign and the need to find more employment overseas for the people. It was becoming more difficult to resettle

the islanders in the British Solomons and the New Hebrides, due, in the main, to the increasing interest of these territories in the development of their own resources by and for their own indigenous populations.

"However, at the request of the BSIP Government, the Colonial Development Corporation is investigating the feasibility of planned agricultural settlements on Guadalcanal and it is hoped some of our people will participate in any schemes which may eventuate," the Resident Commissioner said.

Mr. Andersen said an investigation was being made into the possibility of setting up a merchant marine training school to teach the skills required by crews of overseas vessels.

Referring to the mining of phosphates on Ocean Island, Mr. Andersen said that estimated royalties from the British Phosphate Commission for 1965 were £356,000, based on the export of 310,000 tons at the current royalty rate of 23/- a ton.

Higher Royalties

But permission had been given for the extraction rate to be increased to 350,000 tons a year "as a temporary measure, and in anticipation of an improved royalty rate . . . applying to all phosphate exports after February 6, 1965".

Mr. Andersen said it seemed to be the consensus of opinion that the Colony was ready to take another political step, and consideration was being given to what that step might be.

But "no early results" could be promised as the difficulties of internal communication and the smallness of the Colony's scattered island communities had to be taken into account in devising possible constitutions.

Referring to a resolution by the United Nations Committee of 24 last year that progress towards self-determination in the GEIC was far

Anyone For The Gilberts?

The difficulty in getting a retaining overseas staff in senior posts in the GEIC Civil Service is both depressing and frightening, according to the Resident Commissioner, Mr. J. Andersen.

Mr. Andersen told the Advisory Council in May that such staff were badly needed because of the urgent necessity to intensify development so that the GEIC could be prepared to control its own destinies and withstand the loss of employment opportunities and revenues from Ocean Island phosphate.

He said the Administration was at present recruiting overseas for 11 vacant posts; that eight of the 28 overseas contract officers on the staff were renewing their contracts; and that two of the 24 permanent patriate officers were retiring.

Although localisation of posts in the Civil Service was "very firmly" the Government policy, not much more could be done in this direction "until our young men and women start returning from overseas with full technical and professional qualifications."

too slow, Mr. Andersen said, although United Nations interest in the country was welcome, "we do accept that it has any right to do us".

The Government would be influenced "only by the needs of the Colony and the opinions of its people in determining the rate and type of constitutional development".

Mr. Andersen also made two points:

- Arrangements had been made for a thorough survey of the cultural potential of Christmas Island to be financed by United Kingdom Technical Assistance Funds Christmas Island Plantation. It also hoped that the survey would be able to visit the southern Phoenix Islands to advise on their worth as copra producers.

- The Cable and Wireless station on Fanning Island, which was closed down when the COMPAC cable inaugurated, had not been despite a "lengthy sales campaign



Mr. Andersen.

Tarawa would soon be linked by radio telephone with Honiara, Ocean Island and Fiji, and, by the way, of COMPAC, with the rest of the world.

In the subsequent debate, Council members appeared to be divided on the question of constitutional development.

Some members seemed to think it better for things to remain as they were rather than for the Colony to be driven into over-hasty advance by the Committee of 24 or before present progress was fully understood and consolidated.

Others thought the Advisory Council was outdated and that it was time for a Legislative Council.

On the question of Ocean Island phosphate, two members, in particular, had provocative questions to

Why Should NZ, Australia Dictate?

Moefu Moti wanted to know why the British Phosphate Commission, more precisely Australia and New Zealand, had to dictate the price of phosphate to the Colony.

He also asked: "Why should two under-developed countries enjoy the benefit of the Colony's only valuable resource? And had the people of the Colony been sufficiently well-represented when the first agreement on the exploitation of the phosphate was signed?"

Mr. E. H. G. Blacklock, an LMS missionary, said the GEIC should not have the right to levy export tax on Ocean Island phosphate without giving to go cap in hand to the three member governments of the BPC—Australia, NZ, and the UK.

Two of these governments, Mr. Blacklock said, "do nothing for us, and one even looks upon us as unfit to live with". The last part of his argument was presumably a reference to White Australia.

In reviewing the history of Ocean Island phosphate exploitation from 1900, Mr. Blacklock said that "one may be forgiven for thinking that British protection was being extended to the phosphates rather than the inhabitants" when Britain, in November, 1900, declared Ocean Island to form part of the Gilbert Islands Protectorate that was set up eight years earlier.

Mr. Blacklock said that in the

BRIDES FROM FIJI

New Guineans who have attended the Fiji School of Medicine over the years have occasionally returned home with something more than a medical education—they have returned with a bride from Fiji. Latest to fall for Fiji's beauties are Gabriel Gris, left, of Manus, and Ruben Kila, of Hula, who recently became the first New Guineans to qualify as dentists. Both married in Suva. Mrs. Kila, right, is a nurse. They were photographed in Port Moresby on their arrival.



65 years that had passed since then conditions had changed greatly, and "the time had arrived for the three powers to have regard to the altered circumstances, and, in particular, that Ocean Island is part of a Colony on the threshold of some kind of independence."

The world would judge Britain hardly if she held the territory as a colony only so long as the phosphates were of value to her. The world would judge her no less hardly if any earlier grant of self-government were to omit the transfer of control of the phosphates, the Colony's main economic asset.

"Time Of Need"

Australia and New Zealand should beware also, for judgment would be no less hard on them if they, having received by far the greater share of the phosphates, did nothing to help the people of the Colony in their time of need.

Commenting on members' speeches, the Assistant Resident Commissioner, Mr. R. Angeloni, said the people of the Colony must not look on the next step in constitutional development as the final one. There was no suggestion that the next step would be independence.

The Government wanted to create

a situation where the people could say what they wanted.

Mr. Angeloni said the speeches made on Ocean Island phosphate would make Australia and New Zealand realise that the people of the GEIC were "not happy" about present arrangements.

"Not Ogres"

There were many aspects of the present arrangements that could be improved, and he thought Australia and New Zealand would be prepared to help.

But it was a mistake to be over-critical about what happened in 1900 or 1920, as the conventions then used were then acceptable.

"The United Kingdom Government whole-heartedly supports the Colony in its request for a maximum return, and Australia and New Zealand understand the problems," he said. "They are not ogres, but they do have their own countries and consumers to think about."

In reply to a question by Mr. Blacklock, Mr. Angeloni said the Government had "no information whatsoever" on the possibility of a transfer of sovereignty of Fanning, Washington and Christmas Islands to the United States (*PIM*, April, p. 41).

NEW GUINEA EXAMINES ACCUSATIONS OF RACIAL DISCRIMINATION

From a Port Moresby Correspondent

June was a sort of "Discrimination Month" in the Territory. The matter of discrimination, real or imagined, forced itself into the news from half-a-dozen different sources. A judge, a clergyman, an hotel keeper and a New Guinean member of the House of Assembly were all involved, and at the end of the month people were asking, "Is there serious discrimination in New Guinea today?"

THE Anglican rector of Port Moresby, Father Ian Stuart, was one who said so, in a report published in the *Northern Churchman*, the magazine of the Diocese of North Queensland. (There is no diocesan magazine in New Guinea).

Father Stuart is a pleasant and very friendly clergyman—smiling, easy to meet, never blatant in his work. He looks young, in his open-necked white shirt with the simple cross on the collar, but the grey is stealing through his crew-cut hair. And he is frank and forthright.

Those who know him were not surprised to read his warning: "The outward peace and calm of Port Moresby could be deceptive—under the surface are tensions, resentment, niggling insecurity, a nagging sense of guilt, and a small cloud of fear on the horizon."

Dual Standards

Dual standards of wages, working condition, housing and rents, he said, had made nonsense of the theory that there was no racial discrimination in the Territory. He contrasted the high salaries, generous leave conditions, special allowances and housing subsidies offered to attract Australians to the Public Service, with the living conditions of a much larger group who existed barely above subsistence level.

Father Stuart freely admitted in his report that the Australians were needed to do jobs that the Papuans could not do, as yet. But he warned of the consequences of abandoning the principle of equal pay for equal work in a country where the economic contrast was rapidly becoming more marked, along racial lines.

The average Papuan public servant, he added, paid twice as much rent

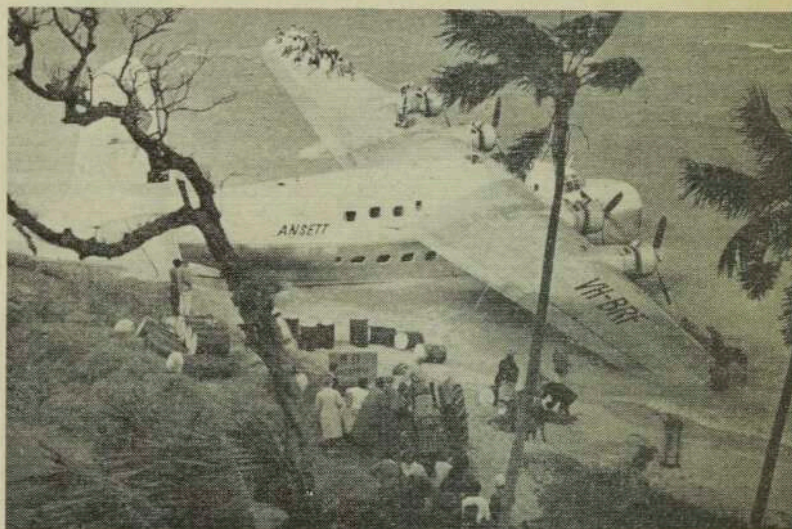
as his Australian counterpart, and for a vastly inferior house. His salary could be one-tenth of the Australian's.

Father Stuart apart, there wouldn't be many residents of Port Moresby who haven't been aware, in recent months, of the increasingly widening gulf between the Australian and the New Guinean, in the town. The new

Public Service pay scales, which came into force last September, sharpened the division at a time where people of different races were at last beginning to find common ground—on the job.

Then came the new system of economic rentals which provided that people of all races would pay increased, but by no means equal, rental by Australian standards, for their homes. However, only Australian public servants would get an additional allowance—an amount which exactly offset the increase. Segregation of living, Boroko Hohola, Kaevaga v Kaugere, thus enforced economically.

This situation moved one Australian mother, the wife of the United Church Minister, Paul Paterson, to write to an Australian newspaper. "During this past year, some Papuan and New Guinean families moved into Boroko, previously a European area. In our years in the Territory this is the first time our children within walking distance of a family with whom they can share their cart and their books. The children go to school and church and



Second Island Mishap In Two Years

On May 31, for the second time in less than two years, a flying boat of Airlines of New South Wales broke its moorings and was driven ashore in the night at Lord Howe Island. On the first occasion, in July, 1963, the aircraft became a total loss.

This time, only a float and a wing of the plane were damaged, and a week elapsed before the "Tulagi", the first Burns Philp ship to visit Lord Howe for 11 years, arrived with a team of engineers to make repairs. Almost another week passed before the plane was ready to fly again. Meanwhile, 70 tourists who were stranded on the island enjoyed a holiday at the airline's expense. The airline's commercial manager, Mr. J. Buchanan, commented: "We shall never moor a flying boat in the lagoon overnight again."

Official Policies Make It Worse

gether. I think we're beginning to find common ground. And then this! [economic rents] What do I say? And luck you weren't born white?" There are a lot of people in the Territory today who live only for a quick quid."

As a visiting politician once succinctly, but unpopularity, put it, Port Moresby is a case of "hordes of middle-class Australians trying to live in upper-class existence", Port Moresby undoubtedly contains a higher proportion of these people than any other centre of Papua-New Guinea. Backyard baby-minders, Irish as mother goes back to work, pay off the Mercedes. These people exist in a national vacuum. For them, New Guineans provide only a blurred background to their own enmity and cupidity.

But there are many Australians in the rapidly-expanding urban areas of Papua-New Guinea frustrated to find themselves in an emerging and exciting country, but not really of it. There is a genuine disappointment at their contact with the people who extend beyond the master-servant relationship with their house-

No Official Help

Rising educational levels and new professional abilities have given hope for better social contacts and an easier path to friendship between the races, in towns like Port Moresby. But at this promising time, government wage and housing policies have effectively prevented the development of the integrated suburban community—the most solid foundation for racial understanding.

Criticism of the official wage policy came from an unexpected quarter in June. Dealing in the Supreme Court with a New Guinean found guilty of stealing from the mails, Mr. Justice Frost said the temptation to steal had come from under-payment due to the freezing of salaries and positions as part of the Public Service conversion.

The New Guinean, Gigiba Agia, from Daru, was a postal employee working for £3/3/- per week, when he stole £2 from a registered letter, and £3 from another letter the following day. The judge pointed out that the freezing of positions had prevented Gigiba's promotion to a salary range of £177-£230 a year. In fact, he had become worse off, because on completion of training,

his bus fare allowance of 12/- a week was withdrawn.

Mr. Justice Frost said, "One cannot live in Port Moresby and not know how real this burden is for the Papuan people. He has to pay the same price as Europeans for his food. Living and working here in Port Moresby, it is inevitable and indeed proper that he should acquire some European tastes. I do not see how he could have lived on his salary of £3 a week in Port Moresby."

He added, "This must concern a judge because men who are underpaid are tempted to break the law. This affects the steady observance of law and order."

Gigiba was sentenced to nine months gaol, mainly, the judge indicated, because his second theft could not be regarded as due to want.

Mr. Justice Frost put his finger on the point that is most riling to the New Guinean public servant about the new pay scales—lower wages in the service, but the same prices in the shops.

What appeared to be a straightforward case of discrimination, however, arose over a complaint about differential treatment in the Hotel Papua, Port Moresby's "top pub".

The matter was first aired in the House of Assembly, when the member for Ramu, James Meangarum alleged that Simogun Pita, veteran legislator and now member for Wewak-Aitape as well as Under-Secretary for Police, had been unfairly ordered from the hotel for appearing in the lounge with only rubber thongs on his feet.

He claimed that Simogun had pointed out, unavailingly, that Europeans in the hotel were similarly dressed. It was said that two European members of the House, later identified as Graham Pople (Gumine) and John Stuntz (East Papua), who were wearing thongs also, walked out in protest.

Investigation

The Administrator promised an immediate investigation, and set about collecting sworn statements from Messrs Pople and Stuntz that would make a charge of racial practices stick under the Government's Discriminatory Practices Ordinance. So far this law has not been used.

He also took the matter up with the Burns Philp management, which carried out its own inquiry into the affair.



Record Reign By Tonga's Queen

Queen Salote became the longest-ruling monarch in Tonga's history on June 20 when her term on the throne reached 47 years, two months and 15 days. This eclipsed the reign of her grandfather, King George Tupou I, who died on February 18, 1893. Queen Salote succeeded to the throne on the death of her father, King George Tupou II, on April 5, 1918.

After some weeks delay, Sir Donald was obliged to admit defeat. In a prepared statement, he announced that he had not received adequate supporting evidence to warrant proceedings under the ordinance.

"However," he said, "as a result of consultations between the proprietors of the hotel and myself, the person who was responsible for the act in question is leaving the Territory and will not return."

This seemed somewhat less than fair to Mr. George Rooke, manager of the Papua Hotel, who was not named but was squarely identified just the same.

Sir Donald Cleland's statement seemed to mean, firstly, that an act of discrimination had been committed, but could not be proved, and secondly that hotelier Rooke was being banished from the Territory.

At this stage, it is doubtful if anyone could say how many Europeans were in the lounge that day wearing scuffs when Simogun was told to leave. But it does not appear that Sir Donald learned that, in fact, both

Mr. Pople and Mr. Stunz were ordered out of the hotel at the same time as the member for Wewak-Aitape.

The hotel has a rule, ratified and approved by the Licensing Commission, and displayed publicly, requiring trousers, or shorts with long socks, to be worn in the lounge and saloon bar. The manager was within his rights in asking Simogun to leave, but did he discriminate? Certainly not between members of the House of Assembly, at any rate!

Burns Philp found it necessary to make clear, after the Administrator's statement, that Mr. Rooke's contract was not being renewed, but that this decision had been taken some months earlier.

The incident has served to emphasise the official determination to pounce upon any flagrant public discriminatory act, now that the statute book has been wiped clean of almost every ordinance differentiating on the basis of race. And in its way, this highlights the segregation that exists in those areas beyond the reach of the ordinance.

Little Association

Despite the legal guarantee of racial equality, the right to equal service, equal treatment, equal opportunity and freedom from deliberate racial insults, there is little racial association, except by convenience. A law can only protect against injustice, it cannot change attitudes.

Not one European licensed club has admitted a New Guinean member since drinking was de-segregated two and a half years ago. Few visits are exchanged between families of different races.

Sportsmen meet in temporary equality on the field, but assume their tradition-dictated reserve towards each other on other occasions.

Not many government officers and under-studies ever meet outside working hours. New Guineans and Australians retreat, on every possible occasion, to the safety and seclusion of their own communities.

This apartheid, noticeable throughout the Territory, becomes more exaggerated and more tragic in towns like Port Moresby, where New Guineans make the closest approach to the Australians' standards in education, social conduct, employment and living conditions.

We find Australian superiority, complacency and indifference, and allegations of native jealousy, and desire to get something for nothing. We find also, a distressing reluctance by New Guineans to invite the Aus-

NO SURPRISES IN UN MISSION REPORT

From a Port Moresby Correspondent

One Administration official commented: "I suppose there is some excuse for Russians going off half-cocked in the Trusteeship Council when they are not allowed in New Guinea to see for themselves. We will not let them come in? We've got nothing to hide."

His view is shared by a number of other senior officials here, who think it would be a good idea to give Russian journalists a permit to visit the Territory. Last year a Tass correspondent was refused a permit. Port Moresby Pressmen asked the Administrator, Sir Donald Cleland, in June, whether he favoured the admission of Russians. Sir Donald replied that this was a matter for Canberra.

The Russian question has come up because of the usual ill-informed criticism of Territory conditions made by Soviet delegates at the Trusteeship Council, which this year discussed the report of the Naum mission to the Territory.

The mission's report held no surprises, and was generally constructive and sound. It suggested that more effort should be made to train New Guineans to occupy key Public Service positions; that local councils be given more powers and more money; that a national anthem and flag be adopted to give the Territories unity; that there should be political education at all levels and roads should be improved.

traliens to become real citizens of their country, and join their circles.

Yet the initiative for closer ties probably lies with the European, and at times it seems surprising that there is not more overt resentment to Australians.

It is hard to determine the real Papuan feeling towards the European in the towns. Publicly, if questioned, the "we want Australia to stay" line is put forward. Sometimes with sincerity. Sometimes, one suspects, merely because it has been found to please. The New Guinean, like the Chinese, would deceive rather than insult.

But there are signs—the rebelliousness shown in the streets, when New Guineans deliberately walk in the path of cars, throw stones and call insults, the attacks on women, the attacks on Australians seen in company with native and mixed race girls.

Is this merely hooliganism? Or is it deep-seated resentment boiling over? Is it the payback for years of taking second place at every shop counter and foodstall to that loud-mouthed, ill-mannered Australian element? Or does it really spring from economic envy?

It is difficult to assess the real temper of the local people. For half a century criticism was not invited, and the lack of plain speaking by New Guineans about Australians is a bar to better understanding. There is an air of unreality about, with every second person professing to know "what the natives think". So when a critical outburst does come,

it tends to be given more weight than it may really merit.

This happened when a member of the House of Assembly, Gaudi Mirau, who represents the Markham electorate, was before the District Court at Lae, in June, on a charge of offensive behaviour. He was convicted and fined £5.

There was some evidence of drunken behaviour and obscene language, but what aroused interest was the claim in court that he used the words: "I am going to tell my people to rid white men from our country. And I will tell them again—rid white men so even dust will not be left behind them. That is why I am in the House of Assembly."

Gaudi Apologies

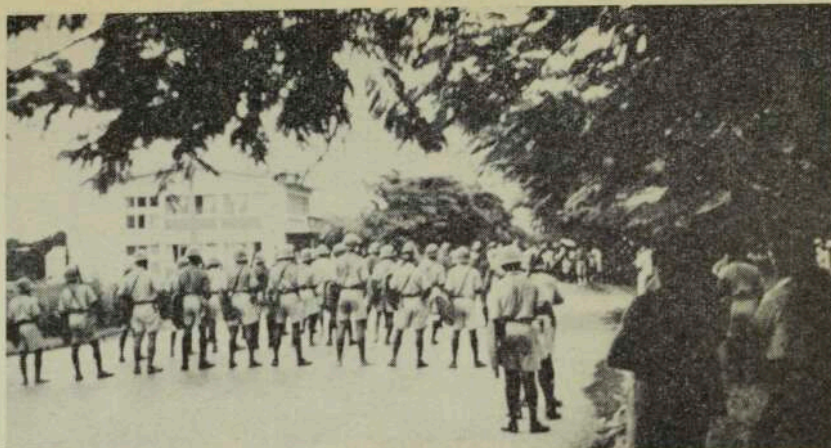
Later, a humbler Gaudi issued a public apology through the newspapers: "I love the Australians, and want them with all my heart to stay with my people in this country . . . help Papuans and New Guineans develop this country in close association as friends and irrespective of colour or race. I must apologise myself as an elected member of the House of Assembly. I am very sorry for saying those words if I did say those words."

Whether Mirau was venting deep-rooted hatreds or merely blasting in a moment of drunken petulance is not possible to tell. At this time of change in New Guinea, Europeans may look too hard at small straws, and see which way the wind is blowing.

MOVE TO IMPROVE BSIP INDUSTRIAL RELATIONS

Improvement in the machinery for settlement of industrial disputes is one of the platforms of the Democratic Party, formed in Honiara in June by elected members of the BSIP Legislative Council (see p. 15). This aim follows the strike of labourers in Honiara in April, which resulted in tear-gas being used to break up an ugly demonstration (PIM, May, p. 15). In this picture riot-equipped police face the demonstrators.

Photo: David Hilliard.



Dark Clouds Lift On The Fiji Political Horizon

From a Suva Correspondent

Virtually on the eve of the London constitutional conference to begin on July 26 some of the dark clouds that menace Fiji's political future are being blown away.

THE clearing skies are the result of a Suva meeting on June 25, between members of the National Congress of Fiji, and Fijian and European members of the Legislative Council—described by those present as a "turning point towards racial understanding and tolerance".

Its significance was that responsible Indians challenged the manoeuvres of the A. D. Patel group. The Indians at the meeting condemned the action of Mr. Patel in refusing to co-operate with other Legislative Council members in an effort to work out a pre-conference solution, and said the vast majority of Fiji's Indian population were dismayed by the regrettable atmosphere created by Patel.

The National Congress was born of the efforts of Ayodhya Prasad, general secretary of the Indian cane farmers' union, the Fiji Kisan Sangh, and others. It has emerged as an implacable opponent of Patel's Indian Federation Party, which for months has been noisily holding the stage in Fiji.

The Congress kicked off on the wrong foot several months ago when it suggested to the UN that Indians might leave Fiji unless they got a better deal on land. But it has since made up leeway, and even increased its stature among both Fijians and

Indians, by its efforts to come to an understanding with the Fijian Association—the leading Fijian organisation.

At public meetings Congress speakers have repudiated the Patel Federation's demand for a common roll, saying that if the Fijians didn't want it, then the Indians didn't want it. The moderate policies of the Congress have been helping considerably to lower the political temperature.

Federation Party members obviously haven't liked the success of the Congress and there has been much heckling at Congress meetings. One Nadi heckler was removed by police. Congress president, Mr. Manikam V. Pillai, at that meeting, did Mr. Patel's position no good by quoting from speeches by the late Pandit Nehru, who told Indians in Africa that he would not support them in their demand for any privilege that went against the Africans.

"If you can't get on with the Africans, you will have to get out of Africa," Nehru had told them. Mr. Pillai pointed out that this advice applied with equal force in Fiji.

The Suva meeting with the Congress leaders was attended by all six Fijian members of the Legco, and by

Mr. R. A. Kearsley, MLC and Mr. J. N. Falvey, MLC.

The meeting agreed that at present elections on a common roll were neither desirable nor acceptable. To attempt to force a common roll at present would aggravate racial differences. So many things in Fiji were not common to all races that it would be illogical to try to superimpose a common political structure.

As an example of the opposition of many Indians to the Patel campaign for a common roll it was stated that the Muslim League had said it represented 38,000 people who were for a communal roll and against a common roll.

There will be further meetings between Congress and Legco members before and after the London conference. All 18 unofficial members of the Legco will go to London.

Earlier in June, at a Suva meeting attended by about 500 people of mixed nationality, the general secretary of the Fijian Democratic Party, Apisai Mohammed Tora, a Fijian, declared "Fiji for the Fijians!" and added that "any other respectable aliens may stay with us if they wish to do so—with the exception of the Indians. The Indians must go!"

He said if the Indians stayed in Fiji the inevitable result would be "bloodshed, with capital letters".

It was fighting talk and inflammatory stuff not needed in Fiji, from a man generally regarded as being in the political wilderness.

But it was an indication of the strengthening opposition to Mr. Patel and his supporters, and further proof, if any were needed, that when Mr. Patel speaks at the London conference his views will not be representative of Fiji opinion, whatever he might claim.



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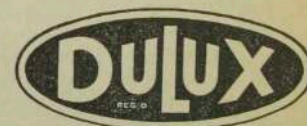
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FIJI ALTERS OBJECTIONABLE PRIVILEGES BILL

From a Suva Correspondent

A Fiji Government proposal to introduce a bill which curtailed press freedom was defeated in June following strong opposition from the press. The bill was passed at the 22 meeting of the Legislative Council, but with amendments resulting in most of the objectionable features being withdrawn.

UNDER the original bill, which defines the powers and privileges of the Legislative Council, it was an offence to "insult" or slander any member of the Council, or to publish any evidence or document which the Council or any of its committees prohibited from publication, or where the evidence had been heard behind closed doors. It laid down punishments to a maximum of a 200 fine or two years' gaol, or both. It put Fiji councillors in a special position of privilege and encouraged concealment of information.

Publisher of *The Fiji Times*, Mr. Ken Usher, led the attack on the proposed bill, and as a result there were protests against some of its features voiced in Britain, New Zealand and Australia.

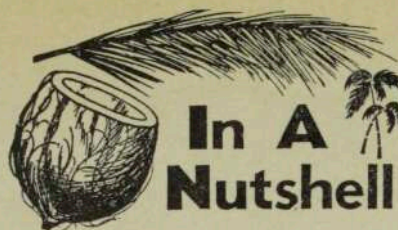
The *Sydney Morning Herald* said Australian politicians would "surely envy" members of Fiji's Legislative Council for the "truly remarkable provisions" which made it an offence to insult members, without indicating that an insult was. Was it an insult, for instance, to say that a member had not fulfilled his election promises?

Some of the clauses represented a quite intolerable infringement of the freedom of the Press," said the *Herald*.

Under the amended bill it is not an offence to insult a member outside the House, and other safeguards on other clauses were written into the bill.

Lae: Host To The South Seas

A special feature on Lae, host town to the Sixth South Pacific Conference on July 6, begins on p. 53 of this issue. The article was written by Jim Huxley, until recently managing-editor of the "New Guinea Times Courier", Lae.



In A Nutshell

SELF-GOVERNMENT AIM FOR BSIP

AT the inaugural meeting of the first elected BSIP Legislative Council in June, the eight elected members announced they had formed themselves into a political party to be known as the Democratic Party.

Main aims of the party are self-determination for the BSIP within the Commonwealth, free education for all, improved industrial relations and improved machinery for dispute settlements, unification of all peoples of the Solomons, and greater participation by women in Protectorate affairs.

First president of the party is a Melanesian, Mariano Kelese, MLC, an excellent speaker and clear thinker who is regarded as Prime Minister material. Party secretary is Honiara businessman E. V. Lawson, MLC, an Australian.

First meeting of the new 21-member Council (11 official members, 10 unofficial—two of whom are nominated) caused great public interest. Star attraction was the BSIP's first woman Council member, Miss Lily Ogatina, who spoke clearly and cleverly and frequently received applause.

● The Russian oceanographic research ship *Vitjaz* put into Fanning Island, 1,100 miles south of Honolulu, in mid-June with a sick scientist. Mr. P. F. D. Palmer, manager of the Burns Philp copra plantation on Fanning, radioed for assistance from the United States Coastguard in Hawaii. The *Vitjaz* was on her way from the South Pacific after visiting Manuae, Cook Islands, for the solar eclipse on May 31. Earlier, she paid a visit to Apia.

● A three-man survey team from the New Zealand Lands and Survey Department was due to leave Wellington for Niue on June 22 for three months with the Department of Island Territories. The team will continue making control and title surveys, which were begun last year. It will also establish a system of land registration and survey records.

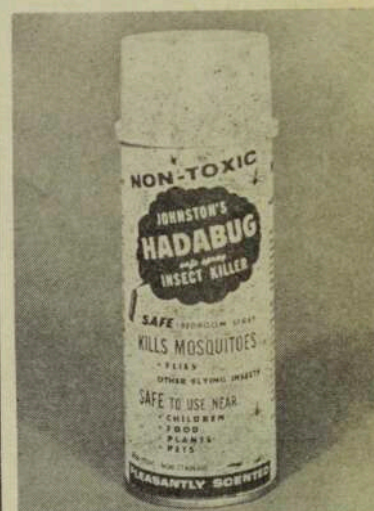
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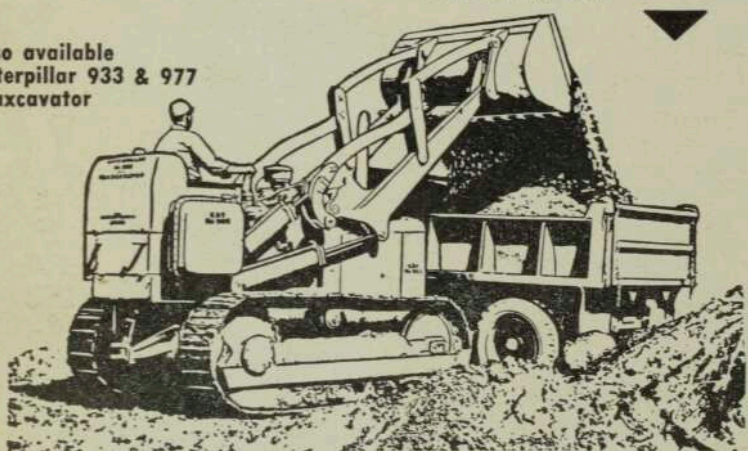
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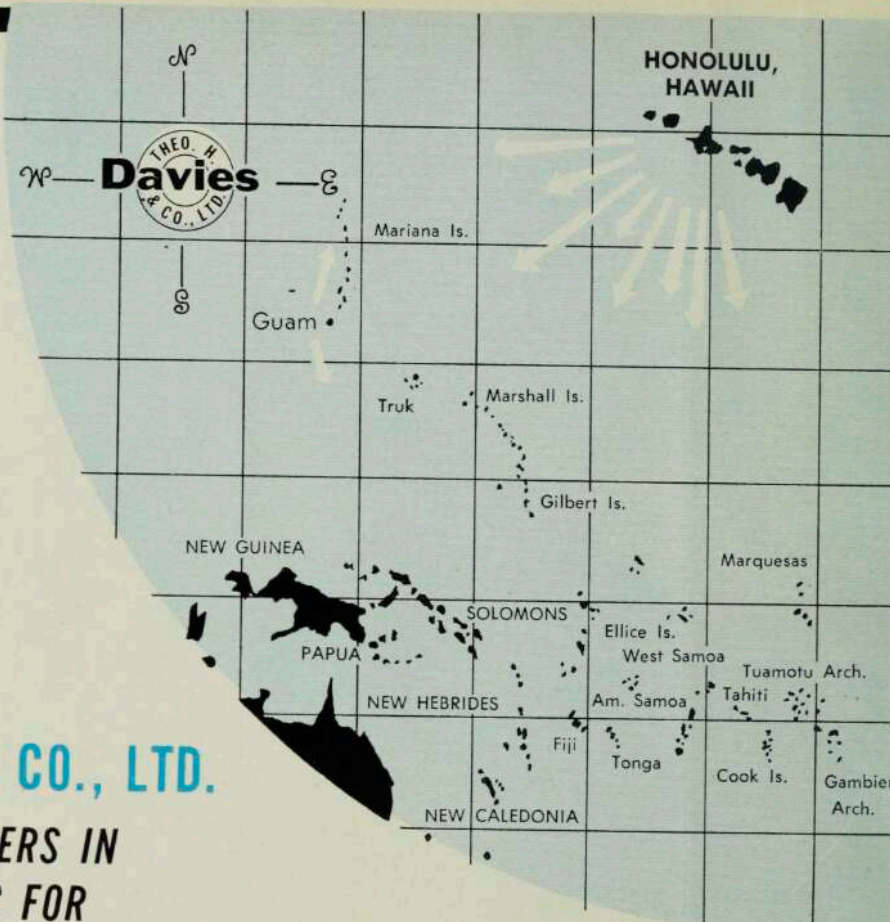
One of the largest sums to be raised at this year's Red Cross appeal in Rabaul, NG, was £201 by the children of the Court Street School. Here Peter McKee presents the cheque to Rabaul Red Cross Association president John Mills while headmaster Alan Woolf looks on.—Photo: M. R. Hayes.

● A Rarotonga report in 1 June said Civil Aviation authorities were shortly expected to ban DC3 aircraft from operating between Samoa and the Cook Islands, thus cancelling Polynesian Airlines' present weekly service to the Cooks. It is proposed that a new service using Electras operate direct from NZ.

● A new law setting a minimum wage of 49 cents an hour came into effect in American Samoa on June 12 for employees of the Government and private industry. In addition, time and half will be paid for any hours worked in excess of 48 hours weekly. The law will affect about 600 Government employees and at least 200 employees in private businesses.

● Printed copies of the World Bank's economic report on Papua New Guinea (*PIM*, Jan., p. 4) left New York by ship for Australia in late May, and the report should now be available from the Director of Publications, Government Printing Office, Canberra. The report is cloth-covered, contains 240,000 words and 50 pages, and has 10 maps and eight charts. Copies are 55/- each, plus 1/8 postage in Australia and 3/- overseas.





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Tropicalities

In Australia, the question of literary censorship is one that we are seldom allowed to forget for long, because the Customs Department, which has sweeping powers over what might corrupt our morals, is always banning books that are freely available elsewhere in the English-speaking world.

EACH time a new ban goes on a book of recognised literary merit, there are angry, but usually fruitless, howls in the Press from reader writers, university professors, and the like, who claim with truth that, when it comes to books, Australians are treated like children.

As a result, the public's curiosity is often aroused to read such currently-banned books as Nabakov's *Invitation to a Beheading*, and *The Carpetbaggers*, by Harold Robbins, which most people could not otherwise bother about.

A further result is that Australians travelling overseas in less prudish, or less particular, countries, are tempted to buy copies of the forbidden books and smuggle them home for their friends.

One country that itinerant Australians have always looked on as a source of forbidden fruit is Fiji. This is not because its morals are anywiser than Australia's, but because, bookwise, Fiji's Customs Department does not trouble itself about protecting the public's morals except where a book is patently pornographic.

Own Censors

Fiji's booksellers take it upon themselves to be their own censors, and if they find that they have unwittingly imported a book, which, in their opinion, would be offensive to the public, they remove it from their shelves. The system seems to work pretty well.

One bookseller who is especially particular about this is Shanti Lal Desai, of Suva, Fiji's leading bookseller. At one time he was chairman of a now-defunct unofficial censorship committee.

But no bookseller ever manages to read all the books he puts on his shelves, and so it happened recently, as it was bound to, that Mr. Desai put on sale several copies of a book which had won for itself some enemies.

The book was the giant-sized *My Life and Loves* by Frank Harris,

which George Bernard Shaw once described as "abominable" and which has so many lurid passages that the ban on it by the Australian Customs Department is likely to stay forever, although you can buy it freely in America and the UK.

One day in January, someone informed the police that *My Life and Loves* was on sale in Mr. Desai's shop; the police forthwith made a raid; and early in June Mr. Desai found himself in court on a charge of importing and having in his possession copies of an obscene book. He pleaded guilty.

Helped Search

In evidence, it was stated that Mr. Desai had assisted the police to make a search of his shop without a search warrant; that he had not read the book before importing it or before putting it on sale; and that he had relied on lists of best-sellers supplied by publishers when importing the book rather than on any personal knowledge of its contents.

Mr. Desai's counsel, Mr. D. M. N. McFarlane, quoted a letter that Mr. Desai had received from an English firm of publishers, W. H. Allen and Co., in which they stated that the book was available in public libraries in England and that they had had to reprint it five times.

Mr. McFarlane said that the law in Fiji was about 100 years out of date in its attitude towards censorship in literature; and that it was not possible to set up artistic or literary merit as a defence as it now was in England.

He added that if the book were banned in England, and Mr. Desai had then ordered it, it could be argued that he had imported it with intent. But this was not the case.

Fining Mr. Desai £10, which was about the smallest fine he could impose, the magistrate, Mr. I. R. Thompson, said a considerable burden was cast on booksellers by the law, but that was something which persons



END OF THE ROAD

Usaia Tikoicina, who had been a chauffeur at Government House, Suva, for 21 years and had served under six Governors, retired from the Fiji Public Service in May, and before a gathering of the staff at Government House was presented with a silver salver by the present Governor, Sir Derek Jakeway.

Usaia began his career as a drier in 1934, when he went to work for the Public Works Department.

In 1953 the Queen personally presented him with the medal of the Royal Victorian Order, and he received a bar to the medal in 1963 during the Queen's second visit to Fiji.

He is seen here with his wife.

Photo: Rob Wright.

entering that trade would have to accept.

"It is clear that the accused has not deliberately imported obscene printed matter, and did not know it was obscene," the magistrate added. "What he has done is to fail to find out that it is obscene before importing or selling it."

In view of this judgment, and in view of the wide interpretation that can be placed on the word "obscene", Fiji's booksellers are likely to be far more circumspect in future when ordering books, especially from lists of best-sellers.

In fact, they may go so far as to consult the Australian Customs Department's banned list before putting in a single order.

If they do this, they will certainly be protected from all possibility of error. But they will also cut themselves out of a lucrative trade with travelling Australians and gain for Fiji a reputation in censorship as narrow and restrictive as Australia's.

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On The Ball

Late last year, following a series of volcanic eruptions on Raoul Island in the Kermadecs, we peeked into our crystal ball and predicted that the western island of Tonga might be "the scene of spectacular volcanic activity soon" (PIM, Dec., p. 23).

One of the Tongan islands which might suffer "a chain reaction" from the Raoul Island eruption, we said, was Falcon, "which is at present submerged and is sometimes called Jack-in-the-Box because of its appearances and disappearances".

Well, in late June, Falcon was reported to be rising again, and to be only one fathom below the surface — its highest elevation since it last disappeared in 1959.

How Many Pencepences in 1/11?

A STAMP collector we know who sent off to Rarotonga in April for a couple of first day covers from the special post office on Manuae atoll, the solar eclipse island, came to us in some consternation towards the end of June, more or less demanding his money back.

He said he had sent 2/9 New Zealand currency to get two first day covers—one with a 1/9 stamp and one with a 6d stamp.

But all he had obtained was one first day cover with a sixpenny and penny stamp on it.

"That means I'm 1/11 down the drain," he said, "as the cost of each first day cover was advertised as one pencepence."

We consoled our friend somewhat by pointing out that the Cook Islands Administration had not gone ahead with its plan to issue a 1/9 stamp (PIM, April, p. 13), and that the demand for the 6d stamps that were issued had been so great that all orders could not be filled, and more stamps had had to be printed.

"No doubt you'll get covers to cover the rest of your order when the new stamps arrive," we said.

"But," put in our friend, whose arithmetic is much faster than ours, "if the cover I've received so far cost a total of 10d, how many covers will they send me for the 1/11 I still have on account?"

Chastened, we assured our friend that his guess was as good as ours. He then wanted to know whether the covers still due to him would be postmarked from Manuae, and

whether they would bear the date of the eclipse (May 31), like the one he already had.

"If they do bear the date, May 31, and the Manuae postmark," he went on, "I will suspect that all is not fair and above board. And if they don't, then I won't be getting my money's worth, as the covers I ordered were to be first day covers from Manuae."

To which we answered that some people were never satisfied and that we were glad we were not stamp collectors ourselves.

Is It Another Moby Dick?

LAST September in our yachting columns (p. 107) we reported that an American yacht, *Easterling*, had arrived in Tahiti from the Marquesas with patches over a couple of holes in her hull caused by a 50 ft whale, which attacked the vessel between the Galapagos and Marquesas.

Now we're beginning to wonder whether there isn't another Moby Dick at large in the Pacific. (Over)

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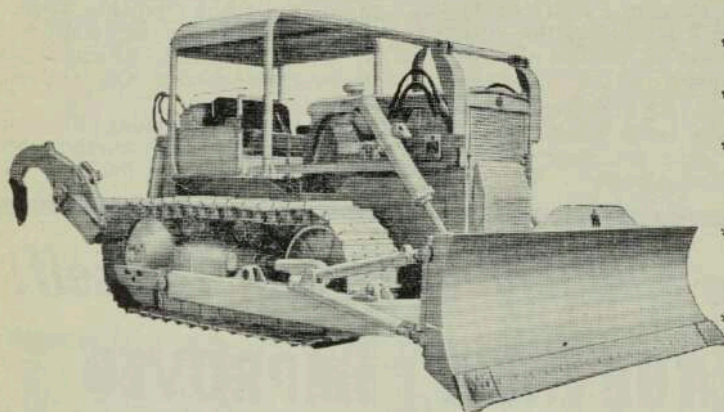


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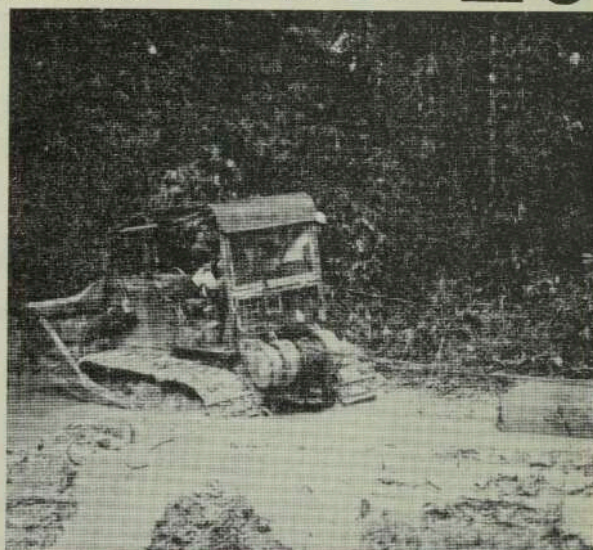
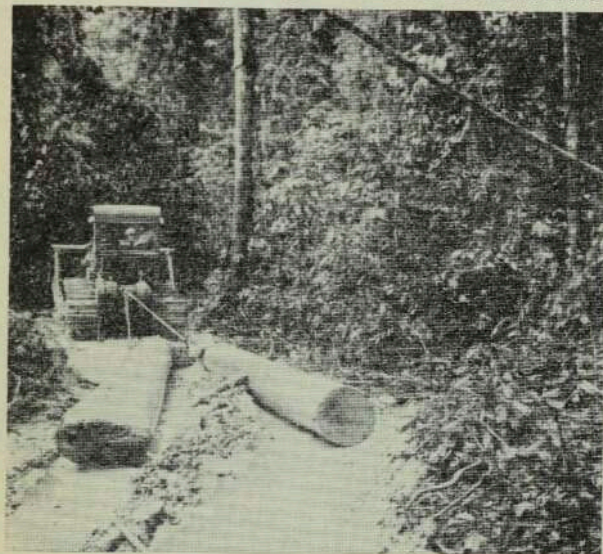
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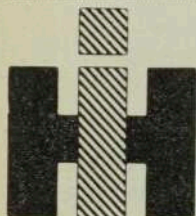
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A Rarotonga correspondent, Mr. H. Percival, reports that while the New Zealand trimaran *Highlight* is on her way from Auckland to Papeete, Rapa (French Polynesia) in the night, she was attacked by a whale some 400 miles north-east of Auckland.

It was dusk at the time, and the skipper John Glennie and crew member Oleg Whimp were resting in the main cabin. John's brother, Dave, was on watch.

Without warning, Dave saw the whale's tail shoot out of the ocean and slam down on the starboard hatch, smashing it in. Then the whale swam under the vessel, lashed it again and damaged the port hatch, before swimming away.

Highlight shipped about 80 gallons of water, and the crew decided to head for Rarotonga, 1,200 miles away, for repairs.

For the rest of the voyage, the crew had to bail continuously—a task which John Glennie, on arrival at Rarotonga, likened to a nightmare.

FOOTNOTE: *Moby Dick*, Herman Melville's famous novel about a whale of that name, was inspired by the story of a whale that attacked the whaleship *Essex* near the equator in the eastern Pacific in 1820. That whale stove in and sank the *Essex*, forcing the crew to make for South America in open boats. Some of the crew were picked up outside Valparaiso; some reached Henderson Island and were rescued from there; and the rest were lost at sea.

and THEY Think It Might Be Mongolia!

WHERE did the Polynesians come from?

Captain Cook had the idea that they might have been South Americans. James Morrison, the scholarly boat-captain's mate of the *Bounty*, had the same idea. And so did the Rev. William Ellis, an early LMS missionary, who published a celebrated book on the Pacific in 1829 titled *Polynesian Researches*.

Thor Heyerdahl, leader of the Kon-Tiki Expedition in 1947, is of the opinion that the Polynesians may have come from South America, and North America, via Hawaii.

But most modern scientists go along with the idea that the Polynesians originated somewhere in the Caucasus and found their way into the Pacific through the corridor of South-East Asia.

No one, however, has yet produced irrefutable proof of the

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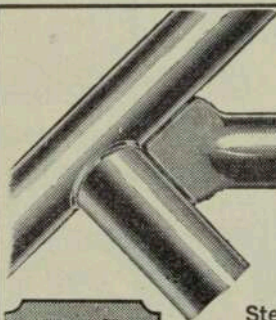
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FIJI — SAMOA — TONGA

rectness of his theory, and it seems probable that he never will. But there's no harm in trying, and that is what a team of six Japanese anthropologists with what believe is a brand-new theory are to do.

The six Japanese, led by Professor Hiro Shima, of the Osaka City University's medical faculty, left Japan for New Zealand, Tonga and Western Samoa early in June in an attempt to find basic proof that the Polynesians originally came from Mongolia.

Professor Shima said in Tokyo before leaving that Mongolia was believed to be the place of origin of the Japanese, and that linguistically and physically there were many common traits between the people of the South Pacific and those of Japanese islands.

New Guinea Misses an Opportunity

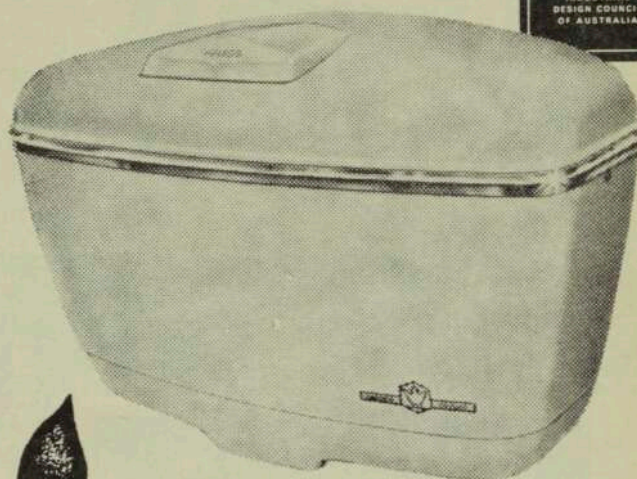
EDNEY freelance journalist Keith Adam, widely known for his ABC radio sessions and documentaries last year he did an excellent series of six half-hour documentaries about New Guinea) has just returned from a P-NG film-making trip. Textbook films, a company formed by him and his colleagues, is producing educational films on the Pacific and South-East Asia to be sold to libraries and education departments in Australia, the US and Britain.

Adam tells us they had excellent cooperation from individuals and organisations in P-NG, but the Administration was "another story".

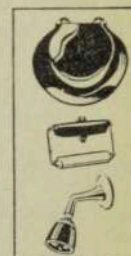
"To our astonishment," he says, "we were told that District Administration had given orders that no help was to be given us for a short time because we had hoped to film in Boua—a mock-up of a patrol leaving a patrol post. We were not told why; and no amount of inquiry by the public relations staff seemed to sort out the matter. The net result was that our film will show nothing of the work of Administration officers in the field. What a pity! Seeing that one patrol officer and a few police would have been involved for no more than a couple of hours, we were quite baffled. All the more baffled because we had a great deal of useful help from the Administration in the Western Highlands, where the District Commissioner couldn't do enough for us."

It seems to us that the Department of Information and Extension Services ought to correct this attitude if the territory ever wants to build up a tourist industry.

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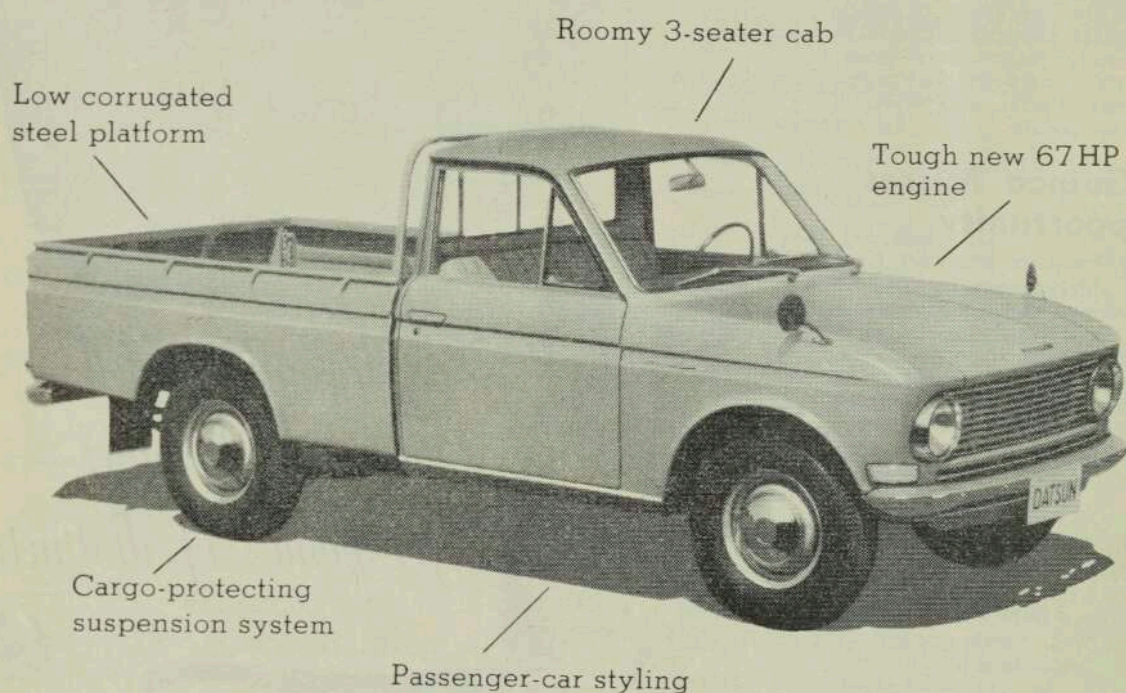
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Australia in June completed an extensive six-week trade drive into the Western Pacific with the trade ship "Sletholm" (pictured at right in Rabaul). It was Australia's most concentrated Pacific trade drive ever. On the next pages PIM correspondents report the varied local reactions.



Some Stone-Throwing At The Floating Showcase

From a Rabaul Correspondent

In Papua-New Guinea a chamber of commerce has expressed disappointment and concern at the *Sletholm* floating exhibition which has been attempting to bolster Australian export trade in the South Pacific.

AUSTRALIAN, English, New Zealand, Chinese, French and other businessmen in the islands of the South Pacific inspected the exhibition in May and June as it moved from port to port.

The predominantly Australian-membership chamber of commerce in Rabaul, New Guinea, might in some circumstances be accused of emotional sabotage and lack of objectivity in its outspoken criticism of the trade promotion venture.

Unfortunately, the criticism in general is only too true. In any case it might be best in the interests of the Australian industry to support the chamber of commerce and point out that it seems to have gone astray.

Trade Loss

The venture was organised by Australian Export Promotions Ltd. in conjunction with the Australian Department of Trade. Export Promotions is made up of the Chamber of Manufacturers and the Associated Chambers of Commerce in Australia. The Australian Trade Commissioner for the South Pacific, Mr.

H. Sullivan, who took part in the tour, said that Australia's earnings from exports to the South Pacific were increasing from year to year. The project had been organised, however, to increase Australia's share of the trade which was progressively falling.

The hold of the Scandinavian ship *Sletholm* was fitted out as a two-storey display hall, and the ship left Sydney early in May. It was preceded from port to port by a chartered aircraft carrying 25 officials and sales representatives.

In Papua-New Guinea the ship visited Port Moresby, Lae, Madang and Rabaul, and then it moved on to Honiara, Vila, Lautoka, Suva and Noumea where the tour ended on June 8.

There was some trouble in the early stages of the venture in filling the available display space, although this was offset by a last-minute rush of applications.

Criticism of the venture started early when New Guineans at the first port of call, Port Moresby, accused the organisers of catering for sophisticated markets rather than

for the mass of the Pacific Islands native population.

Stronger, and perhaps more significant, was the criticism which arose later in the Trust Territory of New Guinea when the ship began to contact the hard-core commercial interests of the territory.

The criticism centred round the almost complete absence of the raw requirements of construction and maintenance so essential in the South Pacific — engineering, wood-working and general purpose tools, building materials, constructional requirements, water craft and equipment, and agricultural equipment and aids.

Australia has made rapid advances in recent years in the development of specialised building materials—internal and external surface sheets, roofing, partially pre-cut materials for speedy construction, fastenings and builders' hardware. Yet the only representation in this class was a display of door locks and fittings. They were of fine quality, but represented only a fraction of what the construction trades could have shown.

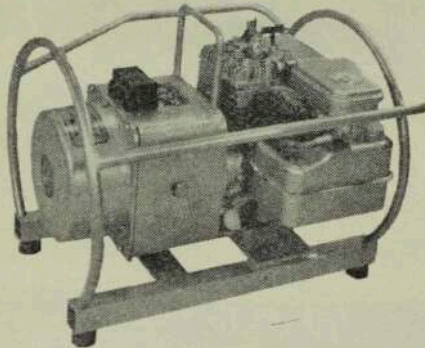
Mr. Chipper's View

A submission criticising the absence of construction materials and of other essential products in the South Pacific was submitted to the Rabaul Chamber of Commerce by one of its executive councillors, Mr. J. L. Chipper. The council endorsed Mr. Chipper's submissions, and a dispassionate analysis seems to bear out what was said.

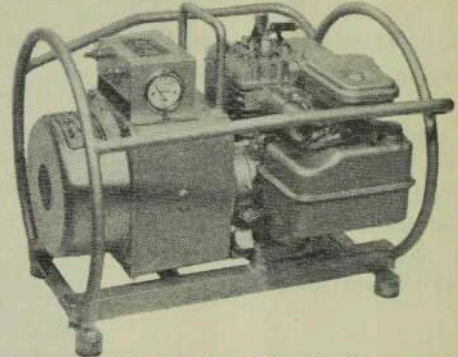
Reporters who visited the ship

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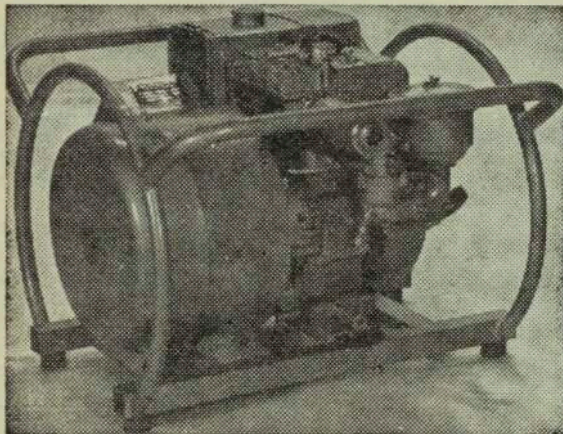
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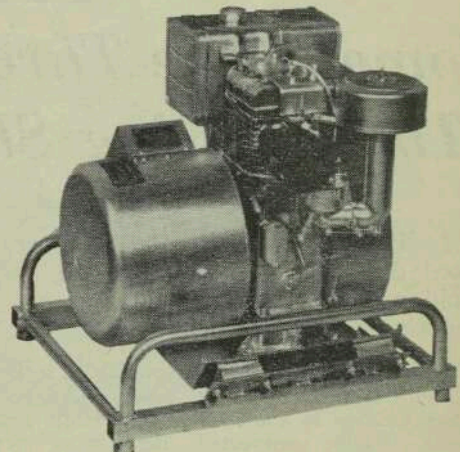
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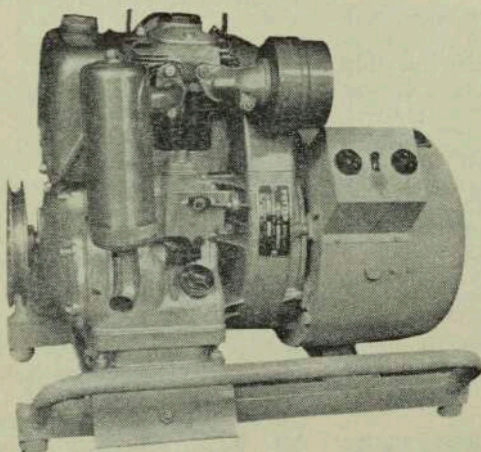
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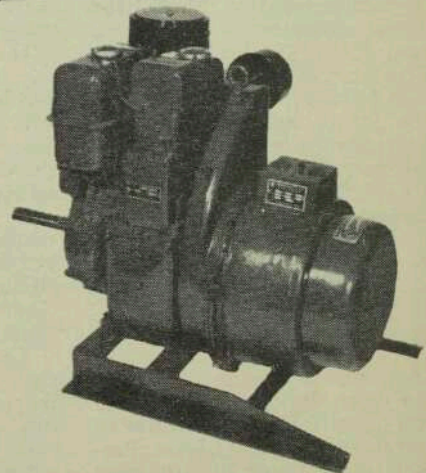
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Warm Welcome In New Hebrides

From a Santo Correspondent

The "Sletholm" received a warm and interested welcome in Vila, and many businessmen flew from Santo to Vila to view the ship. They were pleased with the assorted goods on display.

Comment has been made on the fact that the "Sletholm" did not call at Santo, and this certainly was a mistake in the itinerary. Business here is much more keen than in Vila, for Santo is the economic centre of the New Hebrides and exports almost four times more produce than Vila does.

ere met by a hard-sell publicity officer whose main worry seemed to be making sure that the popularity of the venture did not get missed in the Australian Press.

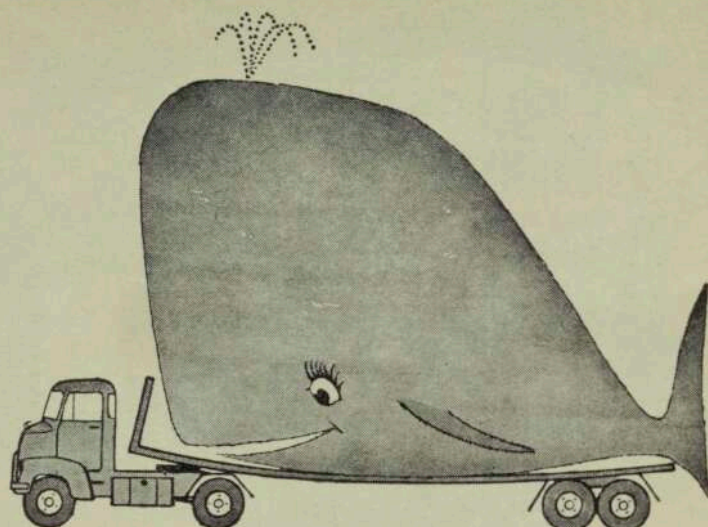
But no-one was arguing about the popularity of the mission. In terms of visitors per day—or even per minute—the response was outstanding. Thousands trooped on and off the ship. They drank sample drinks of the gallon, ate quantities of really excellent cheese and filled their arms with booklets and advertising materials. They enjoyed the lavish hospitality of their hosts at a party—every-port. It must be mentioned, incidentally, that the foodstuffs advertised formed the strongest part of the display but most of the products were already well known throughout the Pacific.

The popularity of the venture, however, does not necessarily bear any relationship to its success as a sales promotion tour.

Officials announced at the end of the Papua-New Guinea leg of the tour that orders had been taken for A500,000 worth of goods. Many commercial interests feel that the orders were going to be lodged anyway, and that the buyers had merely held off pending the arrival of the ship.

Some of these interests had hoped for something new out of the visit, and when nothing new materialised they followed their normal ordering pattern, which was channelled through the representatives in the trade ship.

It would be wrong to say that the visit was ineffective. On the contrary, it gave Australia credit for



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Two important lessons must be learnt from the project.

The first is the vital need to send an advance party which can meet commercial interests in every port and find out exactly what sort of goods fits the local market. This advance party needs to make its trip well before any space is allocated in the trade ship.

The second point is that a central authority should then decide the type of goods which should be displayed and should invite—or even persuade—the appropriate manufacturers to take part.

It is no good merely throwing open the space for any manufacturer who wants to use it, and it is bad for prestige to leave home without presentation from some of the major industries.

A Bit Dull, Really,' Says John Carter, In Suva

It was all a bit dull really. As a showcase for Australian goods the "Sletholm" exhibition was adequate and nothing more. It lacked the imaginative touches that would have given it more appeal.

THE only real excitement came on the ship's last night in port at Suva when she was closed early because of what was described as an "unsavoury local element", which got out of hand and began pilfering and making stands.

It was said somewhere that the ship's converted holds were air-conditioned. If that was so then the air-conditioning didn't seem to work because the heat in the exhibition halls was stifling. And those nasty jagged edges on part of the stairs could have given someone a bad gash on the hand. Opinions differ as to the success of the mission.

Mr. A. P. Whittington, mission leader, declared: "We are well satisfied at the mission has achieved the objects we set out to attain."

But the comment from a Suva businessman, which was echoed by many other people, was: "Generally I found the mission disappointing."

He spoke of stalls with no attendants, difficulty in getting information and said there were very few leaflets available.

The feeling among most Suva businessmen is that the *Sletholm* visit is a let-down after the Australian

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trade fair held at Suva in 1963. It was anti-climax.

But that wasn't the view in Lautoka, where local people hadn't seen a previous exhibition and were impressed. Perhaps Suva is getting a little blasé.

Mr. G. D. Smith, Australian trade correspondent in Fiji, pointed out that most of the company representatives were delighted with the results in Fiji.

Replying to criticism that much of the exhibition contained exhibits similar to those already seen in Fiji at the 1963 exhibition, Mr. Smith said that with the exception of a few exhibitors, who did well, the majority of them were showing products which were new to Fiji.

There were, of course, limits to the exhibition because it was held on a ship, he said. But a ship had been used because the mission wanted to cover as much territory as possible as quickly as possible.

Anyhow, the *Sletholm* venture was certainly enterprising, and for that the organisers deserve credit.

They Swarmed Aboard,' Says Fred Dunn, In Noumea

It is too early yet to evaluate the results of the "Sletholm's" visit to New Caledonia, because commercial relations with Australia are governed by the amount of foreign money allocated to New Caledonia by France.

BUT if no great commercial contracts follow the visit, Australia can be satisfied with the great amount of goodwill the visit has created.

The quality of the goods exhibited opened local eyes, especially of those people who thought Australia was merely a land of sheep. Despite the fact it was a holiday in Noumea, and a big football match was being played, about 7,000 people swarmed over the *Sletholm* during the first day's visit. The second and third days were reserved for commercial people and the vessel could easily have remained a few more days to cater for the crowds.

One suggestion: If the firm exhibiting television receivers had had a closed circuit system in action Australia could have had the honour of providing Noumeans with their first look at the "little screen". TV comes to Noumea late this year.

- See Mission leader's reply, p. 126.

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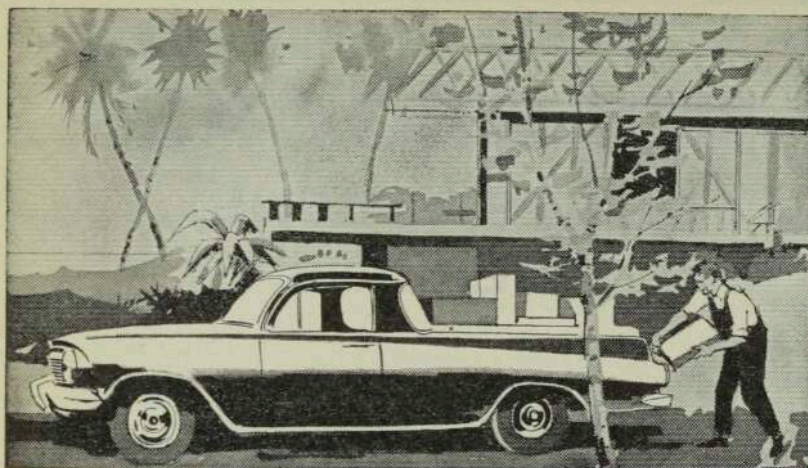


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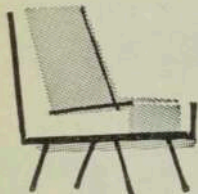
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FOR THE NAURUANS THE "HARD SELL" HAS PAID OFF

By a Staff Writer

The Nauruans' decision to employ economic and legal advisers (*PIM*, June, p. 15) to help them get a better deal from the Australian Government has paid off.

At talks in Canberra in June, they negotiated substantially higher royalties for phosphate and an agreement to set up a Legislative Council and an Executive Council on Nauru next January.

The royalties for phosphates have been increased from 3/8 a ton to 13/6 a ton for 1964-65 and 17/6 a ton for 1965-66. But the extraction rate has been increased from 1.6 million tons to two million tons annually.

The Nauruans have also extracted promises that:

- An independent technical committee of experts will be established as soon as practicable to look into the question of rehabilitating worked-out mining land on Nauru shipping soil to the island.

- The Australian Government will co-operate with the Nauruans "actively pursue" any promising proposals that might lead to the settlement of the Nauruans elsewhere on a basis acceptable to them and with their national identity preserved.

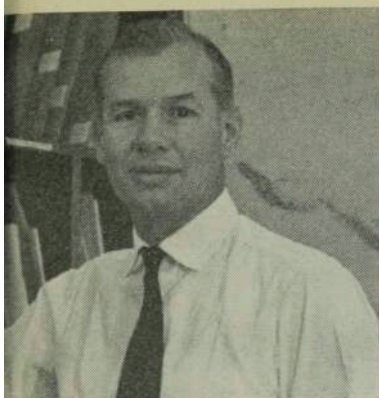
These concessions came toward the end of a conference which during the first few days looked like ending in an unhappy stalemate.

No Independence

The Nauruans did not get anywhere with their demand that January 31, 1968, should be set as a target date for independence of Nauru.

The Legislative Council, which will have an elected Nauruan majority, will have no say in the phosphate industry, external affairs and defence, and its ordinances will be subject to disallowance by the Australian Governor-General; a voting rights in the Executive Council will be such that the Australian Administrator will have final authority.

Even so, the concessions that the Nauruans have achieved are better than they almost dared to hope, and their Head Chief, Hammer deRoburt, went off to a meeting of the United



NEW CHIEF SECRETARY

Mr. Lewis Mervyn Davies, has been appointed to succeed Mr. M. D. Irving as Chief Secretary of the Western Pacific High Commission. Mr. Davies, who has been Financial Secretary of the WHPC since September, 1942, is at present on leave in the UK and will return to Honiara in October.

Mr. Davies was born in 1922 and is married with one son. He served in the Fleet Air Arm in World War II and joined the Colonial Service in 1946. He was an Assistant District Commissioner in the Gold Coast (now Ghana) from 1948 until his appointment to the WHPC as Senior Assistant Secretary (Finance) in 1956.

Photo: Ted Marriott.

ations Trusteeship Council in New York after stating that the results of the Canberra talks were "most satisfactory".

However, he was still concerned about what would happen to his people when Nauru's phosphate was exhausted in about a generation, and he was still adamant that Nauru should have independence—whether or not the Nauruans knew how to survive when they got it.

In the Trusteeship Council, the Head Chief found (as usual) that the Soviet delegate supported him in the question of independence.

But otherwise, no one seemed to have much to complain about.

In fact, Australia got what was probably the biggest pat on the back he has ever had over Nauru when the British delegate, Mr. Peter Hope, said he believed Australia had "fully met and overtaken" the recommendations of a UN visiting mission to the territory in 1962 and of the Council last year.

The report of this year's visiting UN mission, released in June, made few recommendations because of the prominence of the Canberra talks.

N.Z. CLEARS WAY FOR ALBERT HENRY TO TAKE OVER

Four important amendments to legislation, setting out the constitution for the Cook Islands under self-government, were rushed through the New Zealand Parliament early in June.

THE amendments will enable the era of self-government to get under way soon, almost certainly with Albert Henry as first Premier.

The amendments were passed at the request of the recently-elected Cook Islands Legislative Assembly, which, at its first meeting in May, refused to adopt the constitution for the Cook Islands, as approved by the NZ Parliament last October (PIM, Nov., 1964, p. 21).

Fourteen of the 22 members of the Assembly are members of Mr. Henry's Cook Islands Party, but Mr. Henry was debarred from standing at the last election by a residential regulation.

Amendments

The amendments to the legislation on the constitution provide that:

- Functions which were to have been performed by a Council of State comprising the New Zealand High Commissioner and two *arikis* (high chiefs) will now be performed solely by the High Commissioner.

- A House of *Arikis*, whose members will be appointed to represent the various islands, will be established. This will be an advisory, not a legislative body. It will be consulted by the Legislative Assembly mainly on such matters as custom and land tenure.

- The number of Ministers other than the Premier will be a minimum of three and a maximum of five so that the Cabinet will have flexibility. (Previously, the number of Ministers was fixed at four).

- Electors in Legislative Assembly elections must have been "ordinarily resident in the Cook Islands for the three months prior to registration;" and election candidates must have resided in the Cooks for at least 12 months—at any time—before the elections.

A meeting of the Cook Islands Legislative Assembly is expected to be held in mid-July to adopt the constitution, as amended. Mr.



Mr. and Mrs. Coode.

CONSULAR POST CHANGE

After six years' service in Tonga as British Commissioner and Consul, Mr. E. J. Coode left Nukualofa with his wife on June 3 to return to England. For a month or so before their departure, the Coodes were feted almost without a break.

Mr. Coode was succeeded temporarily by Mr. Ian Thomson; but the permanent appointee, Mr. A. C. Reid, was expected to take up his post about the end of June. Mr. Reid, who was British Commissioner and Consul in Tonga from 1957 to 1959, has been Secretary for Fijian Affairs in Fiji for the past six years.

An interesting feature of Mr. Reid's appointment is that he will be directly responsible to the British Secretary of State for the Colonies, and not to the Governor of Fiji, who, hitherto, also held the office of British Chief Commissioner for Tonga.

The removal of responsibility for Tonga from the Governor of Fiji is the second such change in the last 12 years. Before 1953, when a separate post was created with headquarters in Honiara, Fiji's Governor also held the post of British High Commissioner for the Western Pacific.

Photo: Hettig.

Henry's sister, Mrs. Marguerite Storey, will then stand down from her recently-won Assembly seat to allow Mr. Henry to contest a by-election.

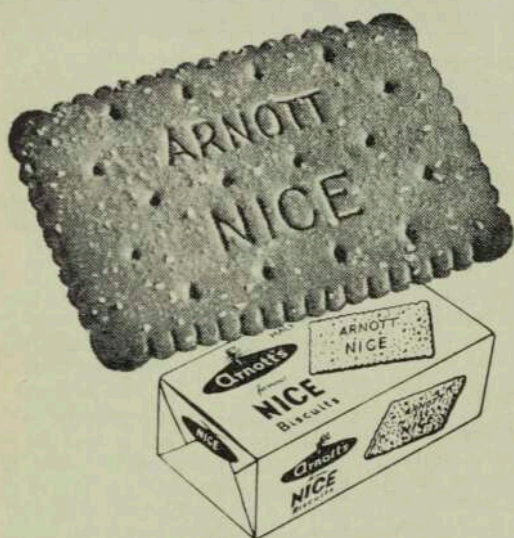
Assuming he is elected, Mr. Henry will almost certainly be appointed Premier, and self-government in the Cook Islands will get under way.

Celebrations to mark the start of the new era will probably be held about mid-September, after NZ's Governor-General, Sir Bernard Fergusson, returns from a vacation in England.

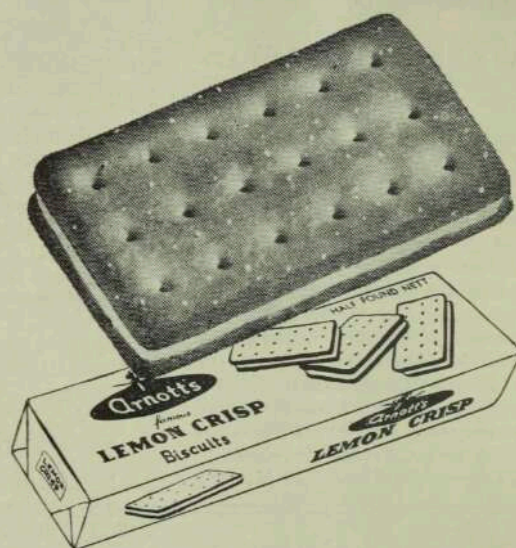


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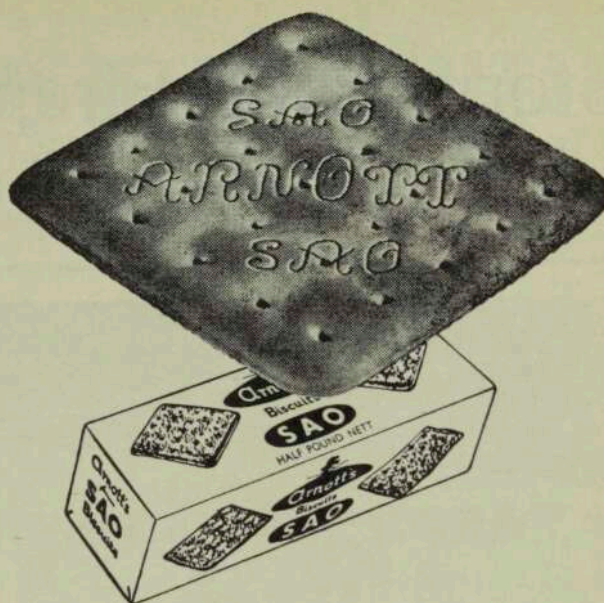
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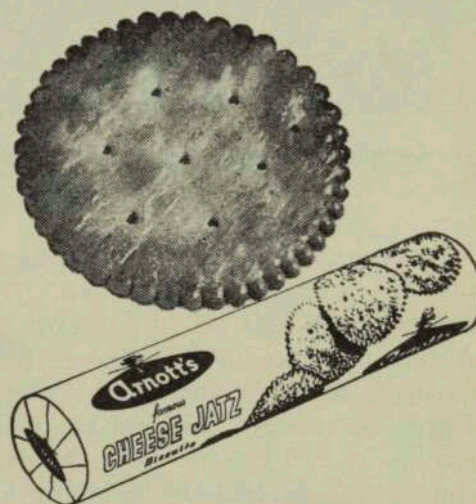
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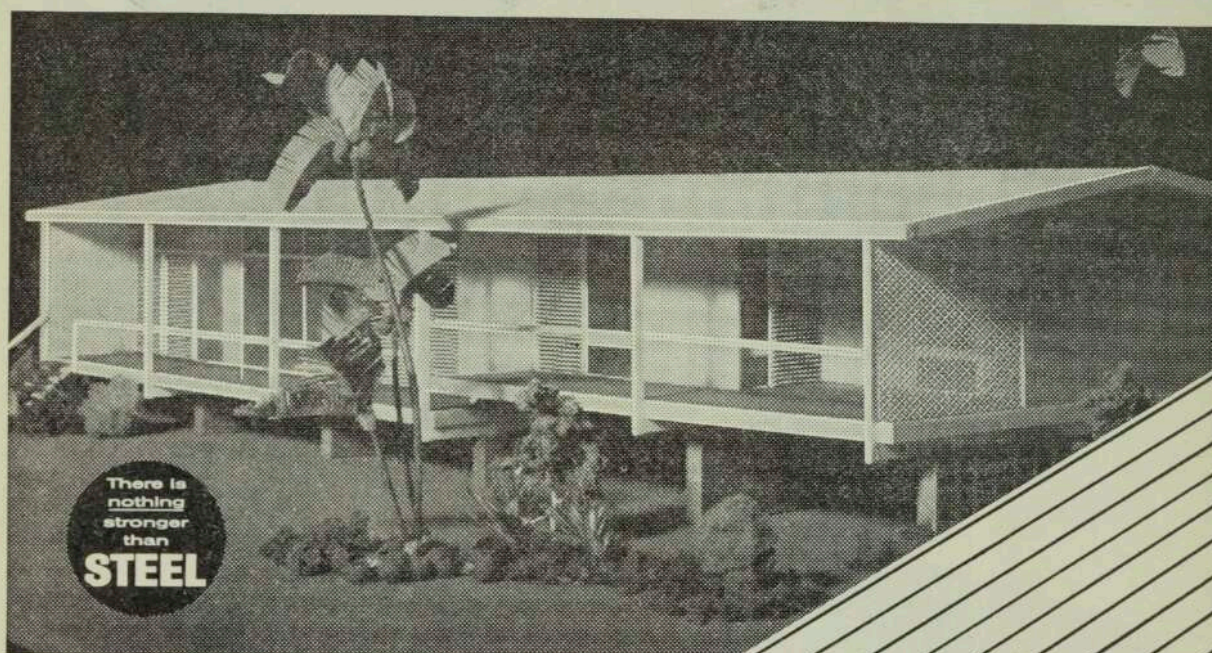


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A New Order For Fiji's Legal Profession

From a Suva Correspondent

Maybe no one was really interested in wordy exchanges with another session due on June 22, or perhaps members were too busy clearing decks for action at the constitutional conference in London in July.

WHATEVER the reason, the early June meeting of the Fiji Legislative Council was one of the shortest, and friendliest, on record. It lasted four hours.

In that time the council polished off 10 bills and a score of motions connected with finance, and only with one bill was there anything like a debate. And that was more like a one-man band.

The event was the Legal Practitioners Bill, which will amend the law relating to lawyers—of which the colony has more than its share. It will stop up a few gaps through which any lawyer with dishonest intentions could wriggle with ease, and it also refurbishes the Fiji Law Society which, until now, hasn't been the power in the profession it should be.

Under the new law, every legal practitioner in Fiji will have to join the Law Society. The society will have a charter and the legal machinery to disbar, suspend or otherwise punish any lawyer bending the ethics of the profession.

The lawyers themselves, both the ex who are among the unofficial members, and the other members of the Law Society, vetted the bill before the council handled it.

But one member, a lawyer, Mr. M. Koya, declared his dissatisfaction with much of it. He said he didn't like the business of a lawyer being suspended until accusations of unprofessional conduct had been investigated and proved or cleared.

"Who's going to look after his clients while he is suspended?" Mr. Koya wanted to know.

He didn't like the clause which made it compulsory for newly-qualified practitioners to acquire practical experience at the elbow of a senior before being allowed to practise in the high courts.

And he didn't like the clause which says applications for admissions have

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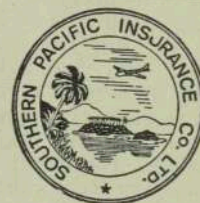
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to be made by petition to the Chief Justice, who will be supplied by the Law Society Council with a confidential report of the new man's suitability.

Mr. Koya said: "We are not living in an Iron Curtain country that we could be treated in this way."

He added that people might say that the existing lawyers were trying to bring in a "closed shop" by restricting intake.

No one else criticised the bill, and New Zealand-trained lawyer Acting Attorney-General Mr. Don McLoughlin had an easy task to get the measure through.

He said that suspension of a lawyer accused of malpractices was a sure way of protecting the clients against further malpractices. The bill was not only for the benefit of legal practitioners, but for the public.

So far as the "Iron Curtain" suggestion was concerned, the substance of an adverse report would be made known to the lawyer concerned, Mr. McLoughlin said.

Mr. McLoughlin complained that as lawyers had been asked to make representations about the bill before it reached the council, he thought Mr. Koya could have voiced his criticisms then.

Much Business Done

Another member, Mr. R. A. Kearsley, also a lawyer, thought Mr. Koya in opposing the bill in its present form was seeking to overrule the Law Society which had approved the bill.

Mr. Koya retorted, quite rightly, that a decision on the bill was a matter for the council, not the Law Society.

And the bill went through, together with all the other nine.

Some were amending measures for obscure little laws like the Diplomatic Privileges Ordinance or the Lautoka Electricity Ordinance. There was a bill to amend the Charity Trusts Ordinance to make life harder for the crooks who skin the public under the benevolent guise of charity.

There was also a bill to repeal the Protected Industries Ordinance and another to amend the Traffic Ordinance 1965, which was only approved at the last meeting and is not yet on the Statute Book. But somebody thought the fines were too small, and the new bill will remedy that.

All the bills went through without any opposition or unnecessary chatter, and obviously the members had serious things on their mind now that Fiji's political future is soon to be decided in London.

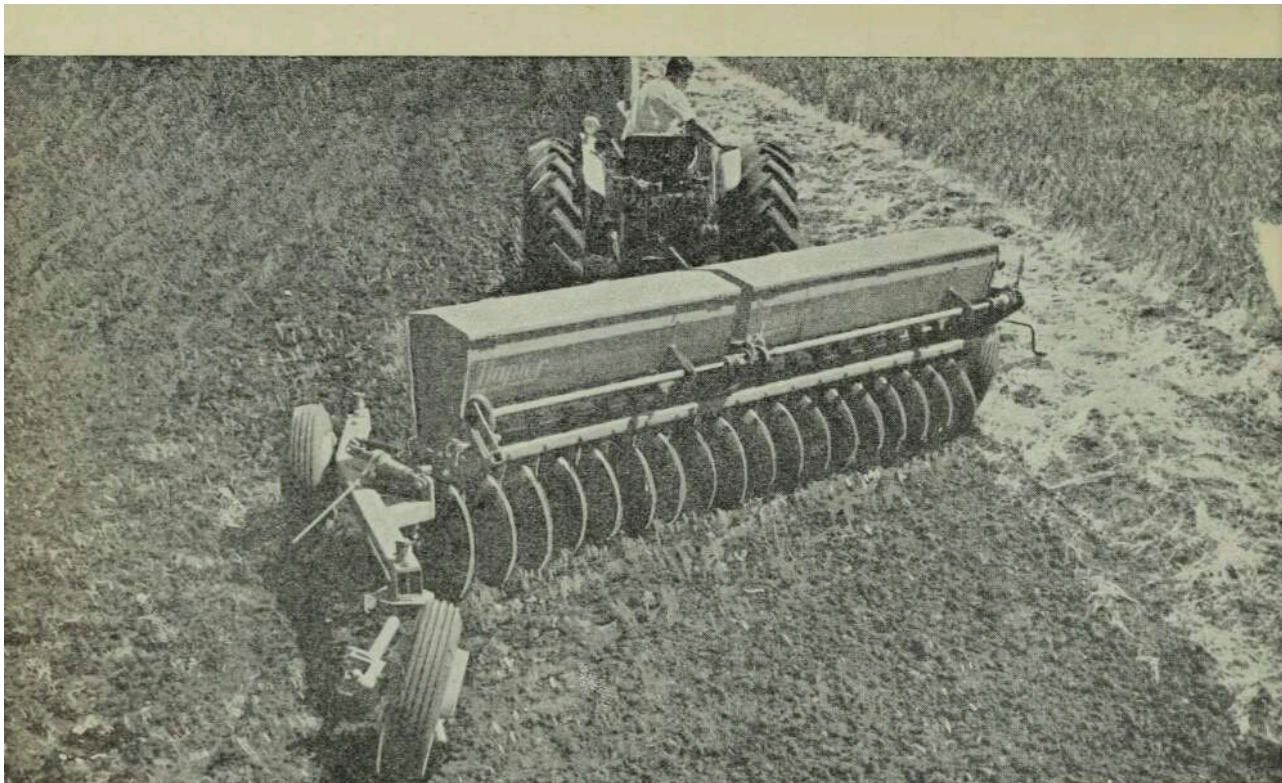


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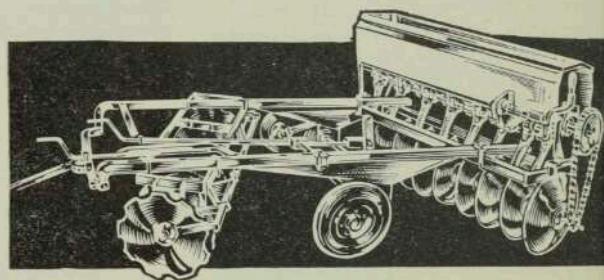
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With Tolala

The following quote from a New Guinea newspaper is the sort of thing that makes you sigh and go "Tsk, tsk!" when you read of the wonderful House of Assembly of Papua and New Guinea: "Speaker of the House of Assembly, Mr. Horrie Niall, on Monday told native members they would have to find for themselves people who could assist them with the translation and explanation of documents and reports presented in the House."

NATIVE members had complained in the House they could not understand the World Bank Report and other documents.

Muriso Wareba, of the Okapu Open electorate, had said he was now invited to address the House on the World Bank Report, but he could not read it. He said if they were advised of the contents of the report they would be able to participate in the debates.

That seems a fair enough request to come from the people who are, to say the least, the most interested.

If we are sincere in our drive towards integration (call it what you will) how come we create these difficulties in such a glaring manner?

It is hard to see how the Speaker, with his long experience in New Guinea, should adopt such a pontifical attitude.

If education means what I think it means (and there's no need for a capital "E") there is no greater opportunity for putting it to practical use than in telling a member, representing thousands of native people, something about the subject on which he is expected to debate in the House.

Who are you batting for, Horrie?

NEW BRITAIN'S ADMINISTRATIVE H.Q.

IT'S nice to know that Administrative centres, other than those in Port Moresby, are being opened, and that some of the same amenities as enjoyed long since in the sacred precincts of Konedobu, are now available to centres on less-hallowed ground.

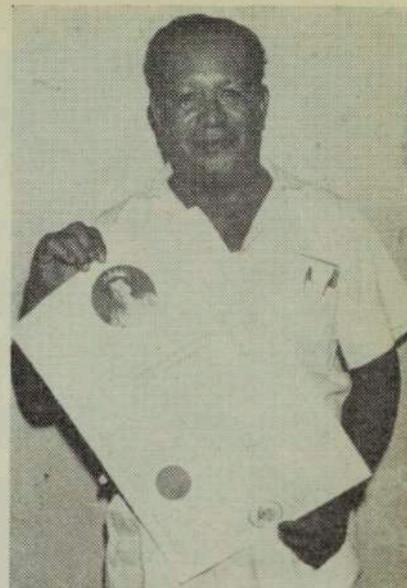
God knows these neglected servants of the public have not only earned his recognition for adequate office space under reasonable conditions

but, especially in Rabaul, are entitled to amenities commensurate with the centre's productive potentialities.

Noticed in the local paper's report of the opening that "the contractors still have to balance the air conditioning".

Also noticed two pre-war identities on the staff were guests-of-honour at the opening: Mrs. Joan Brierley and Mr. "Henry" Kassi. This is a gesture nice to see, for it shows a kindlier spirit between the old and the new; let us hope it continues and grows.

Mrs. Brierley, as I remember, arrived in Rabaul in the middle thirties, hailing from New Zealand. It was a year or so before she went to Central Administration as a stenographer. As for George Kassi (for some unknown reason in the report called "Henry") he was a



George Kassi, "a little beaut at clerical records," holds the record of his naturalisation as a British subject.

landmark at CA for many years before the war.

He was a little beaut. at clerical records; and he should have been, too, being well trained by no less an expert than Steve Lonergan, Assistant Government Secretary in Rabaul, himself an expert at records as I remember him as far back as 1918-19 in the CR of HQ AIF depots in UK, at Tidworth (England) after having done his stuff in France.

Another pleasing factor in connection with the opening is that it shows officialdom has recovered

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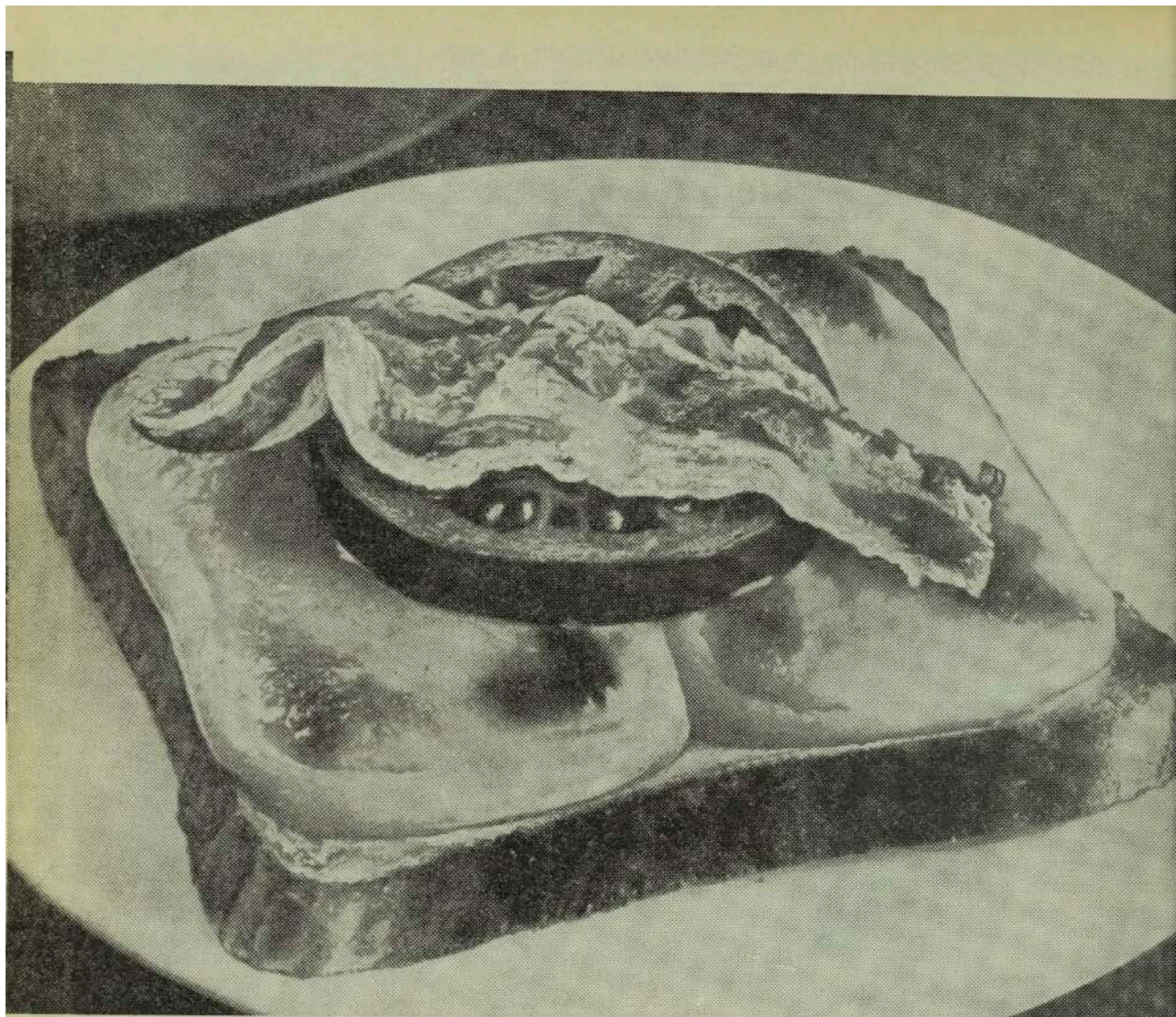
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sufficiently from its qualms over the safety of Rabaul insofar as eruptions and all that sort of thing are concerned. If you remember: There was Billy Hughes' selection of Salamaua as "the new capital" in 1937; the transfer of officials and departments to Lae in 1941, and then, after the war, the selection of Rapopo as New Britain's future capital.

I hope this changed optimism regarding Rabaul's future has not lessened the need for routine seismic/thermal readings which are an ever-necessary precaution where Tavurvur and Vulcan are concerned.

As is customary in these days, the report carries no description of the architectural aspect of the building; nothing of its aesthetic beauty (if any), but the cost—as usual—gets a mention: "in excess of £144,000". The odd £44,000 was just about what it cost to clean up Rabaul after the 1937 eruption!

A GRADUATE FROM NODUP

LAST month I mentioned some of the ex-pupils from J. H. L. Waterhouse's Nodup School. Strangely enough I had a telephone ring from one such pupil a few days afterwards. He is Thomas To Bunbun, a senior school teacher now, and president of the Rabaul Workers' Association for the past three years; he was en route to Geneva to attend an ILO conference. This is the first time that P-NG representatives have accompanied an Australian delegation to the ILO at Geneva.

How I Lost My Pants: It was from To Bunbun I learned of a very kindly gesture which was made by him and his father to me when I was in the Jap boob in Rabaul during the war.

His father gave him a pair of Aussie Army pants and some fruit to give me in the Rabaul freezer, where I was chief cook and bottle-washer. It appears a Jap guard pulled up the 15-year-old To Bunbun, he was arrested and charged with stealing. Nothing daunted, To Bunbun (with the agile brain probably trained on mental arithmetic in the Nodup school) told the Kempei Tai the trousers and fruit were owned by his father who had asked him to take them to a Japanese guard, whose name he did not know.

"OK, OK!" said the Japs, commandeering the pants and fruit, and releasing him. And that's how I nearly got a pair of pants and some fruit when such luxuries were at a premium.

But perhaps it was just as well

it ended as it did. I heard of several cases where natives had taken presents to our POW's or internees in Rabaul and both the giver and the receiver had been severely dealt with. Artie Schmidt, the teacher at the Malaguna Government School, was one who suffered "disciplinary action" by the police for receiving some fruit from an old pupil, who was also put in the calaboose. There were numerous others who paid dearly for any friendly tokens or gestures from the native people.

From a true appreciation of what racial discrimination means give me the man, or women, who has been interned in a black country by an Asian invader.

It is the actions during the war of people like To Bunbun and his father which proved to me how solid are the ties between friends, no matter what the colour.

Thank you, To Bunbun. *Ma a bona Winawana uro Geneva. Yoko!*

JAP WAR AIMS

IN *Editors' Mail Bag* (PIM, June, p. 53) I see where one, "Mercator", infers that the Japanese did not intend to attack Australia. It was "in accordance with Australian mythology but not with the facts", says "Mercator".

I can make no comment on such



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Burdensome!

Constable Sumbu, of the Rabaul police, told the Rabaul District Court in June that a stone thrown into the police station during the month had sped past his head "with the speed of a bullet", missing him by inches. The constable was giving evidence against Wamai Poxi, 23, who said he had been carrying a large stone in his pocket for some time, and as it was getting rather heavy, he threw it away while passing the police station. Poxi was fined £3.

pressions of self-assured knowledge of the Japanese war plans in 42-44. During that period I was interned in Rabaul, and there observed and heard the general talk of the common Jap soldiers as they tried to collect all Australian money possible and sought details of the "hot spots" in Sydney where they could see women.

"Mercator," apparently, has a greater credence in the war histories, written in the temperate climate of the post-war cooling-off period, than the direct statements made by Japanese troops when the fur was flying.

As an internee, cut off from the influence of any Australian "myth" viewpoint, my opinions were based entirely on my observations and contacts with Japanese officers, private soldiers, Taiwan clerks and Jap-sen labourers, all of whom expressed the hope that eventually they would land in Australia.

As for the sting in the tail of his letter about Aussies not having a better understanding of Japanese plans, "Mercator" should know that one of the last things an Aussie worries about is international politics or overseas trade.

PHOSPHATES WANTED

NATIONAL Development Minister Fairbairn is reported as saying the search for phosphate deposits in Australia and its Territories was increasing. He added, "phosphate has not been found in Papua". It might still be worthwhile to have a look at the islands in the Purdy group (south-west of Manus). Interesting deposits were found on these islands in old German days, but at the time they were said to be of no commercial value.

With the passing of 50 or 60 years,

improved working machinery, added scientific knowledge and the effluxion of time—for they do say phosphate, like wine, improves with age—it should be an idea worth toying with.

CSIRO would probably come up with something if they were asked and given the chips to do it with. It might also solve the Nauru puzzle as well.

DEATH OF A STRONG MAN

AUSTRALIAN strong man Don Athaldo died on May 24 at his home at Ettalong (NSW). Obituaries

made mention of his early years of ill health and that he was "six times rejected for the AIF". They did not mention, however, that "Tiger" Lyons, as he was known in his early days, was a corporal in a reinforcement to the AN&MEF and was stationed in Rabaul in a Pioneers' unit for some time in World War I. During this time he started what I imagine was his first physical school—he taught the native boys employed in the blacksmith shop (where Tiger was a striker) how to box and develop their muscles. "Tiger" was 70 when he died.

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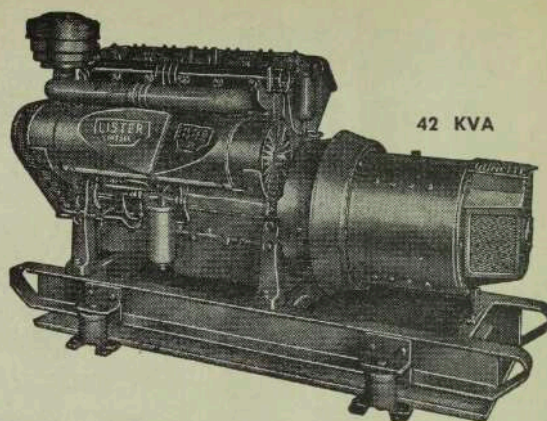
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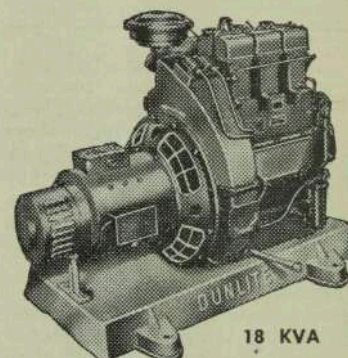
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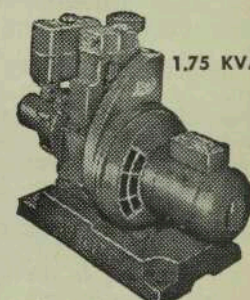
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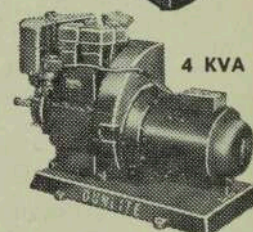
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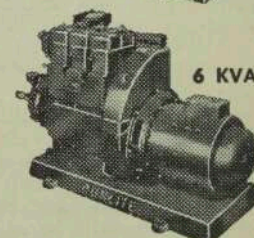
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FRANCE GETS A MOVE ON (No One Knows Why) WITH NOUMEA'S TV

From Fred Dunn, in Noumea

When the French Minister for Information, Mr. Alan Peyrefitte, was in New Caledonia last October, he promised the people of Noumea that they would have television within the next couple of years, and that every effort would be made to have a station operating in time for the South Pacific Games, towards the end of 1966 (PIM, Nov., 1964, p. 63).

THINGS have changed since then, and it is now expected that Noumea will have TV by the end of this year—and possibly by October.

As in France, where there is no commercial TV, Noumea's station will be Government-controlled.

It will be the second TV enterprise to be established in the South Pacific—the first being American Samoa's educational TV station last October.

To get Noumea's station into service, technicians have been rushed from France, and one of the three proposed TV towers has already been erected. (The sites for the three towers are Semaphore Hill, Mt. Olympe in the centre of town, and the former Fort Ouen Toro which dominates Anse Vata Beach.)

New Building

Meanwhile, work is going ahead rapidly with the construction of a new radio and TV station building, and local stores are advertising three brands of TV receivers at prices ranging from 27,000 Pacific francs (135) to double that sum. The receivers may be had on terms.

No one seems to know for sure what the reason is for the sudden haste to get TV into action in Noumea. But the majority party in local politics, the Union Caledonienne, suggested in its roneoed newssheet recently that the French Metropolitan Government wanted the station to be ready for the coming presidential elections.

If this is correct, it will surely make the election propaganda to be put over the world's most expensive, the rush technique now being used to install Noumea's TV station must

be costing French taxpayers a huge fortune.

In its newssheet, the Union Caledonienne bewails the terrific waste of money in installing this "plaything", when many more important projects—schools, hospitals, etc.—are needed.

Noumea's cinema-owners are not looking with a kind eye on the arrival of TV as they know what the small screen has done to the big screen in other countries.

But most local picture-goers will not be able to afford TV sets, and if the TV authorities put on little but culture (and propaganda), then those who have sets will not hesitate to return to the big screen.

At present, it is expected that broadcasting hours will be three per evening, starting at about 7 o'clock.

Because of the mountainous nature of New Caledonia, few areas outside Noumea will receive transmissions.



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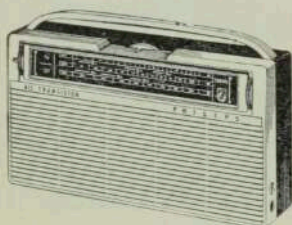
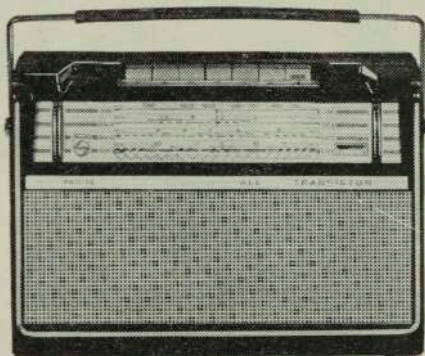
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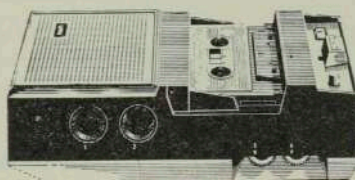
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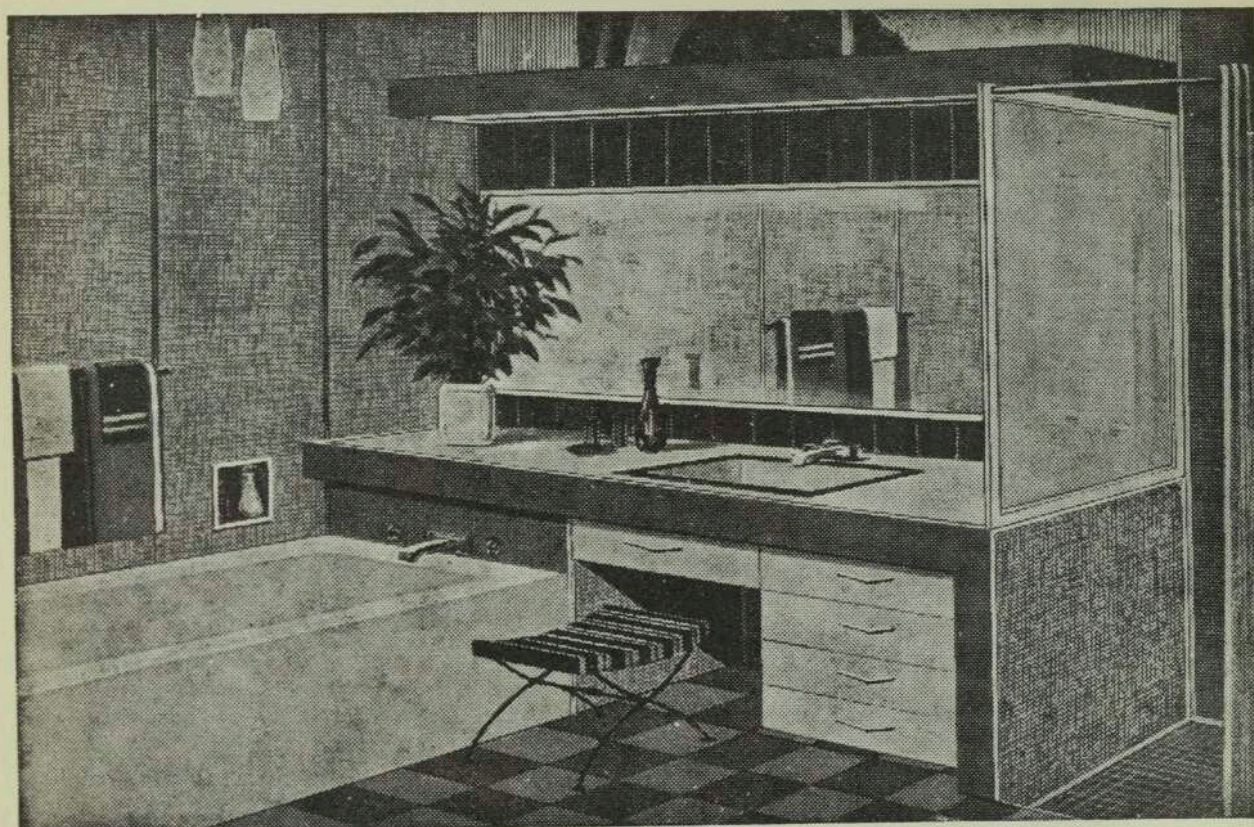
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Lae: Host to the South Seas





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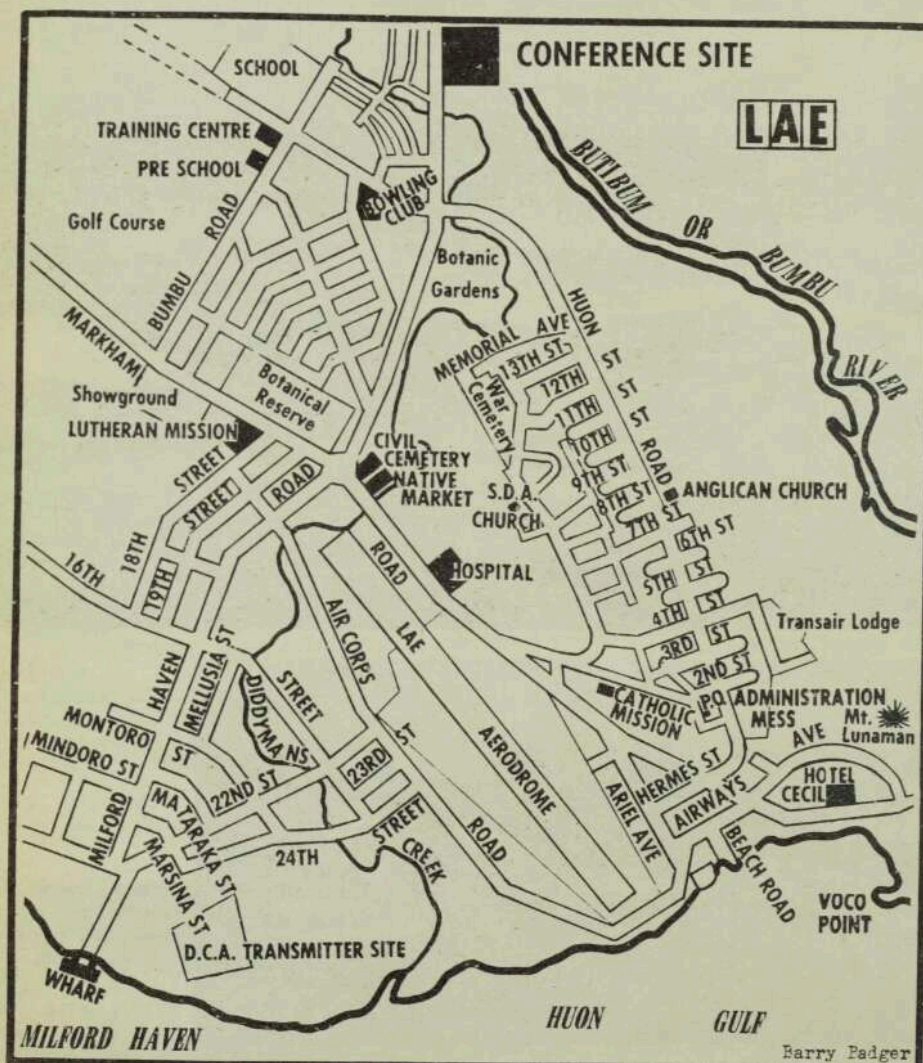
Lae is a garden town.
This is Coronation
Drive, in the business
centre.



Busy Fourth Street
with the new Ad-
ministration offices in
the background.

Photos this page by Lae Camera Shop. Aerial photos previous page by Australian News and Information Bureau.

PAPUA-NEW GUINEA ISSUED THIS STAMP
IN JULY TO COMMEMORATE THE SIXTH
SOUTH PACIFIC CONFERENCE.



LAKE IS THE BUSY CENTRE OF A FASCINATING NEW GUINEA

Visitors from all over the Pacific who will be in Lae, New Guinea, for the Sixth South Pacific Conference in July, will find themselves in the heart of a fascinating Islands territory which has no equal in size or variety anywhere in the South Pacific. The island of New Guinea is the world's largest with the exception of Australia and Greenland, and the eastern half of Papua-New Guinea has a population of more than two million. There is eternal snow on some of New Guinea's mountain tops.

DELEGATES and visitors to the conference at Lae will in most cases be seeing the mainland of New Guinea for the first time, so it is to their advantage that Lae happens to be the most central of all New Guinea towns.

From Lae, roads wind through the great valleys and mountain ranges for hundreds of miles, and daily air services link the town with most other centres, big and small.

It is possible, and most desirable, for visitors to the area to travel to many places by road or air and return the opposite way.

And in a day's travelling visitors can see New Guineans in many stages of development; from the sophisticated of the coastal areas to the primitives of the hinterland.

Lae, the administrative centre for the progressive and fast developing Morobe District, is also the port for one of the other quickly developing and most interesting areas, the Eastern Highlands District, with its headquarters at Goroka, more than 5,500 feet above sea level.

Goroka is a 50 minute flight from Lae in a Douglas DC3 or a day's drive by car.

Before the war Lae was one of two towns which serviced the Morobe goldfields—at Wau, Edie Creek, Bulolo and Bulwa. The other town was Salamaua, 16 miles across Huon Gulf.

Roads out of Lae in those days were practically non-existent, and there was none to Salamaua, although a possible road over the Kuper Range to Wau had been surveyed. However, it is easily seen when one flies over these mountains just what a mammoth task it would have been in pre-war days, especially, to have such a road put through.

Aircraft, instead, were used to supply the goldfields. Guinea Airways, Mandated Airlines and others operated out of Salamaua, and Bulolo Gold Dredging Ltd., in

conjunction with Guinea Airways, developed Lae as a port to receive from overseas ships and dispatch, to Bulolo and later Bulwa by big three engined Junkers many thousands of tons of goods and equipment, including, in all, eight dismantled dredges each weighing 2,000 tons and more. The dredges were put together on the goldfields.

Occupied By Japs

When the Japanese entered the war both Salamaua and Lae fell to the enemy, and each town was occupied for 18 months before being recaptured in September, 1943. During those 18 months Salamaua and Lae were practically destroyed. At Lae only two pre-war buildings were still standing, in part, when the town was won back from the Japanese.

Prior to the war Lae had been named as the future capital of the then Mandated Territory of New Guinea, following the shocking volcanic eruptions at Rabaul in 1937. But very little had been done

about the transfer before the Japanese onslaught.

Army engineers built, in 1944, a serviceable road from Sunshine, where the pre-war Wau road finished, to Labu at the mouth of the great Markham River, on the opposite bank to where Lae is situated. Barges were used to link Lae with the Wau-Labu Road.

This road, the masses of land available for developmental purposes, and the fact that Lae had already been named as the future capital of the Mandated Territory, made Lae the logical choice for the new town.

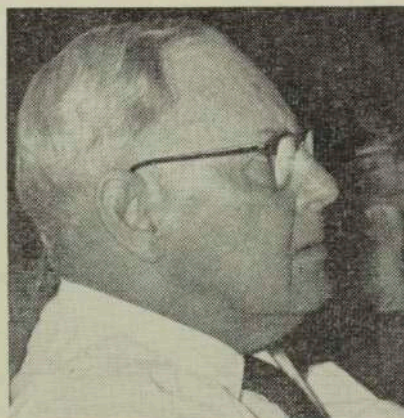
But Lae was never to become the New Guinea capital, because the now Trust Territory of New Guinea was linked with the Australian Territory of Papua, to form what is now the Territory of Papua and New Guinea, with Port Moresby the chosen capital site.

Although Port Moresby has one advantage over Lae—a good harbour—many Lae residents still think Lae should have been made the capital because of its central location, its vast area of available land and good water supply.

The building up of Lae, as in all Territory centres, apart from Port Moresby where a big proportion of funds are spent each year, was slow but sure, and the town today is probably the most attractive and best looked after of all the country's bigger settlements.

Lae is a garden town. Most main roads are tar sealed and lined with trees and beds of multi-coloured lilies. In the centre of the town is the Botanic Gardens which includes the beautiful War Cemetery where nearly 3,000 Australian and allied servicemen rest, a magnificent orchid house and lakes covered with water lilies of many colours.

The Lae Botanic Gardens, developed and cared for by the staff of the Division of Botany of the Department of Forests, covers more



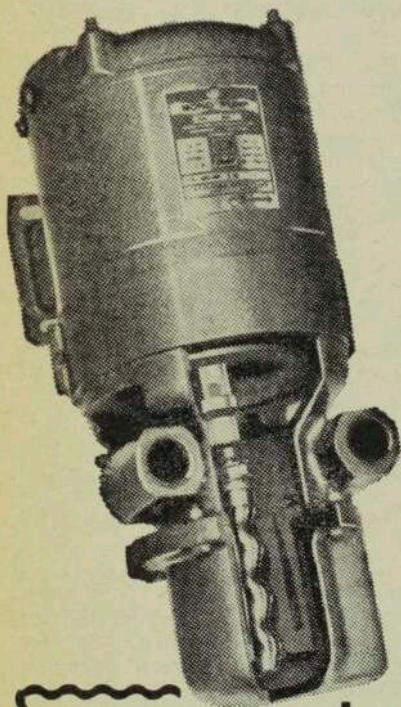
Sir Donald Cleland, Administrator of the Territory of Papua-New Guinea, has held his post since 1952 and will probably retire in the next 12 months.

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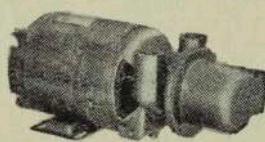
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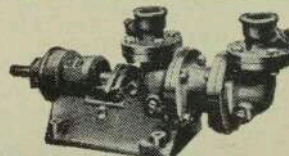


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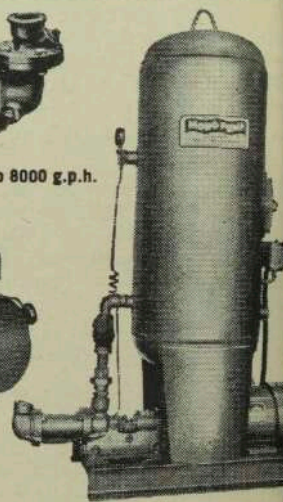
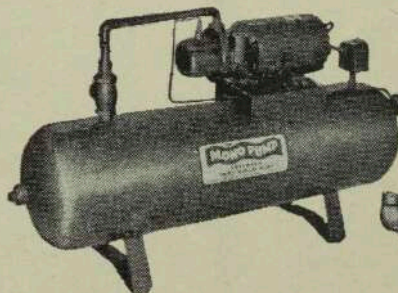
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han 100 acres, and has been described by visiting botanists as the best tropical botanic gardens in the southern hemisphere. Only recently a herbarium, costing £100,000, was opened in the gardens.

Another feature of Lae is its airport, which runs through the town, splitting the business and residential sections from the industrial area. Lae's airport, following recent extensions and improvements, can now take aircraft as big as Electras, but the airlines have not yet seen fit to replace the older Douglas DC6B's with faster and more modern aircraft for the Sydney-New Guinea flights, which terminate at Lae.

Plenty Of Rain

A town with an annual rainfall of about 180 inches, Lae is at all times tropical and attractive. Most kinds of tropical plants grow in abundance and need very little care. Three weeks without water could be classified a drought and the seasons could almost be rated as the wet season and the wetter season. However, a big percentage of this rain falls at night—anything from three to six inches is not uncommon—and most days are sunny and hot.

The wettest months are from May to July. Some miserable days are experienced during this period.

The town, with a population of about 3,000 Europeans and Chinese and about 5,000 New Guineans, has many amenities. It can boast a beautiful golf course which will soon be the first complete 18-hole lay-out

FROM LAE, VISIT THE HIGHLANDS

There is plenty of air or road transport available to the visitors to the Highlands. At right, a planter watches a DC3 take off at Banz. Below, one of the superb views on the road between Banz and Goroka. This Australian Holden is operated by Mr. A. E. Scott, of Tutt Bryant's, Goroka, who can arrange tourist transport.



in the whole of the Territory. And the course has a clubhouse to match the links.

Lae's bowling club has two greens which are in use most afternoons, weekends and sometimes at night. As yet the club has to build a permanent clubhouse.

Rugby League, Soccer and Australian Rules football competitions are conducted within the town, and Lae representative teams participate in inter-town and inter-district competitions. This also covers other sports such as cricket, tennis, golf, hockey, basketball, softball.

Lae Rugby League and Lae Amateur Basketball Associations

have developed their own grounds while there are plenty of grounds for the other sports.

Those who like to play squash are well catered for at the Lae Squash Centre where there are two courts and a filtered swimming pool which are open seven days, and most nights, each week.

Lae Aquatic Club is popular and caters for those interested in sail and motor boating, water skiing and fishing. Those interested in underwater diving and fishing are catered for by the Lae Underwater Fishermen's Club, which explores the coastline.

Visitors to Lae have the choice of the Hotel Cecil and the Transair Lodge to stay at, and within a year or so a new hotel, to be built by Steamships Trading Company at a cost of something like £330,000, will go up right in the business section of the town. A motel is also being planned.

Drinking Habits

Europeans do most of their drinking in the various clubs, and the New Guineans prefer to drink at the Hotel Cecil and the recently-completed Beeps Tavern. A few can drink at the licensed Native Ex-Servicemen's Club.

There are three theatres at Lae. Theatre Lae is situated right in the main business centre, in 4th Street. The Stewart, built in 1963, is situated in the new suburb, Bulae, about a mile from the post office, and the Star Theatre (also used for boxing and other indoor sports) is found in the industrial area. Theatre Lae



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and The Stewart cater for mixed audiences and the Star's patrons are mostly New Guineans.

A variety of stores cater for all tastes.

Lae is also the cultural centre of the Territory. Each September a Festival of Drama is held there and in the not-too-distant future the town will be able to boast a modern Little Theatre, to cost about £20,000.

Lae will be the outlet for a beef cattle industry which is fast developing in the Morobe and Eastern Highlands Districts. Many thousands of acres in the Markham and Ramu Valleys are already carrying big herds, while lesser herds are being raised in the Mumeng, Wau, Lae, Finschhafen and Kainantu sub-districts. The present cattle population—mostly beef—of the Morobe District alone is nearing 14,000.

Wau By Road

In the Eastern Highlands, and in many parts of the Morobe District, village cattle herds, which will play an important role in the future of the industry, are being established. An abattoir is being built at Lae at a cost of about £40,000 and will be operative later this year. The abattoir will process an anticipated 1,000 head of cattle a year for home and export markets. The freezing section will store about 100 carcasses at a time.

An interesting day for visitors to Lae is a drive to Wau and back—about 200 miles. Initially the drive takes in several miles of cocoa plantations, a dairy farm and a lowland coffee plantation in the lower Markham Valley before the Markham River is crossed by bridge.

From then on the road winds through the hills and the odd plantation and native village until the Zenag Plateau is reached. There, New Guinea pioneer and explorer Mr. Mick Leahy has established a mixed farm on something like 200 acres.

Mr. Leahy grows vegetables, runs about 6,000 laying hens and about 1,000 meat birds, ducks, turkeys, pigs and until recently he conducted a dairy which helped to supply Lae and Bulolo with fresh milk and cream.

But following a difference with the Administration he stopped supplying these products and is now putting his milkers to Brahman Cross bulls so that all future calves will be beef producers.

Across the Snake River from

Zenag, Mr. Leahy runs a herd of several hundred beef cattle on his Baiune property.

There are other farmers in the Zenag-Mumeng area, and from the surrounding district native villagers grow a great quantity of vegetables and fruit which mainly is disposed of at the Lae market, some 50 miles away.

Twenty-seven miles from Zenag

is Bulolo, where the visitor can see Bulolo Gold Dredging Company Limited's last dredge in operation. The dredge, on the Wau side of Bulolo, is the last of eight the company has used since 1932 to take from the beds of the Bulolo and Watut Rivers many millions of pounds worth of gold. But now there is little gold left for the dredge to remove economically and soon



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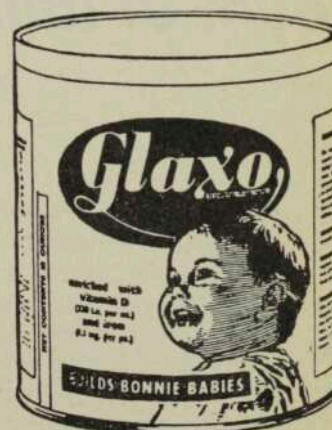
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the dredge's bucket line will turn over for the last time.

Anticipating the coming of such a day, BGD in the early post-war years formed a company with the Commonwealth Government and established a plywood industry in the area. Thousands of acres of mature pine stands were there on the hills bordering the Bulolo Valley just waiting for someone to utilise them.

BGD and the Commonwealth formed Commonwealth New Guinea Timbers Limited, built a mill covering something like 3-1/3 acres and went into production. The mill, one of the most up-to-date in the world, can produce each year 35-million square feet of 3/16th inch plywood, plus quantities of various other sizes.

To ensure that there would be a never-ending supply of pines the Department of Forests introduced a reafforestation scheme and now nurseries and plantations are being established in the Bulolo area and at Wau. An Administration Forestry School at Bulolo is training young New Guineans in all aspects of the industry.

Besides plywood, there are saw-mills at Watut, Bulolo and Wau which cut timber for export, as well as help supply a very demanding local market.

Winding Roads

At Bulolo the visitor can enjoy a short respite at the picturesque Pine Lodge Hotel, built on a ridge overlooking the company-owned part of the town.

From Bulolo the drive is continued to Wau, about 16 miles farther along the Bulolo River, and before the journey is completed the newcomer has a few worrying moments as the road winds around



New Guinea's Highlands towns have a charm of their own. Above is an aerial view of bustling Mt. Hagen, which is quickly challenging Goroka in size. Below is a leafy view in Kainantu, in the mountains just above the Markham Valley.

the cliff face with a sheer drop of some hundreds of feet in places to the swirling boulder-dotted river below.

At Wau there are native-conducted gold claims to be seen along with the workings of New Guinea Gold-fields. New Guinean miners, who are advised and assisted in their work by officers of the Department of Lands, Surveys and Mines, in the last financial year extracted gold worth £81,370 from their diggings. In all the Wau-Bulolo area produced gold worth £648,000 in the same period.

In early 1943 at Wau there was a bloody fight. A Japanese force of about 4,000 men marched on the town after using an old miner's track from Salamaua, a track long for-

gotten by Australia. They by-passed Australian soldiers who had just completed an unsuccessful assault on the village of Mubo, and descended on Wau where no more than 50 Australian soldiers, mostly cooks, medical people and sick and wounded remained. But for some unknown reason the Japs decided to work out a plan to take Wau, instead of just walking in and taking over.

While their plan was being put into effect, more than 370 Dakotas, carrying troops, equipment and supplies, landed on the uphill strip. In all about 3,000 men, of the Australian 17th Brigade, Commandos and Corps troops, piled in.

Soon the Japs were put on the run. They were by this sick and sorry, and soon were also out of food. They became easy prey for the Australian 25 pounders and flights of whispering Beaufighters which cut them down from treetop level. Very few of the invaders returned to Mubo. Instead they fell to the Australians, who, from then on, were in full pursuit of a soon-beaten enemy.

Kainantu

Also at Wau the visitor can call on mixed farms, and it is an ideal place to spend a night, as the climate, at more than 3,000 ft, is exhilarating and most pleasant, especially at night.

The return trip to Lae by road is also agreeable, but after having





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gone up, the easy way back is by aircraft, a flight of 30 minutes. This way many native villages can be seen and it is a further opportunity to have a look at New Guinea's mighty mountains.

The trip by road from Lae to Goroka by way of Kainantu is also worthwhile. Goroka can be reached in a day, and a lunchtime stop at the Kainantu Hotel is recommended.

On this trip the visitor can see for the first seven miles or so the cocoa plantations of the lower Markham Valley. Nine miles up, the Department of Agriculture's Lowland Experimental Station, Bubia, is worth seeing. At this station all lowland crops are experimented with and many acres of ground carry a great variety of crops. Agronomists at Bubia work in close touch with local and outside planters, and help them with their problems.

Wartime Airbase

Further on is the famous wartime airbase at Nadzab, which in 1943/4 housed something like 100,000 servicemen and women and hundreds of aircraft. The main wartime strip is still used and at present extensions and improvements are being made to it. Neptune bombers of the Royal Australian Air Force will probably use Nadzab as an important base one day soon.

And around Nadzab many plantations and farms have been established. Peanuts, and coconuts are grown and beef cattle are being introduced to most properties. Pigs are run on some. At nearby Erap, the Administration Lowland Stock Station is located.

Further along the valley big cattle properties are now in full swing. BGD have developed Leron Plains on the Leron River; at Gusap, R. L. Atkinson and Sons have a big holding; and further on still at Dumpu, in the Ramu Valley, Dumpu Pastoral Company is well established. Up over the hills at Arona another large cattle property is being built up.

Coffee Riches

The climb from the Markham Valley into the Kainantu area is by way of Kassam Pass, where Commonwealth Department of Works engineers are fully occupied on a road project full of hazards and heartbreaks. However, the job is well on its way to completion and even now big trucks are continually thundering along this road to the highlands from Lae, and back again,

carrying stores in and produce out for shipment to overseas markets.

The Kainantu sub-district, like the neighbouring Goroka sub-district, is rich in coffee. Plantations are many. Every village has its coffee.

In early post-war years when the Australians began to settle in the area and plant coffee the practical native people went along with them, and, besides, they helped the Administration in every possible way to build roads to make sure that their produce could make its way to a market.

These roads also permitted agri-

cultural extension officers to travel to the villages with the know-how on bigger and better crops. Last financial year 3,578 tons of coffee were produced in the Eastern Highlands District. Of this 2,053 tons came from the efforts of New Guinean planters. Many of these natives are members of the Highland Farmers and Settlers' Association, a body which has also encouraged and helped the villagers in many ways.

The visitor to the Eastern Highlands will also see other projects which have done well, for here he is in a rich and busy district.

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Mr. R. S. Leydin.

"FORGOTTEN" MAN OF NAURU HAS DONE MUCH FOR NAURUANS

By a Staff Writer

Amid all the publicity over the Nauruan question, among the thousands of words poured into the Australian and New Zealand Press about the efforts of Head Chief Hammer DeRoburt to get a better deal from the Australian Government and the British Phosphate Commissioners for his people, there is one important name that is seldom mentioned.

IT'S that of Reginald Sylvester Leydin, OBE, Administrator of Nauru for more than seven years, and a man to whom the Nauruans owe much, whatever the outcome of the present situation.

Mr. Leydin was among the group of senior Australian Government officials who sat around the Canberra conference table with the Nauruans and their advisers in June.

His knowledge of local affairs and his goodwill towards the Nauruans are items the Nauruans are aware of, for they, anyway, know that it is merely because of a quirk of timing that Mr. Leydin happens to be on the opposite side of the political fence. He just happens to be the instrument of the Australian Government on Nauru at a time when the *mana* of Canberra there is not high.

But his personal popularity has

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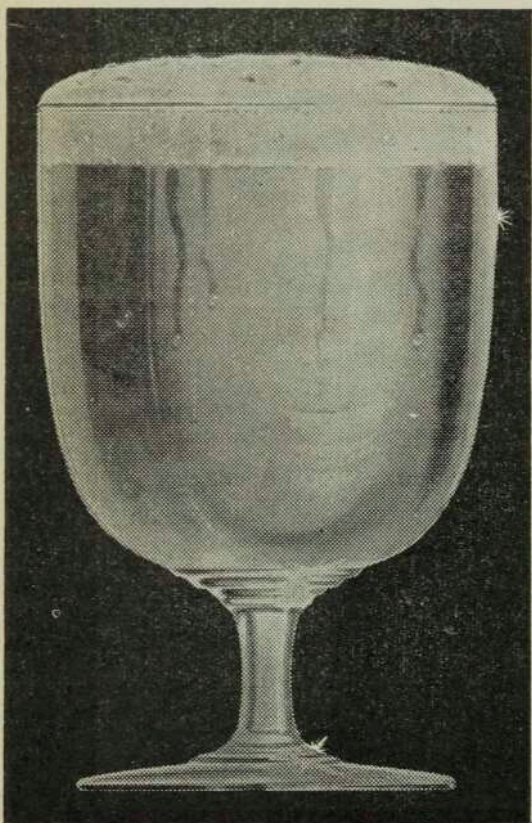
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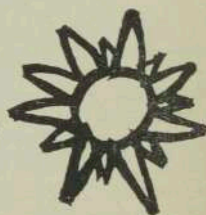
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not waned, nor has his reputation for being an honest, efficient and dedicated Administrator. If anybody else but Mr. Leydin had sat in Government House in Nauru in recent years the political situation today would probably be much stickier than it now is.

Aged 60 last May, Mr. Leydin has been a Government man all his life—and for all his life he has been working in Australia's tropical territories (if one regards Norfolk Island, too, as being tropical).

His longest single spell in the tropics was in Darwin, in Australia's Northern Territory, where he was Town Clerk from 1928 to 1937. After a four-year stint in the RAAF (during which he continued his tropical service, but in New Guinea!) he went back to Darwin, this time as the Territory's Government Secretary.

Spy Incident

It was when he was in this position that he received unexpected plaudits as the man who prevented the wife of Russian spy Petrov from being kidnapped from the country by Russian strong-arm men.

From his Darwin post he was appointed, in 1954, as Administrator of the mid-Pacific phosphate island for the first time. He liked the Nauruans from the first and they liked him.

At this time they had hardly recovered from the war (during which many of them were shipped by the Japs to the Caroline Islands) and he worked hard to put the islanders on a better footing. He concentrated particularly on education and public service organisation.

Meanwhile, his wife put in a lot of effort to break down the social barrier between the Europeans and Nauruans, as it was virtually unheard of then for people of the two races to fraternise socially.

The good relations that the Administration now enjoys with the Nauruans are no doubt due, to a large extent, to Mrs. Leydin's friendly personality, which has brought the people together. But some of the older Nauruans apparently have not completely forgotten or forgiven the social discrimination of the pre-Leydin era, and this may account for some of the difficulties that Mr. Leydin now has to face.

In 1958, following a heart attack, Mr. Leydin moved to the milder climate of Norfolk Island as Administrator—but May, 1962, found him

on Nauru again—where he has since remained.

These last few years have been a period of change on Nauru.

There has been a complete re-organisation of the public service; the powers of the Nauru Council have been extended (the council now controls its own budget and elections, and does not need the Administrator's approval for many of its other actions); the percentage of Australian public servants has been reduced and the Nauruan percentage increased (with an increase in salaries); the Nauruan basic wage has been raised; a Nauruan, the late Raymond Gadabu, was appointed Official Secretary, the top official under the Administrator; and all six magistrates are now Nauruans.

All these developments, coupled with the increase in higher education for Nauruans, have been planned in Mr. Leydin's time to help the Nauruans achieve complete control of their affairs.

Despite their current fight for higher phosphate royalties and for political independence, the Nauruans enjoy many advantages that other Islanders would give their right arms for—such as no taxation, cheap rents and transport, cheap consumer goods, and regular and fast shipping services.

No Financial Worries

They are not plagued with financial worries in the running of the Administration, because the phosphate pays for it. (Out of a total 1963-64 revenue of £919,921, all but £41,000 was provided by the Phosphate Commissioners).

Mr. Leydin probably has not much longer to serve on Nauru before retirement. Although he is not likely to reveal it, the present Nauruan clamour for independence as not made him happy, because he honestly feels the people would be better off on an island of their own near the Australian mainland, or somewhere else where they could have close connections with Australia.

Those who know him suspect he feels that it is *his* fault that they have asked for independence, because he has failed to convince them to follow a different course—a course which he honestly believes is in their best interests.

But the important fact is that his friends, the Nauruans, know him for the dedicated man he is—and in these days of swift-changing winds, no colonial administrator could ask for more than that.

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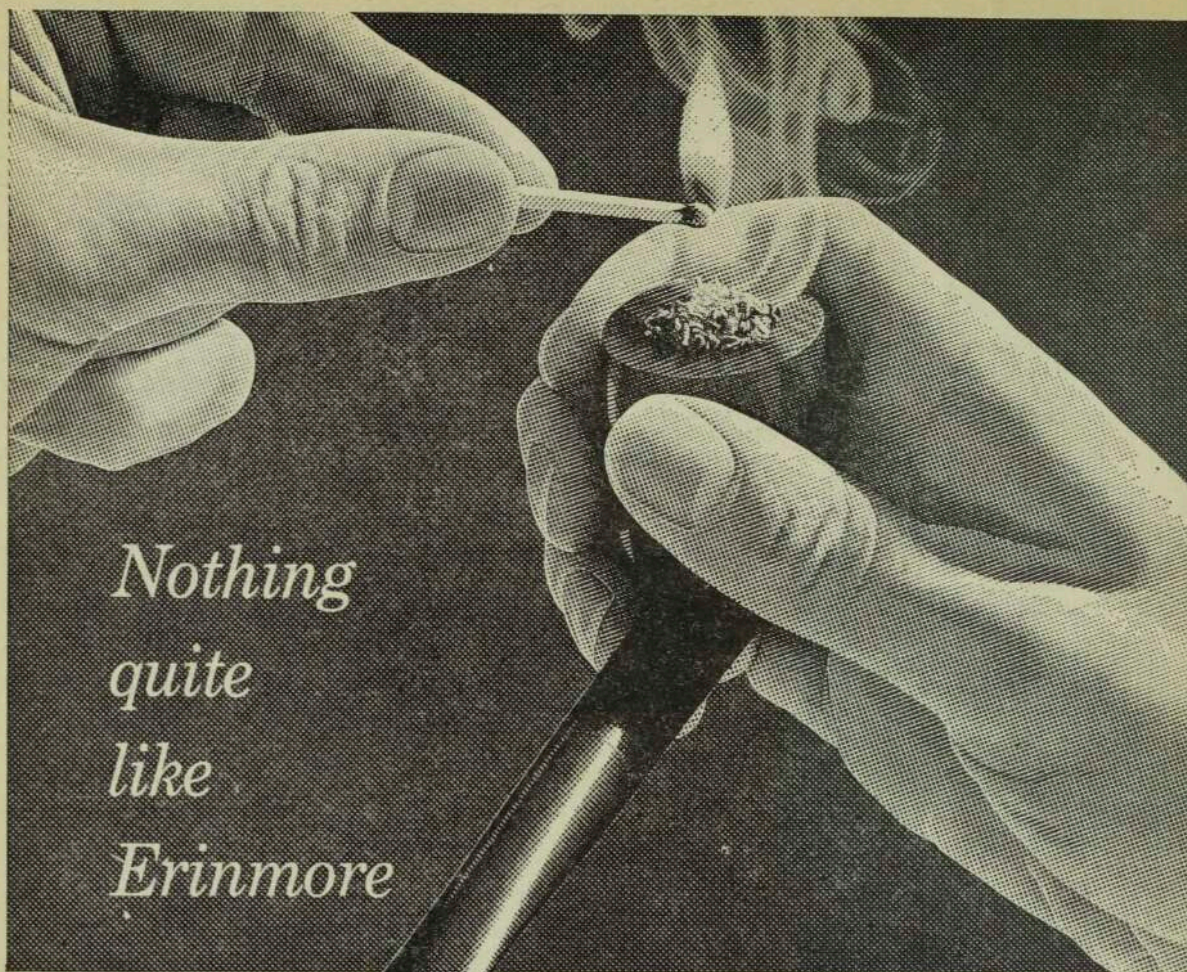
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'Black Disappointment' For Island Eclipse Watchers

From W. H. Percival, on Rarotonga

Heavy cloud formations over Manuae and Rarotonga on May 30, the day of the solar eclipse, brought black disappointment to the scientists of six nations based on Manuae, and relief to parents on Rarotonga.

THE eclipse attracted the largest gathering of solar astronomers ever to observe an eclipse from a single site.

Manuae, their base, is an atoll of 1,524 acres, leased as a copra plantation by the Manuae Development Co-Operative Society.

The atoll's normal population is a score of copra labourers. On May 30, there were also 85 scientists and their assistants from the United Kingdom, New Zealand, Australia, Japan, Russia and the United States.

A post office set up on Manuae during the scientists' visit issued a special 6d stamp depicting a coconut palm and the partly eclipsed sun.

On the day of the eclipse, the skies over Manuae were clear at first, but just before totality occurred a large cloud appeared and spoiled the scientists' efforts. They had hoped to make records of the chromosphere, the structure of the solar surface in relation to the corona, and a photographic search for faint comets near the sun.

Radio Was Successful

All that could be seen were glimpses of the corona through breaks in the cloud. This meant that only a tenth of the optical experiments could be carried out. However, the radio observations, which were unaffected by cloud, were successful; and a few photographs were taken.

The Press and radio had warned Rarotongans, particularly children, of the danger of viewing the eclipse with the naked eye, or through sunglasses or film. It was therefore a relief to many parents when black cloud masses over Rarotonga obscured the phenomenon.

But the cloud cover did not mar the work of the American scientists based on Rarotonga, who fired five Nike-Tomahawk rockets to an altitude of 300,000 feet—175 miles

—into an area close to the zone of eclipse totality. Their object was to measure low energy X-rays from the sun.

The rockets were fired from a base built by the Sandia Corporation of New Mexico on the property of Captain Andy Thompson, well-known Cook Islands skipper, now retired.

The rockets were the solid-propellant, two-stage type. The first stages were Nike-Ajax with 40,000 lb thrust and a flight duration of 3½ seconds, the second stages, Tomahawks with 10,000 lb thrust and a flight time of nine seconds.

The rockets shot into Rarotonga's skies with the velocity of anti-aircraft shells. White vapour trails marked their ascent, and a rumbling sound like distant thunder marked

AIRBORNE SCIENTISTS HAD LONGEST VIEW ON RECORD

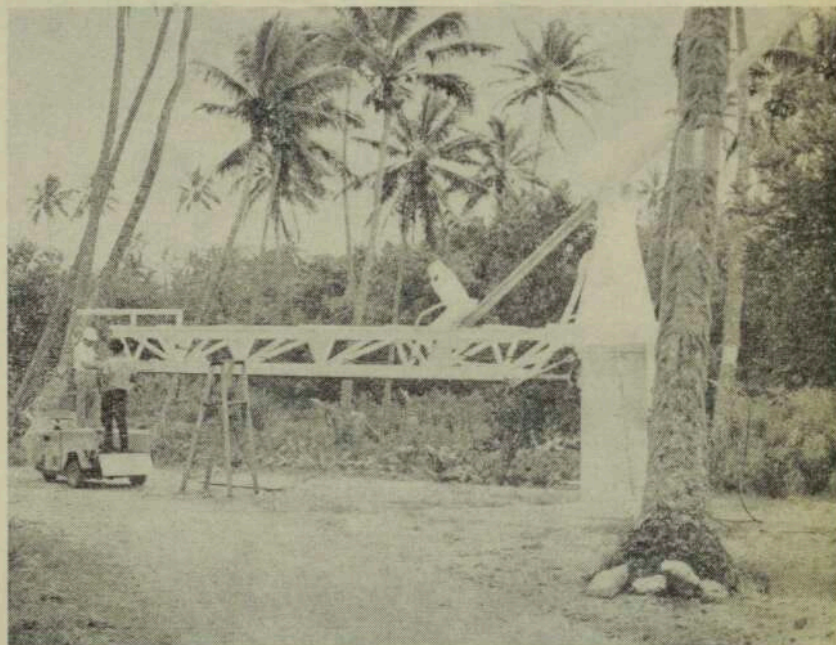
Although observations of the eclipse from Manuae were marred by cloud, a team of 30 scientists who "raced" the eclipse across the South Pacific in an aircraft had the longest and steadiest view of the phenomenon on record.

Dr. M. Bader, leader of the expedition, said the results were "highly successful", reported AAP.

The scientists travelled at 600 miles an hour in a modified Convair 999 which set off from Hawaii. It carried thousands of pounds worth of instruments and spent nine minutes 42 seconds in the shadow of the moon. This was more than double the viewing time for any previous eclipse.

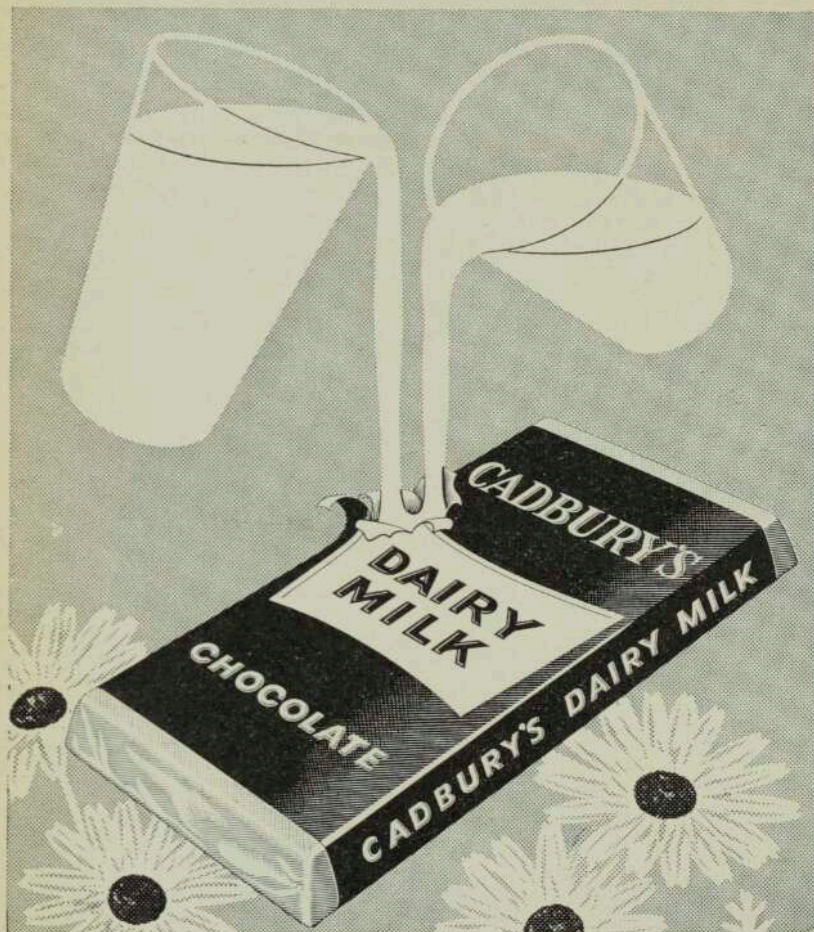
The shadow, about 100 miles across, raced over the Pacific from New Zealand to Peru at 17,000 miles an hour and in less than 10 minutes had outdistanced the plane.

The plane's cabin lights were turned out as a final flash of light came from the sun before the eclipse, and the scientists remained almost motionless to avoid disturbing the balance of the plane and so blurring their photograph time exposures.



This launching pad on Rarotonga was used by American scientists to fire five rockets to an altitude of 175 miles, in two stages. The rockets were suspended from the under part of the arm.—Photo: Van Eijk and Meers.

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the first breaking of the sound barrier.

The white vapour trails appeared as spirals. This effect was caused by contrary winds of high velocity at high altitudes, and it gave many people the false impression that the rockets were spinning off course.

When the first stages dropped towards the Pacific Ocean about two miles out from the reef, they were visible to the naked eye. A few seconds later there followed another loud rumble as the Tomahawk also broke the sound barrier.

The rockets had to be aimed away from the sun so that the first and second stages would fall well clear of the island. Then they were directed straight at the sun by remote control. The nose cone contained intricate apparatus which transmitted information to the control point by radio signals.

The blast-off of the rockets scared nearby livestock. Pigs jumped out of their enclosures and ran wild. As the blasts echoed round the hills, dogs hurtled in all directions, too over-awed to bark. When the eclipse brought premature night, Rarotonga chickens went to roost. Even the noisy mynah birds were silent.

First Class Views

Although clouds obscured the eclipse over Manuae and Rarotonga, two groups of sightseers on the *Moana Roa* and *Tagua* enjoyed first class views.

The *Moana Roa* left Rarotonga on the night before the eclipse with a full booking of cabin and deck passengers to view the eclipse. Double-smoked glasses were provided for the trippers. At 8.20 a.m. Sunday, the start of the eclipse was clearly visible and there was only three-tenths cloud. By 9 a.m. the cloud had increased to seven-tenths and hopes vanished. At 9.20 most of the cloud disappeared and the total eclipse was plainly seen.

Suddenly it was dark—an eerie darkness with an almost supernatural quality. Stars appeared over the black, heaving sea and a sudden frigid wind made the spectators shiver. The corona, the sun's atmosphere which is usually seen as a white light, appeared as a blazing blue and orange halo. One star shone brightly close to the sun.

Three minutes later it was light again, and an intensely bright flash was seen on one side of the dark circle.

Trippers on the *Tagua* viewed the eclipse and saw the rockets pass over from a position 25 miles north-west of Rarotonga.

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JULY, 1965 — PACIFIC ISLANDS MONTHLY

● About 470 miles north-east of Tahiti in French Polynesia are the isolated, depopulated, Marquesas Islands. One of them, in the north of the group, is called Eiao. Its little-known story is told here by an American ecologist, WALTER H. HAMBUECHEN, who visited the island recently under a research grant from the US National Academy of Sciences, National Research Council.

EIAO: WHERE PIGS AND SHEEP FIGHT OVER THE LAST BLADES OF GRASS

There are many lonely islands dotting the expanse of the South Pacific, but none perhaps so remote and forlorn as Eiao in the Marquesas. Formerly habitable, but now deserted and destroyed, Eiao is a striking example of tragic neglect, folly and ecological disaster.

DURING the past century, Eiao has been destroyed as a result of sheep, cattle, pigs and donkeys being allowed to multiply on the island unchecked.

The animals have eaten virtually all the vegetation, and this, in turn, has caused the erosion of most of the topsoil, so that it is now next to impossible to grow anything again.

Eiao lies 70 miles to the north-west of Nukuhiva, the island made famous by Herman Melville in his book *Typee*. The voyage from Nukuhiva is easily made overnight, but the scene greeting the voyager in the dawn is one far removed from the usual concept of a South Seas island.

Grim, barren, black and buff cliffs fall sheer into a murky, foaming ocean which hurls itself relentlessly—unbroken by reefs—against the rocks.

Above the cliffs is a scene of utter desolation. Great black basalt boulders stand as isolated sentries above the gullied and eroded soil. The bleached white skeletons of trees point their bare arms against the sky and others lie broken on the inhospitable ground. Here and there a stunted shrub struggles to survive, while patches of grass are few.

Eiao is about eight miles long by four miles wide, and is the remains

of a blown-out volcano. In form, it resembles an inverted pie dish, cut in half and mashed down the centre.

The island is high, attaining almost 2,000 feet, but the highest portion is an almost continuous ridge facing south-east, and falling very steeply into the ocean below.

Sheltered Anchorage

The opposite coast, facing north-west, is probably the inner remains of the crater, and slopes more gently towards the sea. But directly above the water, it falls off in abrupt cliffs several hundred feet in height. This coast is embayed, and in favourable weather affords sheltered anchorage, but in quite deep water. One of the bays, deeper than the rest, is called Vaituha.

A century and a half ago, Vaituha Bay must have been one of the loveliest places in the Marquesas, or, for that matter, in the Pacific. The walls of the bay rise steeply to almost 1,000 feet, while the head rises more gradually to the far, high ridge.

To call the landing difficult is an understatement. There is a tiny, shingle beach near the mouth of the stream, over which the swell foams without cease.

On the sides of the bay, there

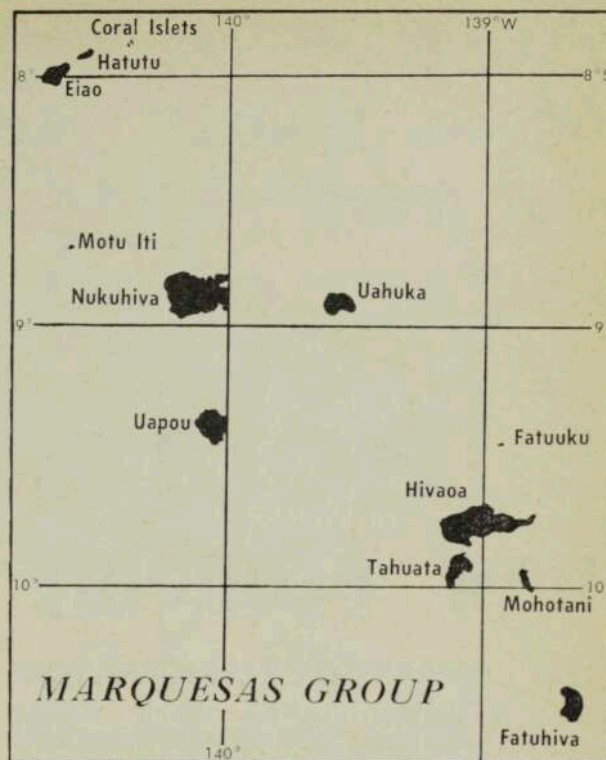
are narrow shelves, and if you are agile, you can land by waiting for the surge to lift the boat to the level of the ledge, then leaping out before the boat drops again. Only on the calmest days can you land on the shingle without danger of the boat being dashed to pieces.

If you can disregard the absence of undergrowth by the stream, the scene is beautiful and romantic. The stream falls ledge after ledge into natural rock basins, carved smoothly over untold centuries. Above, the fronds of coconuts, pandanus, and a few immense *Pisonia* interlace, forming a green and refreshing tunnel—a soothing contrast to the rest of the savage, barren landscape.

Here, in the silence of the little valley, you can easily imagine the old Marquesans bathing in the stream. Testimony of their former presence are the great basalt house platforms or *paepae*.

Eiao, in ancient times, was a centre for the distribution of high-grade, hard stone for the manufacture of adzes and other stone tools.

Long before contact with Europe, it belonged to the people of Nukuhiva, and was settled by them. It is probable that Polynesians lived on Eiao during the rainy years, but during long droughts, which occasionally occur in the northern



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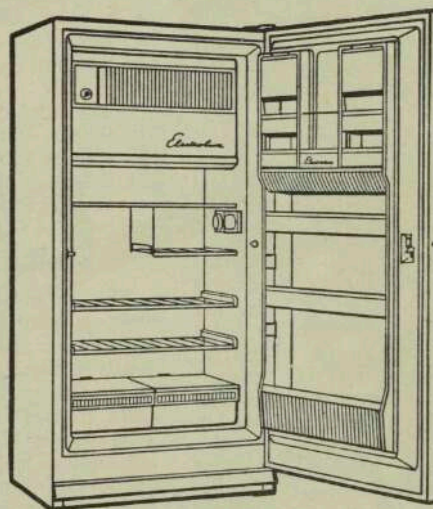
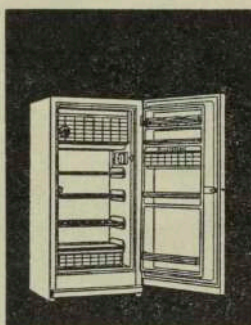
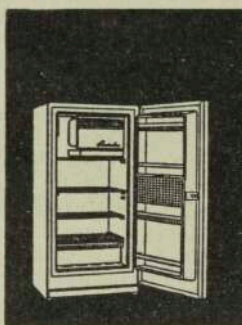
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● Eiao, the forlorn, eroded island in the north of the Marquesas Group, is seen in the top picture from its smaller neighbour, Hatutu. Because Hatutu has no readily accessible water, no animals have been introduced there, and vegetation, especially after rains, covers the whole island. Eiao, by contrast, is always stark and barren. The lower picture shows part of the eroded uplands of Eiao above Vaituha Bay.

Marquesas, the inhabitants probably returned to the higher islands of the south.

From the number of house remains found on the island, it is known that the population was never large. But the little bay of Vaituha, although very steep, must have been well planted, especially near the stream. The remnants of various economic plants indicate this fact.

But even more significant is the description of Eiao given by Captain Joseph Ingraham, an American trading captain, to whom the European discovery of the island in 1791 is attributed.

Ingraham wrote: "The island is about six or seven leagues in circuit; it appears fertile and pleasant to the eye on all sides; but more particularly on the west and north-west sides, which are well-wooded and have many fine groves of coconut trees".

No People

Captain Ingraham sailed away without landing because of the rough seas. He saw some houses, but no people, so his visit probably took place when the inhabitants had returned to their native island.

There were still no people on Eiao when Lieutenant Richard Hergest and the astronomer John Gooch landed there from HMS *Daedalus* in the following year, but Hergest reported finding coconut trees and excellent water in Vaituha.

Little is known of Eiao's history during the next 60 or 70 years, but no doubt the Nukuhivans and parties from other islands visited and occupied it from time to time. They probably continued to plant it, and so the vegetation prospered.

Then, around 1870, an American planter, John Hart, introduced sheep to the island, and it was not long before the weathering and eroding of Eiao's grass-covered upper slopes began.

Hart apparently obtained the sheep from Nukuhiva, where he had some large holdings.

But it seems that he was not



responsible for bringing them to the Marquesas, for C. J. Lambert, an English visitor to Hart's plantations on Nukuhiva in 1881, recorded that although sheep, goats, pigs, fowls and cattle were running wild all over that island, no one seemed to know where the sheep and cattle had come from. Lambert added, however, that the animals had "very likely" come from Mexico.

Anyway, there is no doubt that Hart introduced the sheep to Eiao, as Bob McKittrick, a well-known trader, who still lives at Taiohae Bay, Nukuhiva, once saw some memoranda written by Hart on his ventures in the Marquesas, and he distinctly recalls that these notes mentioned the introduction of the sheep. (The notes, by the way, were then in the possession of a trader

called McGrath, but their present location is unknown).

It is not certain how long Hart's sheep-raising venture on Eiao lasted, but after it was abandoned, the sheep were left to multiply unchecked—there being nobody to slaughter them, and no animals to prey on them. By the turn of the century, their numbers had reached 10,000.

It was not long before they were "eating themselves out of house and home". This process was further aided later by the introduction of cattle, horses, donkeys, and pigs.

It was impossible for the vegetation to withstand their onslaught, particularly because the island has regular dry seasons, and occasionally suffers droughts.

McKittrick says that in 1916 there

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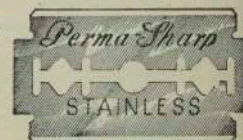
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ere 3,000 sheep in the Vaituha valley alone—this being the only permanent source of water.

It was in this year that a man named Verhag, of Papeete, was given lease of Eiao to butcher sheep for the Tahiti market. But lack of shipping and other complications doomed the venture to failure.

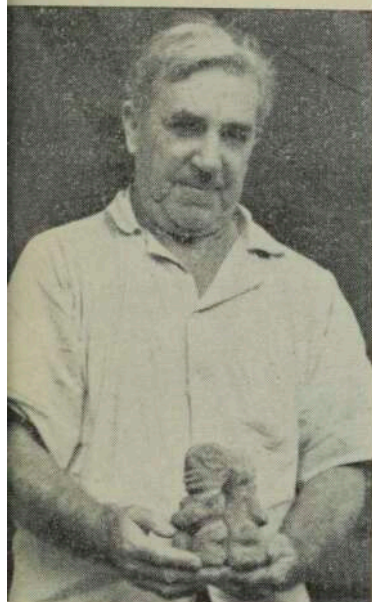
Eiao then became a penal settlement and Marquesas criminals were sent there to serve their sentences. Naturally, they killed a few sheep and pigs, but not nearly enough to save the island's vegetation.

In 1927, a Frenchman named Osan leased the island for coconut planting. Cattle were also introduced around this time.

By then, the estimated number of sheep on the island was 6,000, and the island was looking like a desert, with hardly a single tree or blade of grass had a chance of escaping the angry thousands.

Osan's labourers planted most of the plateau with coconuts, but the sheep immediately attacked the trees. Osan therefore asked the French administration for permission to kill the sheep, but this was refused. In desperation, he put up miles and miles of barbed wire to keep them out; and although this proved successful, his venture failed, like the previous one, because of shipping difficulties.

Although much of Osan's barbed



McKittrick, the Nukuhiva trader, who provided some of the details about Eiao's sheep. He is holding a couple of Marquesan tikis.

When Absinthe Makes The Heart Grow Fonder

For days around Noumea's docks recently, the air was heavy with the perfume of aniseed. Old-timers in the neighbourhood raised their heads and sniffed like retriever hounds. A furtive tear or two might have been shed.

The Noumea Customs men had seized 1,600 flasks of aniseed essence and had poured it down the Customs House sink . . . and into the gutter. The seizure was made aboard a Messageries Maritimes liner which had just arrived from France. It is generally supposed that the aniseed was destined to be clandestinely sold in Noumea.

Aniseed concentrate is used for making a broken-down type of absinthe sold in France under various trade names such as "Pastis", "Pernod", etc. It is a

national beverage in France. But its importation into New Caledonia has been forbidden for some years.

When taken in excess, the drink seems to induce temporary madness; and when it was freely available in New Caledonia, there were many incidents. The New Caledonian natives, who procured it (illegally), drank it raw.

The flasks seized recently had an alcohol content of about 45 per cent. There has always been a "discreet" traffic in this product in New Caledonia, but this time someone wanted to hit the jackpot.

The nominal value of each flask seized would be about 500 Pacific francs (£2/10/-). But sold as it was intended to be by the would-be traffickers, the price would be anybody's guess.

Even at 500 francs, though, 1,600 flasks would represent a nice sum . . . £4,000.—FRED DUNN.

wire is still in place today, the sheep have breached it, and they now reign supreme over what is left of the vegetation.

These sheep have adapted themselves to climb like goats to get to the last remaining plants, but these are so few, that the sheep are dying from starvation.

Meanwhile, the cattle introduced about 1927 have all died through lack of grass and their inability to get to water in the steep Vaituha Valley; and the donkeys have dwindled to about five head. These five, in their struggle to survive, are eating the bark of the few remaining trees, girdling them, and killing them.

Savage Predators

As for the pigs, they have become savage predators. They hunt stray sheep and lambs in bands, run them down, bring them to the ground by breaking their legs with their powerful jaws, and then devour them.

The pigs are vicious, razor-backed, red and black creatures. They subsist on whatever they can find—pandanus seeds, candlenuts, roots, bark, and occasional fruit from the nono tree. Their special habitat is the Orituha canyon, a long, winding former stream canyon, now barren and dry because the life-giving, water-holding topsoil on its watershed was washed

and blown away after its plant life was destroyed.

Orituha resembles a canyon in the desert country of Arizona.

In contrast to the barrenness of Orituha and other parts of Eiao is the small island of Hatutu (three miles long by less than one wide), which is separated from Eiao by a channel three miles wide.

Because no readily accessible water exists on this island, no animals have been introduced, and almost no economic plants are to be found.

But other plants grow in every nook and cranny of Hatutu's 1,400 ft high plateau, and cling to the steepest places on the wild, high coast. After rains, Hatutu is a picture of green—emerald green—bursting with vigorous plants growing in soils that attain over 20 inches in depth. On barren Eiao, on the other hand, few places have even one inch of topsoil.

The contrast between the two islands is dramatic proof of what foraging animals can do if they are not controlled. The sum of their destruction and official indifference adds up to the total economic loss of an island, which, before the introduction of the sheep and other animals could undoubtedly have supported more than 1,000 people, especially with the addition of modern water storage facilities.

Today, it is doubtful if Eiao could support even one family.



A Piece Of The Pacific In The Mid-Indian Ocean

The two photographs reproduced on these pages may have a familiar Pacific appearance at first glance, but they were, in fact, taken on the Cocos (Keeling) Islands in the Indian Ocean.

THE pictures were sent to us by Ken Mullen, a former *PIM* correspondent and cable station operator on Norfolk Island, who is now employed at the Cocos cable station.

The Cocos (Keeling) Islands, Ken writes, consist of two atolls of 27 small coral islands with a total area of five square miles.

They lie 1,700 miles north-west from Perth, Western Australia, and 600 miles south of the Indonesian islands of Java and Sumatra.

Discovered in 1609 by Captain William Keeling of the East India Company, they came under various administrations before being accepted by Australia in 1955.

They were uninhabited until 1826 when Alexander Hare, an Englishman, and John Clunies Ross, a Scotsman, settled there with several boat-loads of Malayan men and women.

After five years, Hare left Cocos entirely to Clunies Ross who soon established plantations and built up a thriving trade in copra, oil and nuts with Singapore.

Clunies Ross ruled his followers as a benevolent patriarch but he was shrewd enough to realise that he had need of a more substantial backing for his small but beautiful empire.

Support came in 1857 when the islands were annexed by the British Crown and formally declared part of the Dominions.

In 1886, Queen Victoria granted the land comprised in the islands to John Clunies Ross in perpetuity.

Succeeding heads of the family enjoyed semi-official status as resident magistrate and representative of the British Government.

Australian Territory

But when the islands became Australian territory in 1955, their administration became the responsibility of the Minister for Territories and an Official Representative was appointed to take charge of the local administration. This representative is now Mr. C. J. Buffett, a Norfolk Islander.

In 1910, Cocos Island became a key point in the world submarine cable network through the opening of a relay station there linking South Africa, Batavia and Australia.

This relay station attracted the attention of the enemy in both world wars.

In 1914, the German cruiser *Emden* landed a party with orders to destroy the station. But the plan

● A Cocos Islander casts a net in the shallows—in typical South Pacific fashion.

was abandoned when the Australian cruiser *Sydney* providentially appeared on the scene and put the *Emden* out of action in a short engagement.

In World War II, an attempt to destroy the cable station failed closer to success when a unit of the Japanese Navy opened fire on the station at a close range of 8 p.m. on March 1942.

A direct hit at one end of the cable office damaged the roof, causing part of the office to collapse, scattered many of the delicate instruments. But there was no serious damage, and the cable station continued to function for the rest of the war, although the Japanese believed it had been destroyed.

In 1945, thousands of coconut palms on West Island, the *Isle of Motu*, were destroyed to enable an airfield for the Royal Air Force to be built.

This airport is today used by Qantas and South African Airlines on their weekly services across the Indian Ocean, and West Island is the home of most of the European residents of Cocos.

However, the two airlines are expected to abandon calls at Cocos in the early next year when improved facilities at Mauritius and other islands will make it possible for Boeing 707s to make the long haul between points non-stop.

It appears, though, that the Cocos airport will not be abandoned.

ans were recently announced for series of joint Anglo-American communications bases on islands in the Indian Ocean, including Cocos.

Meanwhile, life for the 500 Cocos Islanders of Malayan descent is still much as it was in the time of the original Clunies Ross, as they live apart from the West Island Europeans—on Home Island, some six miles across the lagoon. Home Island is the centre of the Clunies Ross estate.

Visits by Europeans to Home Island are by invitation only and provides maximum privacy for the islanders.

They sail to neighbouring islands to gather coconuts for copra in teak boats called *jukongs* or *djukongs*, with red, blue or striped sails.

These boats make a brave showing as they scud over the green waters of the lagoon.

"The Cocos Islanders", as the island's wartime military administrator once wrote, "have a keen sense of humor and a solid Scotsman's bit of industry and pride of craftsmanship grafted upon the natural courtesy and charm of manner common to all races of the Malay Archipelago."

They appear to lead untroubled lives in an environment that has no parallel on earth. But with the constant trouble in the north, it remains to be seen whether this will always be so.



to Cocos Islanders, father and son, on a copra-gathering expedition.



Dr. Anders.

A Brett Hilder Profile

A MAN OF FEW WORDS

DR. JOSEPH OTTO ANDERS is Rabaul's only private dentist at present. He studied dentistry at Bonn, Berlin, Vienna and Leipzig, where he was granted his Doctorate. (It was not a Doctorate of Music.)

"ANDY" was born at Cologne, "sometime before 1939", when he migrated to Australia and practised in partnership there.

In 1948, he joined the New Guinea Administration as a Dental Officer, and worked in many parts of the Territory. He left the service in 1952 to enter private practice in Rabaul.

In 1955, he married Miss Elva Eaborn at Brisbane. On returning to Rabaul he took up land in the Kokopo district, having it cleared and planted with 60,000 cocoa trees. This is now known as Wairiki Plantation, and Andy, who is not a talkative person, concedes that his "cacao is now in satisfactory bearing."— **Brett Hilder.**

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Yesterday



In July, 1945, with VJ-Day only a matter of weeks away, Japan was being heavily bombarded by two US naval forces, supported by more than 1,000 carrier-based planes; troops of the Australian Seventh Division were establishing a beach-head at Balikpapan, the important Borneo oil port; and troops of the Australian Sixth Division were mopping up the Japanese in the Prince Alexander Ranges, overlooking Wewak, New Guinea.

● Lae, New Guinea, site of the Sixth South Pacific Conference this month, was nothing much to look at when this picture of it appeared in PIM in February, 1931. The wharf shown had just been built for the Bulolo Gold Dredging Co., and a railway line was being built from the wharf to the aerodrome, half a mile away.

MEANWHILE, a conference in San Francisco had mapped out detailed plans for the establishment of the United Nations.

Among other items in PIM for July, 1945, was the news that Mr. A. W. G. H. Grantham, Governor of Fiji, had been knighted in the King's Birthday honours. The knighthood had been expected since his arrival in Fiji from Nigeria earlier in the year.

The Fiji Defence Regulations dealing with the sale of liquor were changed to allow hotels to sell alcoholic liquor by the bottle, except to members of the armed forces. Under the previous regulation it was possible to buy liquor in hotels only by the glass. Hotels in many parts of the Colony reverted to the pre-war trading hours of 10 a.m. to 10 p.m.

Australia's Minister for Territories, Mr. E. J. Ward, had outlined plans for a new deal for the native people of Papua and New Guinea. A new Native Labour Ordinance proposed by Mr. Ward provided, among other things, for a 44-hour working week, the elimination of the indenture system and of professional recruiters, a limit on the number of natives who could be taken from any village for employment, and the raising of the minimum wage from 5/- to 15/- a month.

A Cook Islands Native Medical Practitioner, Manea Tamarua, performed an emergency operation at Mangaia on a native whose life could only be saved by that last resource. The operation was successful. The practitioner was the first since the NMP system was instituted to attempt on such an isolated island, a task that would seem hazardous, even to a European in a fully-equipped hospital. (Dr. Tamarua is now

officer in charge of the Cook Islands Sanatorium at Arorangi, Rarotonga. He is also deputy leader of the Cook Islands Party and Leader of Government Business).

The story was revealed of two men and a woman, all of the United States Army, who lived for six weeks in a previously unknown (to Europeans) valley in the Oranje Mountains of Dutch New Guinea after their plane crashed there on May 13, 1945. When radio communication was established between the castaways and their base, the first message sent by the woman in the party was: "Send me some pants—any kind". The woman was Corporal Margaret Hastings of the US Women's Army Corps.

Information from various parts of the Western Pacific indicated that trochus shell beds had benefited from the spell they had had since the Japanese invasion of the Pacific.

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THE MONTH'S NEW READING

Hilarious, Earthy Account Of Life In The Cook Is.

Among the 66 candidates who contested the 22 seats in the recent Legislative Assembly elections in the Cook Islands was one, Robert Julian Dashwood, 66, whom a New Zealand journalist described last year as a lean, knobby, eccentric Englishman "with an impeccable accent, a nimble mind, and an uncontrollable urge to shock the rest of the world."

R. DASHWOOD was the only European to be elected in the assembly poll—beating his Polynesian opponent in the Mauke electorate by 197 votes to 43. He has been made a member of the Cook Islands Executive Committee (Cabinet).

Mr. Dashwood has lived on Mauke, an island of 4½ square miles, 150 miles north-east of Rarotonga, since the late 1930's.

He went there as a £25-a-month branch manager for a Rarotonga trading firm after a varied career, which, according to his own accounts, included studying for the ministry, serving as a midshipman in the Royal Navy and reaching the rank of lieutenant in the Royal Air Force during World War I, representing a motor firm in the north of England, working as a schoolteacher in Constantinople, farming in South Africa, rubber-planting in Malaya, and running a school of applied psychology in Australia.

According to his self-supplied biography in the *Pacific Islands Year Book and Who's Who*, he has been decorated with the Greek Order for Valour N class, which sounds rather like the sort of decoration the Greeks would award to the Duke of Plaza Toro.

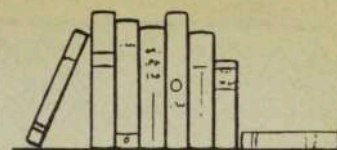
Correspondent

Anyway, there is no doubt that Mr. Dashwood has lived in the Cook Islands since the 1930's, as in those days—under the pseudonym Julian Hillas—he used to act as PIM's correspondent, and we have his stories on file to prove it!

However, Mr. Dashwood eventually found that collecting shells and selling them to conchologists throughout the world was far more profitable than writing, and little has been seen from his pen for the last 25 years or so.

Now, at last, Mr. Dashwood—still writing as Julian Hillas—has broken the long drought with an earthy, light-hearted and often hilarious account of his life in the Cook Islands.

The book was originally published in the United States under the title



Australia's Defence Surveyed

"Australia's Defence", by Dr. T. B. Millar, of the Australian National University, Canberra, is a clearly-written handbook for laymen on all aspects of Australia's defence commitments and problems—and with the pressures on Australia from South-East Asia and Indonesia it couldn't have come at a better time. Dr. Millar believes there should be more public discussion in Australia on the country's defence planning.

Dr. Millar enlarges on the view he has expressed publicly at lectures in recent months—that Indonesia must be presumed to be a potential threat to the security of Papua-New Guinea and thus to Australia. But he warns that while P-NG's defence must be ensured, Australia must discourage any antagonism by New Guineans towards West New Guinea or Indonesia.

(AUSTRALIA'S DEFENCE. Melbourne University Press. 20/- paper-bound, 35/- cloth.)

Today Is Forever. But the English version, which is the only one we have seen, and which we understand has been much edited and abbreviated, is called *South Seas Paradise* (erk!).

South Seas Paradise begins in Sydney in 1930, where the author, with an incompatible wife in tow called Winifred, was on his beams ends, and one of more than 100,000 unemployed.

A silent movie, *White Shadows in the South Seas*, moved him to sell his last remaining asset, a decrepit car, and buy a steamer ticket to Tahiti.

When the steamer sailed, Winifred was left behind, and Dashwood decided to "remedy a lack of appreciation shown by the war office some years previously" by adopting the rank of captain.

On reaching Rarotonga, he met an old friend, James Carfax-Foster (now

A WORTHWHILE DO-IT-YOURSELF

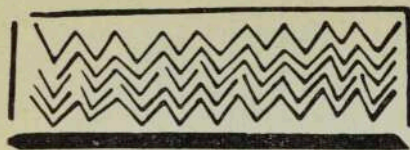
The Reader's Digest Association of Sydney and Wellington has developed lately a substantial business in book publishing, quite apart from its magazine activities.

Its latest Australian book is a handsome 500-page "Do-It-yourself Manual," written specially for Australian and New Zealand conditions, and which is the rare distinction of being deserving of most of the high praise the Association's own publicity staff are currently lavishing on it. This manual is available through regular retail outlets.

Whether the problem is painting or plumbing, building or bricklaying, fencing or furniture making, roofing or rockery mending, this extraordinarily well illustrated manual really does supply the answer.

All handymen and not-so-handymen will have nothing but admiration for it. Plantation managers should find it a worthwhile investment, for the detailed drawings are large enough and clear enough to be followed by the carpenter boy whose reading ability is not so hot. Definitely commended.

(THE READER'S DIGEST DO-IT-YOURSELF MANUAL. £5/4/6).



AUSTRALIA'S OFF-SHORE ISLANDS

of Fiji), whom he had last seen in Constantinople "organising a football game on the floor of a night club and insisting that the White Russian hostess take part."

Carfax-Foster invited him to visit a plantation he was running at the far end of the island, and Dashwood wound up running the place himself instead of going to Tahiti. His self-adopted captain's rank helped him to bluff officialdom into permitting him to stay.

He subsequently made a living by trapping rats and collecting a bounty from the Administration—delivering the rats whole, and very dead, when officialdom refused to accept only their tails; and by serving in a Rarotonga store.

Then he spent an idyllic year on Rakahanga atoll in the Northern Cooks—a place where "today is forever, and tomorrow never comes", and where he wrote a novel called *I Know An Island*, which is his only other published book.

In Rakahanga, the author married a Polynesian girl—Winifred having divorced him, presumably for desertion; but wife No. 2 got divorced herself after Dashwood found her in bed with someone else; and the author eventually married a third time after his third wife's Polynesian grandmother found him in bed with the girl.

Rabelaisian

The Dashwoodian descriptions of the dereliction of wife No. 2 and of the author's premarital adventures with wife No. 3 are among the more Rabelaisian episodes in *South Seas Paradise*. But also high on the list is the author's account of his highly profitable life as a "pox doctor's clerk" during a visit to Tahiti in the 'thirties.

Another highlight—a cruel one—is a side-splitting account of the visit to Mauke during the war of New Zealand's vice-regal pair, Lord and Lady Galway.

Throughout the book are many acute observations on Polynesian life as the author sees it and some brilliant pearls of Dashwoodian philosophy, which clearly explain how the author has managed to live where he has all these years and to enjoy every minute of it.—RL.

(SOUTH SEAS PARADISE. Robert Hale Ltd., London, 26/6).

Australia is a continent, everyone knows that. It also has countless off-shore islands ranging in size and usefulness from Tasmania to those like the Monte Bello Islands off the Western Australian coast which were used for some of Britain's first nuclear experiments. Bill Beatty writes about most of these outliers of Australia in a new book, *Next Door to Paradise*.

ALTHOUGH his publishers have fallen for the out-worn idea that any book about islands must have "Paradise" somewhere in its title, some of the places that Beatty describes scarcely qualify. As, for example, the Monte Bello and the Houtman Albrolhos group, off Western Australia, which have a background of murder and mutiny, shipwreck and disaster dating right back to the days of the Dutch East India Company.

It was on one of the Albrolhos that the Dutch ship *Batavia* ran aground in 1628, to be followed by

the mutiny of the crew and slaughter of over 100 men and women for the sake of the treasure she carried.

The mutineers were eventually brought to justice, but before coins and valuables could be removed from *Batavia* she slipped from the reef on which she was perched, broke in two and sank, carrying her treasure with her. Skindivers relocated the wreck and some of the treasure in 1963.

These isolated, uninhabited islands swarm with seabirds and some carry large numbers of Australian mainland animals, including wallabies.

Beatty writes also of Cockatoo Island, the 10 square mile, rugged hunk of iron-ore in Yampi Sound on the far north-west coast of Western Australia. It is an industrial phenomenon hardly a paradise, in the conventional use of the term.

There is little soil on Cockatoo but 500 people live and work there the remote island in a township of modern homes that have all the conveniences, ocean views down Yampi Sound but problems with fresh water, much of which has to be backhauled to the island in the ore ships. The weather is glorious from May to October and like hell with humidity for the rest of the year.

Nauru

However, Australia's off-shore islands are not all coral rocks, burning iron-ore. The islands of the Torres Strait and the Barrier Islands are as delightful as any in the publicised regions of the Pacific. Beatty also has something to say about Norfolk Island, Lord Howe and although it can't by any stretch of the imagination be called an off-shore island, Nauru.

The short chapter on Nauru is evidently written before the Nauruans had turned down the idea of migrating en masse to Curtis Island off the Queensland coast and the author is one of those who does not have stars in his eyes when he

AUSSIE ENGLISH AS SHE'S SPOKE

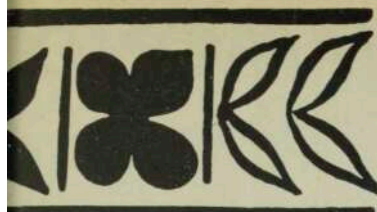
Although few of the literary experts expected John O'Grady (Nino Culotta) to keep up the standard of *They're a Weird Mob*, that hilarious epic of Australia's impact on a New Australian, the fantastic sale of subsequent O'Grady books has proved them poor forecasters.

Aussie English, the latest from the O'Grady production-line, keeps up the good work of providing Australians with a good laugh at themselves; and giving foreigners some sort of insight into the weirdness of the Australian culture, or way of life.

The small book goes through the Australian alphabet from A (for Acid—i.e. "to put the acid on") to Z (for Zac—a small coin—otherwise known as sixpence—as used in "not worth a zack").

Although this takes no more than 104 pages, the book comes in a hard cover and sells at 19/6—which, we seem to remember, is somewhat higher in price than the original edition of the much larger *Weird Mob*.

(AUSSIE ENGLISH. An Explanation of the Australian Idiom. Ure Smith.)



the Nauruans' nationalistic ambitions.

On the question of their demand for sovereignty on Curtis, he says, the idea that Australia should create a sovereign nation with a population no bigger than that of a country town, on an island within sight of the mainland, is preposterous . . . The Nauruans will have the right to manage their local affairs. For the rest, they should be grateful for what is being offered them. Many derelict mining communities in Australia would have been glad to be treated half so well."

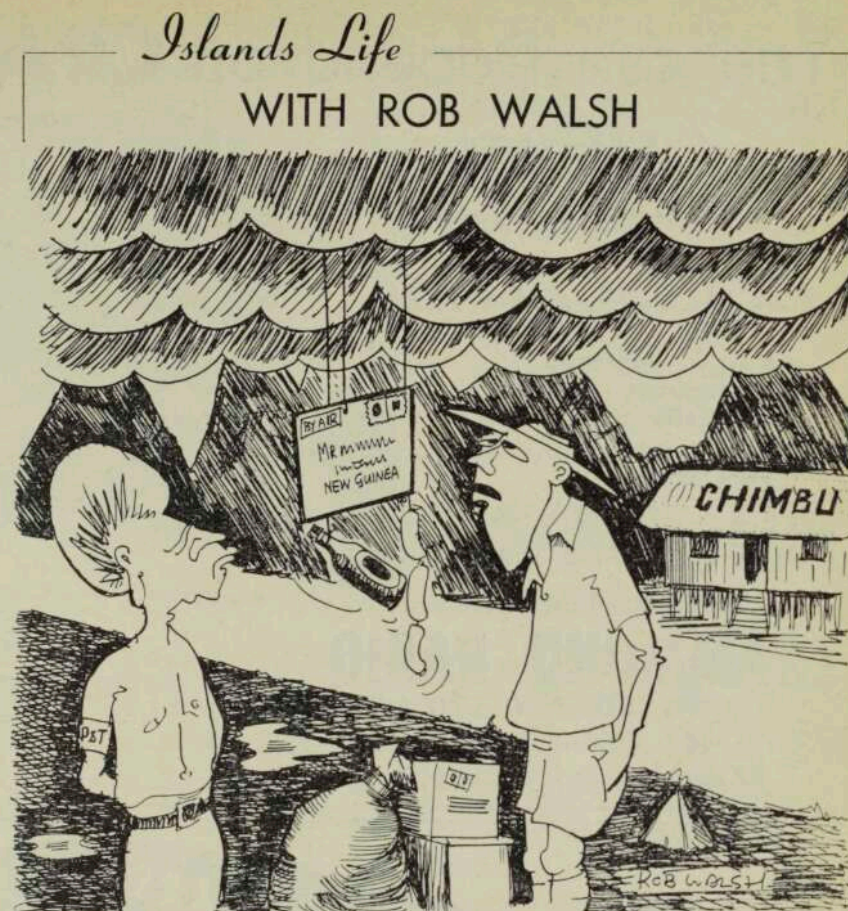
Bill Beatty has specialised in unearthing the odd and unusual in the Australian scene and what he has to say about the islands off the continent will give Australians new insights on places they have taken for granted; and provide interesting reading for non-Australians.—JT.

NEXT DOOR TO PARADISE. Cassell.

OFF-SHORE FORMOSA

Taiwan—or Formosa—is also a Pacific Island, when it is not being off-shore Chinese island and part of Asia. For the past century it has been the mission field of Canadian and other British Presbyterians, and "Angel at Her Shoulder", by Kenneth L. Wilson, is the story of the island, the mission and of Jim Dickson who earned her name of Typhoon Lil the hard way.

L and her husband, Jim Dickson, arrived in Taiwan in 1927, when it was dominated by Japan, and remained almost until the outbreak of war in 1941. During the war they served in British Guiana, and in 1945 returned to Taipei to find that little remained of what they had created and that the new masters of the country could be more difficult to live with than the Japanese. As part of the surrender in Tokyo, Taiwan, which had been occupied by the Japanese for 50



"I suppose this means Territory Airlines can't land!"

years, was returned to China whose first appointed governor was a disaster.

The Taiwanese, mostly Chinese who had lived on the island for generations, spoke a different language from their new bosses and probably would have preferred the Japanese, to whom they had adjusted, to the backward, uncouth Chinese occupying-troops.

It was among the Taiwanese, and among the aborigines—supposedly related to the Polynesians—who lived in the remote mountains, that the Dicksons worked.

In recording the effort that one five-foot-nothing American woman put into the business of providing spiritual and physical care of the afflicted, the author also has much to say about an island that remains one of the problem spots in the world.

As well as its Christian message, the book has its leavening of humour.—JT.

(ANGEL AT HER SHOULDER. Hodder. 32/6.)

POSTAGE STAMPS OF AUSTRALIA

Australia at the moment has 75 philatelic societies and more than 100,000 active stamp collectors, according to Mr. P. Collas, Assistant Controller of Stamps and Philately with the Australian Post Office.

For Australian collectors among this big group Mr. Collas has written "Australian Postage Stamps", which gives a well-detailed yet not burdensome history of Australian stamps since the first non-adhesive letter sheets were introduced in NSW in 1838.

There are more than 500 stamp reproductions of a high standard—and the number of territories reproductions are especially generous, particularly those on New Guinea.

Jacaranda Press, Brisbane. 37/6.
(AUSTRALIAN POSTAGE STAMPS.)

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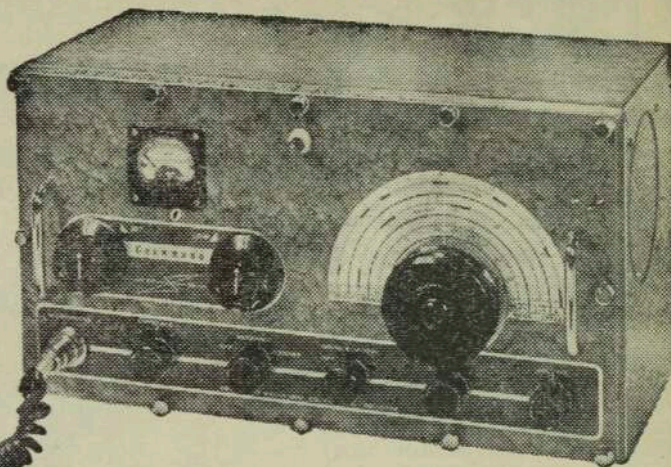
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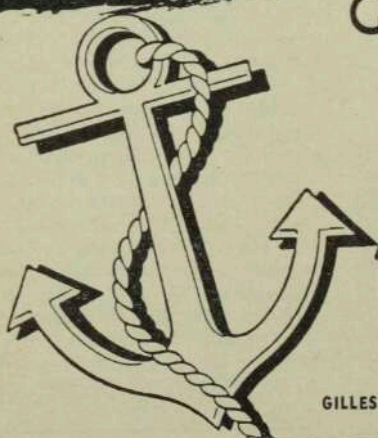
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STARTLING NEW THEORY ON CAUSE OF THE "BOUNTY" MUTINY

Ever since 1790 when Captain Bligh published his first account of the mutiny on the *Bounty*, off the Tongan island of Tofua on April 28, 1789, people have been arguing over why the mutiny took place and who was responsible for it.

BLIGH, himself, did not profess to know the answers to these questions. But he conjectured that the mutineers hoped to lead a happier life in Tahiti than they could possibly enjoy in England. And he added that this "joined to some female annexions, most probably caused the whole transaction".

Certainly, Bligh was of the opinion that the mutiny was not his fault. Had [the sailors'] mutiny been occasioned by any grievances, either real or imaginary," he wrote, "I must have discovered symptoms of their discontent, which would have come on my guard; but the case is far otherwise."

Other people, however, have taken a very different view. They have attempted to show that Bligh gave the mutineers plenty of cause for discontent through frequent and severe floggings, parsimony in the use of provisions, abusive language, arguments with his officers, and generally tyrannical conduct.

"Brilliant"

The Swedish writer, Bengt Danielson, said in a book on the mutiny published a couple of years ago, that the mutiny could be interpreted most as a class struggle" and that it was "a revolt of the oppressed, neglected, poverty-stricken and homesick seamen against a privileged and unbearing gentleman-class, the chief representative of which in their eyes was Captain Bligh".

There have been all sorts of other explanations for the mutiny.

But possibly the most plausible explanation ever put forward is that Madge Darby, a young English historian, who has just published a 16-page book called *Who Caused Mutiny on the "Bounty"?*

Her book is a brilliant piece of analytical writing. It first examines and disposes of the various charges that have been laid against Bligh, and so eliminates Bligh as the person responsible for the mutiny. Then it eliminates other members of the *Bounty's* crew until only Acting Lieutenant Fletcher Christian and Midshipman Edward Young are left.

But Miss Darby shows that right up to the *Bounty's* departure from Tahiti with her cargo of breadfruit for the West Indies, Bligh and Christian were on the best of terms.

So the problem she next has to face is: "What changed Christian from the captain's best friend to a

desperate mutineer ready to plunge a bayonet into his heart?"

Her answer to this is that after leaving Tahiti, where Christian had had a love affair with a Tahitian girl, Christian's mind became so deranged that he became convinced—and he convinced several other people—that Bligh was ill-treating him beyond the limits of human endurance, whereas in reality Bligh was still treating him like a younger brother.

Miss Darby goes on: "Those taking part in the controversy [over the cause of the mutiny] have failed to pluck the heart out of the mystery because they have seized upon one

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of these facts and tried to disprove the other, regarding them as mutually exclusive, but they are not. If they are both accepted and added together, they lead to the conclusion that Christian was suffering from paranoid delusions."

Quoting the *Encyclopaedia Britannica*, Miss Darby says that a person suffering from paranoid delusions often feels he is being "controlled, observed, influenced, criticised, called upon to give an account of himself, and punished" . . . and that such a person occasionally "explodes into action, either fleeing from his alleged persecutors or attacking them."

Christian, of course, *did* plan to flee from his "alleged persecutor" on a raft before he staged the mutiny. So his behaviour corresponded precisely with the *Encyclopaedia's* description.

Miss Darby lends further weight to her argument by comparing the classic case of paranoid delusions of a Dresden judge, Dr. Shreber, with that of Christian. And she adds to this a quote from Freud, who said that these delusions could be detected from the fact that "the person who is now hated and feared for being a persecutor was at one time loved and honoured"—a definition which appears to fit Bligh completely.

Miss Darby is far less convincing in trying to make Midshipman Edward Young out to be a sinister third man and the cool-headed organiser behind the mutiny.

In the first place, she produces very little evidence in support of her contention; in the second, she appears to exaggerate the amount of organisation needed to stage the mutiny; and in the third, she does not seem to know of the existence of quite a bit of evidence that definitely contradicts her theories on Edward Young.

Miss Darby, in fact, is like a number of recent writers on the *Bounty*. She has made good use of all the documents on her subject that have been published in books. But she seems to be completely ignorant of a considerable body of unpublished documents and periodical literature—most of which is in Sydney's Mitchell Library—that any student of the *Bounty* story must consult to get a complete picture of the affair.

It is fortunate for her that little of the literature that she has *not* consulted has much bearing on the behaviour of Fletcher Christian, and so her book as a whole is not impaired.—RL.

(WHO CAUSED THE MUTINY ON THE "BOUNTY"? Angus & Robertson, Sydney, 30/-).

Best of the Paperbacks

Factual

RUM REBELLION, by H. V. Evatt, deals with the overthrow of Governor Bligh by the New South Wales Corps in 1808. Published first in 1938 and reprinted many times since. This edition in Sirius Books. (Angus and Robertson; 18/6.)

WOMAN AND LOVE, by Dr. Eustace Chesser. "Clear, calm advice on sexual problems"—should anyone be still unaware of the questions or the answers. (Pan; 6/-.)

HERBS FOR HEALTH AND COOKERY, by Claire Loewenfeld and Philippa Back, contains 336 pages of information and recipes—including how to make cocktails of rosemary and such. (Pan; 9/-.)

FUNNY HA HA AND FUNNY PECULIAR, by Denys Parsons. The book contains 600 published howlers and oddities all from real newspapers and magazines. Examples (Ha Ha): "Lost — vicinity Milton-Cameron roads, brownish black cat; light inside tail tip".—*Ad. in local paper.* (Peculiar): "When examined by the Divisional Surgeon, defendant was very abusive and when asked to clench his teeth, he took them out, gave them to the doctor and said, 'You clench them.'"—*Woking Herald and News.* (Pan; 4/-.)

SELL THEM A STORY, Jean Leroy. The author is an experienced literary agent, and what she has to say should be of practical value to all aspiring writers of fiction. (Pan; 6/-.)

Fiction

COP THIS LOT, by John O'Grady (writing as Nino Culotta). This sequel to *They're a Weird Mob* has sold 135,000 copies (*The Mob* has sold 350,000, at latest count). This many old and new Australians can't be wrong . . . it's a very funny book. (Humourbooks; 8/-.)

THE COUSIN FROM FIJI, by Norman Lindsay. This isn't a story about Fiji; it's a story about Ballarat, Victoria, in the 1890's. The cousin could have been from anywhere—so long as it was different. Cousin Ella and her merry widow mother give the straight-laced country town some-



thing to think about—all in Norman Lindsay manner. (Humourbooks; 10/-.)

SHEAR NONSENSE, by Jo Brimblecombe, who sets out to prove that farming in Taranaki, NZ, can be very funny, indeed. (Humourbooks; 8/-.)

NO GLAMOUR IN GU BOOTS, by Marian Warren. Funny version of funny farming on the other side of the Tasman. (Humourbooks; 8/-.)

WHAT HAPPENED TO T CORBETTS, by Nevil Shute. This is one of the earliest of this writer's stories—written in 1938 when he was still actively engaged in aircraft production. In it he is uncannily prophetic about the terrors of the air war on Britain. (Pan; 6/-.)

THE SEA HAWK, by Ra Sabatini, writer of 17th and 18th century adventure stories that pleased many in the 1920's. (Pan; 8/-.)

THE ROBE, by Lloyd C. Douglas. This has been called one of the publishing phenomena of the 20th century. Over three million copies have been sold in the English editions alone. The story is of Marcellus, one of a group of Roman soldiers who were crucified for Jesus' blood-stained robe after the crucifixion. Marcellus was changed, and his life was changed. (Pan; 9/-.)

THE GUN, by C. S. Forester. A story of the Peninsular War and a band of Spanish guerillas who fought a three-ton bronze gun which was used to destroy the cream of Napoleon's troops. (Pan; 4/-.)

THE PASS BEYOND KASHMIR, by Barkely Mather who was the inspiration of Ian Fleming's favourite adventure writer. This story is fast-moving, exciting enough to please even James Bond. (Fontana; 5/6.)

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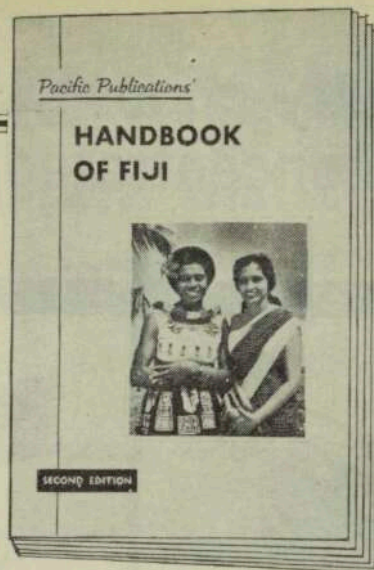
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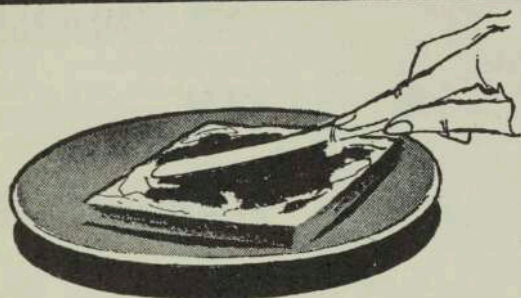


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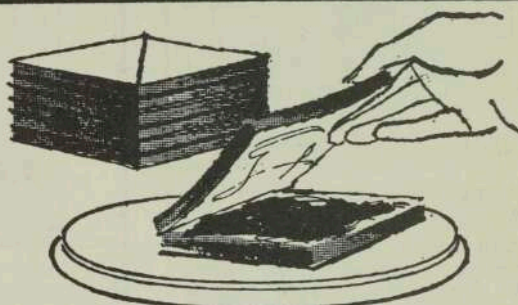
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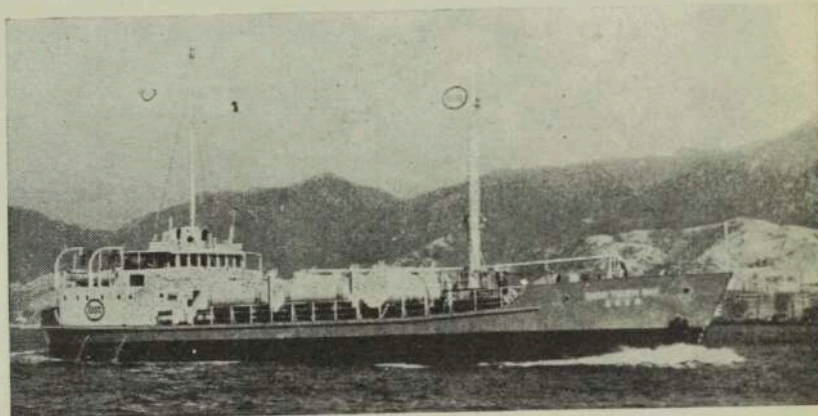
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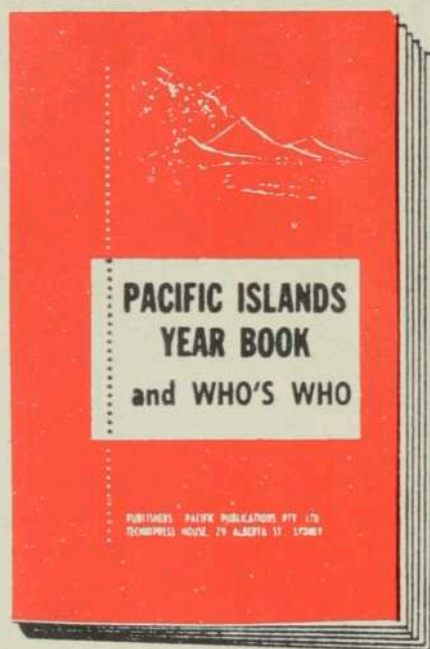
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PACIFIC ISLANDS MONTHLY — JULY, 1965

Pacific Shipping And Cruising Yachts

Higher Freight Rates On Services To Islands

Shipping companies trading between Australia and the Fiji-Tonga-Samoa triangle lifted their freight charges by 15/- a ton on June 1.

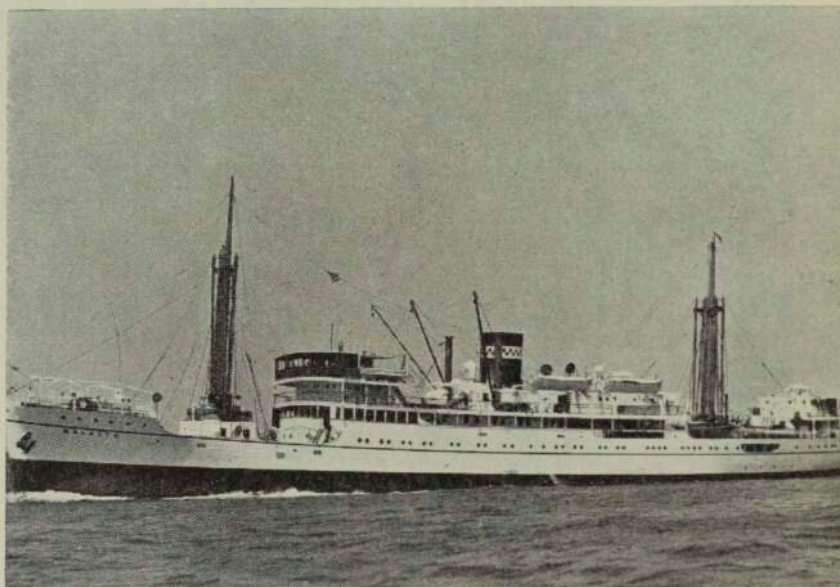
THE increase caught many shippers by surprise; they had been expecting that increases, if any, could be made for freight carried to ports between Australia and the Far East.

The Australia-Far East freights were lifted early in June, but the other charges do not apply to immediate ports in P-NG, West New Guinea, etc.

The new rates, from Sydney, are: Suva and Lautoka, 197/6; Apia, 18/-; Nukualofa, 215/-; Vavau, shipped at Suva, 240/-. The rates from Melbourne are 1/- higher than those from Sydney, while from Adelaide they are 30/- higher.

In The News This Month

ebaran	Lakeleo
air	Leilani
erica	Malaita
uma	Matua
m	Melika
tralian Galaxy	Mercury
tralian Gem	Monterey
tralian Gulf	Neophyte
tralian Isle	Niuvakai
tralian Reef	Noelo
tralian Surf	One Step
tralis	Pioneer Glen
bara Allen	Pioneer Star
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dolescence	Tofua
fortunate Treasure	Traveller
on	Tri-Odyssey
ai	Tubuai Manu
utara	Waikare
nbubu	Wongawill
alta	Woomera



The "Malaita" just after she went into service in the Pacific in 1934.

The companies which benefit from the new charges are the USS Co. Ltd., American Trading and Shipping Co. Ltd., Matson Lines, and CSR Co. Ltd.

Other companies which operate between Australia and some or all of the groups in the triangle, are also expected to increase their charges.

These include the P and O-Orient Line, and the Tonga Copra Board, which operates the *Niuvakai*.

"MALAITA" SOLD TO HONG KONG

The Burns Philp passenger-cargo ship, *Malaita*, has been sold to the Manners Navigation Co., Hong Kong, for an undisclosed price.

It is understood that the Manners Co. was nominee for another company as far as the sale is concerned.

The *Malaita* was on her last run from Sydney to New Guinea ports and return in June-July.

She will be replaced by Burns Philp's new ship *Moresby*, which is expected to go into service about the third week in July.

The *Malaita*, built in 1933, was well-known in the Western Pacific.

She had traded to most P-NG ports, including Bougainville, the BSIP, and the New Hebrides.

She was torpedoed off Port Moresby during World War II, but managed to get back to Sydney, and after repairs returned to the Australia-Islands run.

The torpedo hit the *Malaita* just about No. 3 hold. The chief steward, who was injured, was the only casualty.

SHIP ON FIRE AT SEA

A fire in the Greek cargo ship *Eurymedon*, while she was 300 miles south of Suva on May 30, burnt out all accommodation and had a flying-boat and a cable ship racing to her aid.

The fire broke out near the bridge about 3 a.m. Although the blaze lasted only about 15 minutes, it burnt out parts of three decks, the navigation instruments on the bridge, and the radio room.

Despite the damaged radio room the ship was able to get an SOS away to Suva.

The SOS to Suva brought an RNZAF Sunderland flying-boat to



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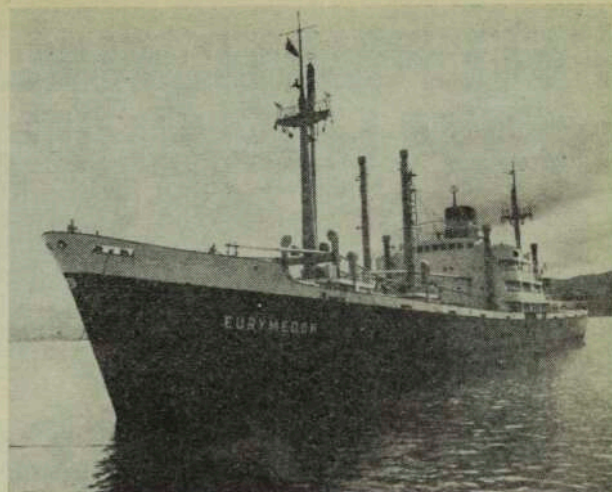
scene to keep watch until the ship *Mercury* arrived.

The *Monterey*, on her way to Suva in Auckland, steamed towards the *Eurymedon*, but her services were required, and she resumed her normal course.

The master of the *Eurymedon*, Captain John Miskias, 36, was badly injured while fighting the fire, and was treated by the *Mercury's* surgeon, Mr. S. Raverty, when the ships met. The ships then sailed for Suva, where Captain Miskias was taken to the CWM Hospital.

The *Eurymedon*, 8,631 tons, was on her way from Los Angeles to Suva along with a cargo of petroleum when the fire broke out.

The Greek ship "Eurymedon", which caught fire 300 miles south of Fiji on May 30, spent a week or so in Suva early in June for repairs. Her master, Captain John Miskias, who was badly burned in the fire, was left behind in hospital. He will be flown home to Athens when he is better. — Photo: Stan Whippy.



G HYDROGRAPHIC SURVEY EARLY FINISHED

The Australian survey vessel *Ataluma* has completed the major part of a 144-month hydrographic survey in Papua-New Guinea waters. The Territory's Superintendent of Marine, Captain G. A. Hawley, said the *Ataluma* was in Port Moresby early in June for a routine check before continuing the final stage of survey at Collingwood Bay, north-Papua.

Captain Hawley said the hydrographic survey was being undertaken by the Administration by Australian Hydrographic Services Pty. Ltd., Sydney, and was expected to be completed by September.

As a result of the survey, waters which previously had not been adequately charted would be accessible to overseas vessels wishing to engage in Papua-New Guinea's port trade.

About 30 per cent. of the final stage of the survey, including the shipping route between Cape Vogel, Milne Bay and Wanigella, Northern Territory, had already been completed.

Captain Hawley said a useful route had been found in these areas through dangerous shoals of Collingwood Bay.

Surveys already completed were the approach to Daru, Daru Harbour, and the entrance to the Komoro River, Gulf District; Tonolei Harbour, Bougainville; Stringer and Anderson Bays in the Milne Bay area near Cameron's Plateau.

START FOR NEWCOMER

A newcomer to the P-NG coastal trade is the 158 ft *Karalta*, which is operated by British East Asia Marine Co., Hong Kong, for the Western

Australian firm of Garnew Shipping Pty. Ltd.

Her trade run is expected to be Port Moresby-Samarai-Lae-Madang-Rabaul-Kwakesi (near Talasea, New Britain)-Port Moresby, and other ports if cargo is offering.

She was scheduled to make a voyage from Port Moresby to Wakunai and Kieta early in May with a cargo of concrete pipes, but a breakdown in her auxiliary engines delayed her departure until May 26.

However, she broke down again off Hood Point, about 60 miles south-east of Port Moresby, and drifted towards a reef.

The possibility of abandoning her was considered, but the tides finally took her away from the danger area and the engineer managed to get her

going under reduced power. She returned slowly to Port Moresby.

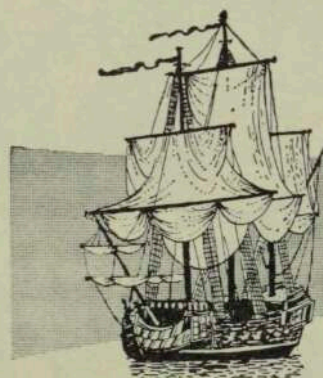
Early in June she was being repaired, and the agents, Steamships Trading, hoped she would be ready to sail about mid-June.

The *Karalta* was formerly owned by the Adelaide Steamship Co., and operated on the North Queensland coast as a sugar lighter.

"ALDEBARAN" REPAIRS TO COST £12,000

A Suva ship repair job on a prefabricated basis on the French-owned *Aldebaran* is expected to cost about £12,000. The work is under way at Miller's engineering department in Suva.

The *Aldebaran* went on a reef at Nanukulevu, off Taveuni, on Nov-



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er 16, and was refloated about months later and towed to

survey showed that the bottom of the hull was badly damaged. Twenty-six tons of steel plating frames have to be removed and need in a complicated engineering operation.

The steel work is being prepared in Miller's workshop.

MISSION SHIP TAKES UP

The *Kambubu*, 40 ft mission ship, broken up on a reef at Cape Hill, New Britain, after running aground there recently.

Another mission boat went to the reef and was able to take off the reef and cargo, but the *Kambubu*, with hull badly smashed, was not salvaged.

The *Kambubu* belonged to the 10th-day Adventist Mission.

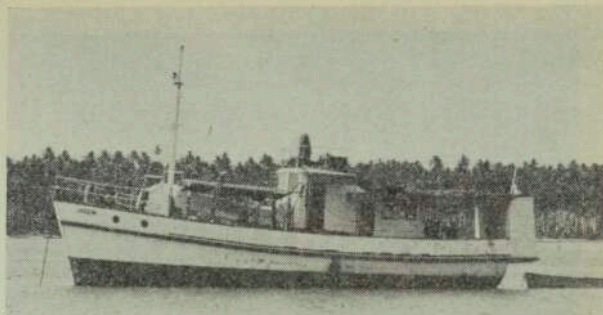
HARBOUR DREDGING

Dredging of the harbour at Vocola, Lae, New Guinea, started late May to remove silt which had built up considerably in the last five years.

The P-NG Public Works Department hopes to cut the harbour shore 30 to 40 ft.

This is the first time the harbour has been dredged.

The Rabaul-built trawler "Jason" which sank after a collision with the trawler "Leilani" near Rabaul in May.



NEW WHARF FOR ORO BAY

Oro Bay, in the Northern District of Papua-New Guinea is to have a new wharf for which there are two estimates—£140,000 and £250,000. Engineers will soon start test pile driving.

The lower estimate was made by a sub-committee set up by the Northern District Advisory Council; the other by the Department of the Administrator.

The sub-committee forecast that tonnage in and out of Oro Bay would rise to about 23,000 tons in 10 years.

By that time the wharf charges would be 12/6 a ton, which would cover the overhead costs of operating the wharf.

TRADING SCHOONER REFLOATED AT HUAHINE

The Society Islands trading vessel *Tamarii Raiatea*, which ran aground last November on a reef at Huahine, about 100 miles north-west of Tahiti, was refloated in May.

The ship, which has had a severe battering from the sea, was at first thought to be a total loss. It is now expected that repairs can be made to put the ship into service again.

FORMAL INQUIRY INTO COLLISION NEAR RABAU

A formal inquiry will be held into the collision between two New Guinea trawlers, the *Jason*, 54 ft, and *Leilani*, 66 ft, off Tavui near Rabaul, on May 19 (PIM, June, p. 27).

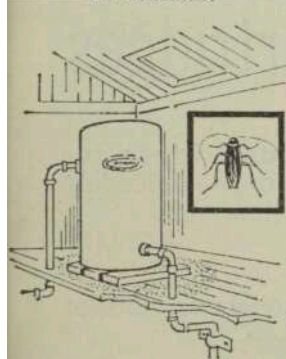
The *Jason*, which sank after the collision, was carrying about 350 bags of copra, worth £2,500, and a small quantity of deck cargo.

The *Jason* was built in 1961 by the Toboi Shipping Co. and cost £20,000.

10 OFFERS FOR WRECKED SHIP

About 10 offers, by tender, have been received for the Liberian ship, *Ever Prosperity*, a 1,000-ton former Liberty ship, which was wrecked

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four miles off La Foa, New Caledonia, on February 26. The tenders are being studied by insurance company representatives. The fuel, oil and life boats from the *Prosperity* were sold in New Caledonia.

WINTER UP FOR IN MORESBY

The 41½ ft trawler, *Wongawill*, owned by Mr. Walter Goddard of Palm Beach, Sydney, was for sale in Port Moresby in June. The hull of the *Wongawill*, built in 1964, was built at Port Moresby, Newcastle, and the trawler was owned by Mr. Goddard on his own account at Palm Beach. Mr. Goddard sailed the *Wongawill* from Brisbane early this year. Then he sailed the 51 ft motor vessel *Leo* to Malekula, New Hebrides, and the *Noelo*, former Tasmanian fishing ship, to Vila.

On his return from the second voyage trip Mr. Goddard sailed the *Wongawill* up the Queensland coast to Port Moresby and Thursday Island, from there he sailed her alone to Port Moresby.

"MATUA" TO BE WITHDRAWN IN THREE YEARS

The USS Co's *Matua*, which has been in New Zealand-Pacific service since 1936, will be withdrawn towards the end of 1967 or early in 1968.

The chairman and managing director of the company, Mr. F. K. Carlane said this in Suva in June. He said the *Matua* would be sold, only for scrap.

The new ship, about the size of the *Matua*, or slightly larger, would be used to replace the *Matua*.

However, the new ship was not on the drawing boards. It was possible tenders would be called for mid-1966.

AMERICAN PIONEER CHANGE

Amrell Lines Inc. of New York has taken over the Australian service (American Pioneer Line) of the United States Lines Co. along with six cargo vessels now operating the service.

The service is from the US East coast, through the Panama Canal to Sydney. Occasional calls are made at Tahiti.

The six Pioneer vessels will be replaced by *Australian Galaxy* (formerly *Pioneer Glen*), *Australian Gulf* (formerly *Star*), *Australian Isle*, *Australian Reef* and *Australian Surf*. But the vessels will be replaced "at

the earliest possible date" with new tonnage, already at an advanced planning stage.

The general agents in Australia and New Zealand are Wilh. Wilhelmsen Agency Pty. Ltd.

FOR PACIFIC SERVICE

The Chandris Line will extend its passenger liner operations in the Pacific in September with the introduction of the 35,500-ton, one-class *Australis*, formerly the *America*.

The *Australis* (Greek for "Austrian Maiden") is scheduled to call at Suva only on her first two voyages in the Pacific, en route from Sydney to Southampton, via Panama.

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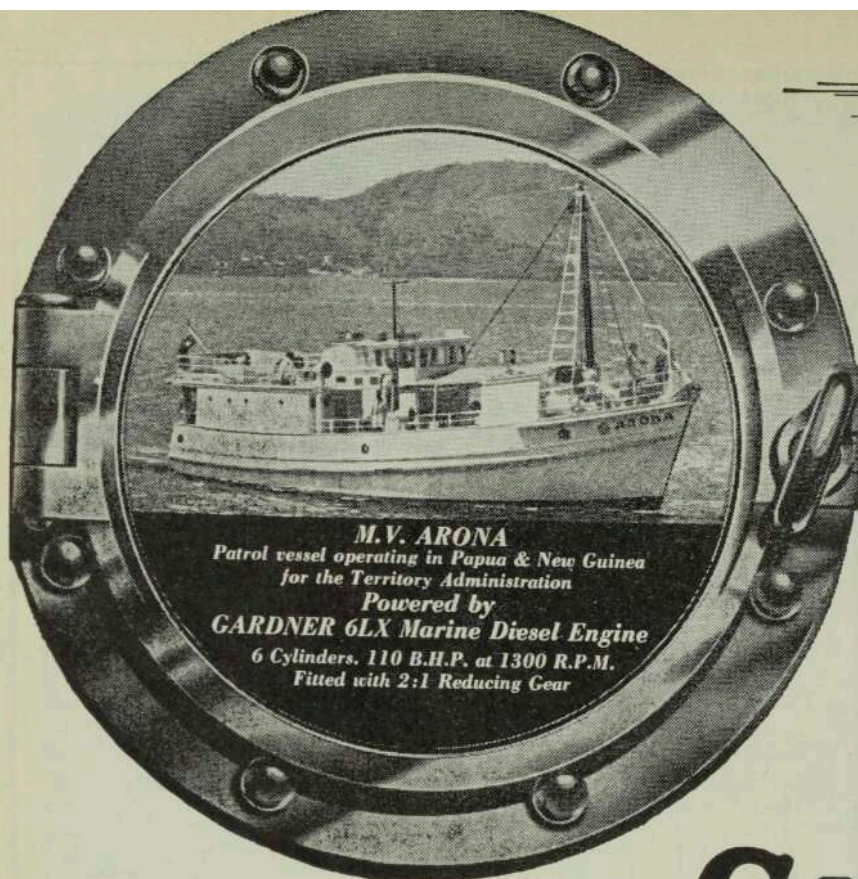


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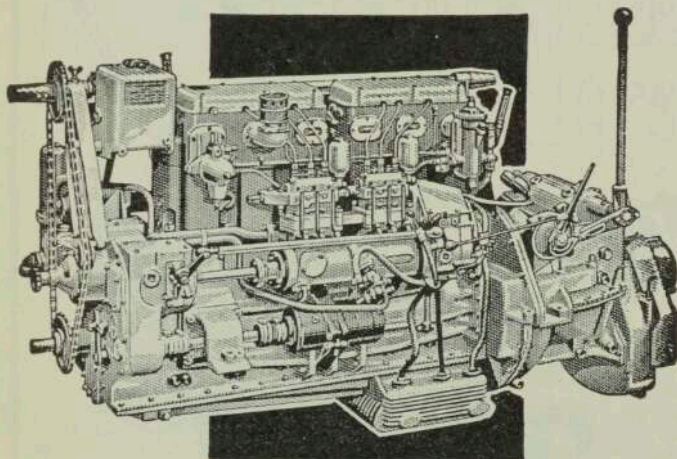


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TRADING SHIP P-NG

A new Islands trading vessel, the *Fortunate Treasure*, has been taken to Port Moresby from Hong Kong after more than her share of trouble. Plans are for her to trade along the south coast of Papua, between Port Moresby, Samarai and Milne Bay district.

The ship was scheduled to make a delivery voyage from Hong Kong to PNG early in December, 1964, but was delayed by engine trouble. The second time she set out the mainmast was lost overboard in the open sea.

The *Fortunate Treasure* is owned by the Fortunate Co. Ltd., of Hong Kong, whose principals include prominent Chinese businessmen in Port Moresby, Hong Kong and Rabaul. Mr. Anton Lee, of Port Moresby, is spokesman for the owners.

TRADING SHIPS NEW HEBRIDES

Captain Athol Rusden, of Vila, has taken delivery of two ships for island trade in the New Hebrides.

They are the 260-ton MV *Altair*, which was bought from Morris Motors Ltd., Suva (PIM, May, p. 10), and the MV *Darega*, of 205-ton gross, which was acquired in Port Moresby. The *Darega* was built in Sydney in 1945 and is 110 ft

LAUNCH FOR WATERS

The *Sika*, a 25 ft river launch, is to go into service in the Gulf Delta waters, Papua, after trials and running in Port Moresby harbour.

The *Sika*, owned by the Australian Petroleum Co., was built chiefly for use as a fast, weather-protected tender launch to transport oil and shift crews from the APC camp near Beara across Romilly Bay to the drill site at Ibiri Inlet.

EMPT TO EMULATE BLIGH IN ONLY FOUR DAYS

Australian seaman's hopes of emulating Captain Bligh by sailing an open boat 9,000 miles across the Pacific ended 150 miles off the island coast early in June after he had been at sea for only four

days. The man, Douglas Olifent, 43, of Sydney, is a former naval and merchant navy officer. He set off from Surfers Paradise, 50 miles north of Brisbane, on June 2 in an



Douglas Olifent.

18 ft boat, with the object of reaching the Tongan island of Tofua. He then planned to turn about and retrace the 3,600-mile route to Timor which Captain Bligh took in 1789 after the mutiny in the *Bounty*. From Timor, Olifent proposed to sail back to Surfers Paradise.

If he had been able to carry out this plan, he would have achieved the longest open boat voyage on record. As it was, he abandoned his boat, called *Bird of Juno*, and boarded a passing New Zealand freighter after battling almost continuously heavy seas from the time of his departure on June 2.

The freighter, the *Waikure*, landed

Olifent in Brisbane on June 6. She had gone to Olifent's aid after the officers had seen a distress flare.

The *Waikure's* master, Captain J. J. Lyon, told the Brisbane Press that he had been able to rescue Olifent "only by the grace of God". He said Olifent was exhausted and was lying in his boat when the *Waikure* came alongside. He was too weak to catch a line when it was thrown to him the first time. But he took the rope on the second attempt and made what Captain Lyon described as "a superhuman effort to climb a rope ladder".

Captain Lyon added that Olifent appeared to be quite a capable seaman, but he had obviously been beaten by the weather conditions. His mind was still wandering after eight hours' sleep.

Olifent's only comments on reaching Brisbane were: "I was delirious when I was picked up, and I am still a bit groggy now. I do not even know what day it is".

He has since stated that he would like to make another attempt to carry out his 9,000-mile mission.

An American millionaire, Mr. G. H. Peacock, who lives on Queensland's Gold Coast, financed Olifent's venture.

NEW MASTER

Captain C. H. Filmer, 49, has been appointed master of the Tonga Copra Board's motor vessel *Aoniua*. He succeeds Captain I. G. Fraser, who has resigned. Captain Filmer spent 20 years in the Royal Navy and Fleet Air Arm, and retired with the rank of lieutenant-commander.

NOW FOR SALE

The well-known Cruising Motor-Yacht "BLUE LAGOON"

With the operation of a substantially larger vessel upon tourist cruises to Fiji's Yasawa Group, the motor-yacht "Blue Lagoon" is now for sale. This 56-foot Halvorsen-built craft, formerly the "Governor's Yacht", has just (May, 1965) passed a full survey of hull and engines by the Fiji Marine Board, and is authorised to carry up to 20 passengers on inter-island voyages, and up to 40 on short-coasting and harbour and river trips in addition to Master and crew. (The vessel normally carried 10 passengers upon four-day cruises through the Yasawa Group).

Powered by twin electric starting full diesel Gardner engines (with all controls centralised at main wheel), the yacht is equipped with an additional wheel on bridge-deck, twin rudders, two Tod fibreglass tenders with Seagull outboard, a fishing-chair, A.W.A. Teleradio, anchors and chains, an auxiliary battery-charger, a gas-stove, two fresh-water showers, three Simpson & Lawrence lavatories, two large Electrolux refrigerators, and is sheathed to above water-line. Inventory will include all furnishings, linen, cutlery and crockery normally used in the operation of "Blue Lagoon" Cruises.

An excellent seaboat (having sailed from Sydney to Fiji), the "Blue Lagoon" would be an ideal vessel for operation upon any one of several still undeveloped tourist cruises in Fiji waters—including a one-day cruise from the vicinity of Korolevu to the beautiful island of Vatulele.

Further details, photographs and a copy of a May, 1965, valuation by Suva's leading boat-builders, Messrs. Charles Whippy & Co., are available upon application to—

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CARRONADE, 30 ft Sydney ketch, was due to leave Auckland June 1 for the French Polynesian islands of Rapa, Tubuai, Rurutu and Raiatea. Her crew comprises Andrew Quinn (skipper), Ken Mills and Des Kearns. From Tahiti, the crew hope to make *Carronade* round Cape Horn. Des Kearns (who served as a member of the trading schooner *Taporo* in the New Hebrides last year) told us in a note from Auckland that *Carronade* sailed for Sydney on March 21 and made Three Kings in seven days. After short stay in the Bay of Islands, she moved down to Auckland to await for her voyage to French Polynesia.

BARBARA ALLEN, 30 ft ketch, left Honolulu ready for Fanning and Penrhyn islands, Western Samoa, Fiji and Tonga. Skipper of the ketch is Earl Stettin, who has Dick Gehring and Ferneding as crew. The trio intend to visit as many South Pacific islands as possible. There is no time on their cruise.

KAHUTARA, a new 45 ft ketch, was wrecked on a reef at Maiao, Society Islands, in late May. Maiao (also known as Tubuai) is a small island about 40 miles west-south-west of Moorea. *Kahutara*, was on a trip to the United States from Russell, Bay of Islands, New Zealand, with Mr. and Mrs. R. R. Kershaw, of Russell, and four children, the youngest of whom is nine.

The French Administration vessel *Maui Manu* was due to sail from Papeete to Maiao on May 31 to retrieve the castaways.

TRI-ODYSSEY, 35 ft American trimaran, arrived in Pago Pago from Tonga on May 20 with Ron LeRoy, LeRoy Fry and Jerry Allen, of California, and John Brink, of Honolulu.

The crew expected to stay in Pago Pago several weeks, refitting and provisioning their craft for a voyage to Tonga and New Zealand. *Tri-Odyssey* has been sailing the Pacific since June, 1963, when she sailed from San Francisco for Honolulu with Ron and Fry, who built her in a yard at Redwood City, California (PIM, June, p. 117).

● **NEOPHYTE**, 45 ft American ketch with Lee Quinn, 38, and an all-girl crew of three, was sliced in two just outside Sydney Harbour about 4 a.m. on June 13 by the 4,000-ton freighter *Woomera*. Quinn and the three girls spent half an hour in the sea before being picked up by a lifeboat from the *Woomera*.

Two of the girls, who were asleep below when the collision occurred, suffered minor injuries and shock; the third girl also suffered shock; and Quinn escaped unscathed.

The ketch was on a voyage from Hobart to Sydney when the collision occurred. The fore section sank almost immediately, but the after part, containing Quinn's personal papers and other valuable personal items, was salvaged.

Neophyte has been a familiar name in PIM's yachting columns since she began a Pacific cruise from Sausalito, California, in December, 1963, with Quinn and an all-girl crew of four.

Since then, 37 other girls have sailed with Quinn; *Neophyte* has visited most of the main island groups in the South Pacific; Quinn's first wife has been granted a divorce from him on the ground of extreme mental cruelty; and Quinn has married a second time. (His second wife, formerly Mrs. Bernice Berkson, is a one-time crew member).

● **SOLO**, 57 ft Sydney ketch with owner-skipper Vic Meyer and another all-girl crew—of two—left Cocos-Keeling Island (Indian Ocean) on May 28 for the Seychelles after a stay of just over 24 hours. *Solo* left Sydney at the end of February on a round-the-world cruise, which has so far included a week stuck fast to Cowlishaw Reef, off Cooktown, Queensland (PIM, May, p. 117) and a visit to Darwin.

The two girl crew members are Miss Elsa Wanstall, 21, of Sydney, and Miss Wendy Iles, 26, who joined the yacht in Darwin after another girl, Miss Rhonda Figgis, withdrew because of persistent sea-sickness.

After leaving Darwin, *Solo* called at Christmas Island, 533 miles ENE of Cocos-Keeling, where the staff of the British Phosphates Commission repaired a faulty pump.

Mr. Meyer intends to cruise in the Mediterranean for some time before sailing across the Atlantic to Panama and back to Sydney via the Pacific Islands.

● **SOLANO**, 35 ft Alden sloop, reached Honolulu from Tahiti recently after a 25-day single-handed voyage with Leo Woyshner, of Honolulu.

American Trimaran Missing Again

For the second time in less than 18 months, the 32 ft American trimaran "Extended Adolescence" is missing in the mid-Pacific.

The trimaran, with 23-year-old David Meigs, of Atherton, California, sailing solo, left Pago Pago for Honolulu on April 12. Since then, no word has been received from him.

"Extended Adolescence" was also lost on a voyage from Tahiti to Honolulu early last year with a crew of three, including Meigs. She was finally located 165 miles south-west of Honolulu by a US Coast Guard vessel and towed into port (PIM, Sept., 1964, p. 105). On that voyage, which took 149 days instead of an expected 30, the trimaran lost her mast and had to sail under jury rig. She also took water in the after cabin and the outboard motor well.

Meigs' mother, Mrs. Harvey Richards, of 14 Flood Circle, Atherton, California, 94025, USA, has written to PIM in the hope that we may help to locate her son.

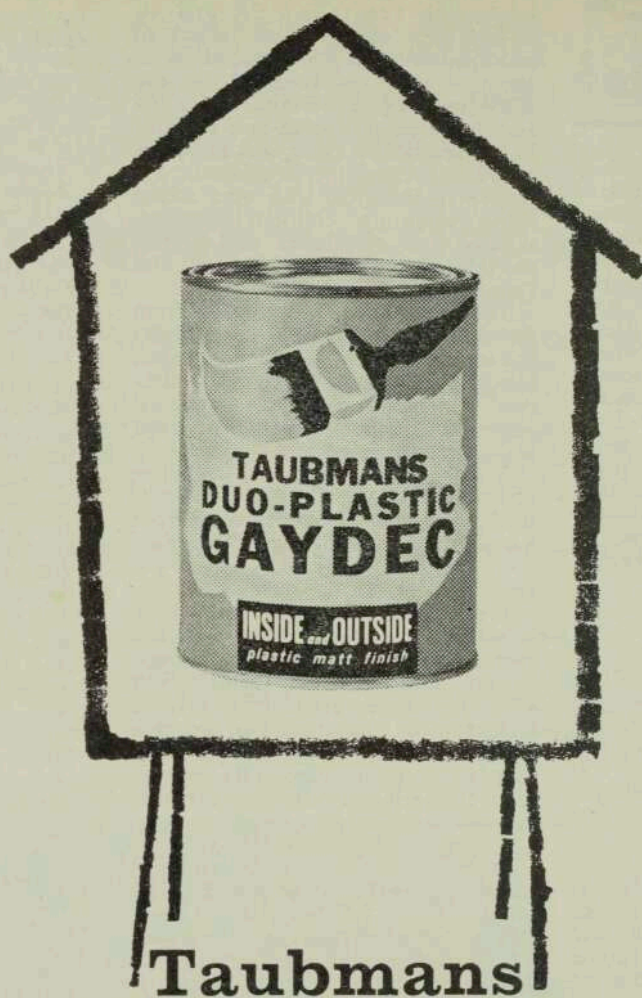
Mrs. Richards says he is 6 ft 4 in. tall, with fair skin and hair, and probably a beard.

She adds: "He had a 70 watt marine radio telephone, a Bendix, I believe. Last year, the US Coast Guard in Honolulu contacted him and friends near Hawaii on 2182 Kcs. If any of your readers have any information about my son, I would be most grateful if they would phone or cable collect. My telephone number is Palo Alto, California, 325-3407."

Woyshner bought *Solano*, in Sydney and left there solo on January 7. Sixteen days later he arrived at Whangarei, New Zealand. On his next leg to Tahiti he had a New Zealander, Gerald Griff, as crew.

Woyshner is well-remembered in Honolulu for his single-handed voyage from New Zealand to Honolulu aboard the cutter *Traveller* last year.

● **TANGAROA**, 37 ft ketch, arrived in Hilo, Hawaii, in the first week in June after a year's cruise in the Marquesas, Tuamotu and Society



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TB

nds. Aboard the husky Vancouver-
t boat were Wendelborg Hansen,
wife Ann and their two children,
y, 15, and Dirk, 11.

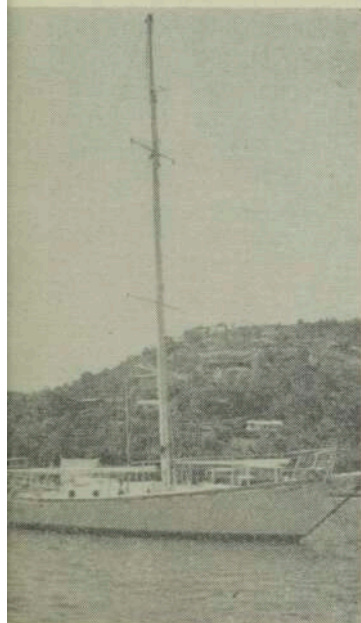
Mr. Hansen, noted a stiff official
tude in French Polynesia which
felt was a direct result of President
Gaulle's increasing coolness
ards the United States. But he
ssed that the coolness was con-
d to French officials, saying his
ily was warmly received by the
ynesians wherever they went.
he Hansens interrupted what was
irst planned as a world cruise to
back home and put their children
chool. They will sail for Edmonds,
hington, after a short rest in
olulu.

ELSIE, 30 ft cutter, owned and
ed solo by a 60-year-old Ameri-

Frank Casper, arrived in Port
esby from Whangarei, New
land, on June 1 after a 26-day,
-stop voyage of 2,600 miles.

Mr. Casper, a retired electrical
neer, of Melbourne Beach,
ida, left Miami on a voyage round
world in December, 1963. He
since visited Tahiti, Bora Bora,
otonga, Pago Pago and New
and. He stayed in New Zealand
six months because he "loved
place and the people".

Isie, which once took Mr. Casper
a solo voyage from Miami to
altar and back, is fitted with a
l vane rudder, which enables
vessel to sail on a given course
tended, provided the wind main-
s direction.



Casper's cutter "Elsie" in Port
Moresby in June.

**Veteran lone-hander
Jean Gau, 63, paid
his second visit to
Port Moresby in June
in his Tahiti ketch
"Atom". His last visit
was in 1955 (see be-
low).**



Mrs. Casper was to stay 14 days in
Port Moresby and then sail through
Torres Strait to Cocos Island, Durban,
the Cape of Good Hope, and home.

● **ONE STEP**, 63 ft Chinese
junk, which is on a cruise of the
Pacific with a crew of Australians
filming underwater documentaries,
returned to Noumea early in June
from a four-week trip round New
Caledonia and the Loyalty Islands.
One Step arrived in Noumea from
Sydney early in April.

Skipper Noel Stroud tells us in a
note from Noumea that on the night
of May 14, while sailing from Touho
to Ouvea, in the Loyalties, heavy seas
and high winds smashed *One Step's*
14 ft aluminium runabout from the
davits.

"On discovering the loss, we turned
about but were unable to find it,"
Mr. Stroud writes. "I am reasonably
certain it will have missed the north-
ern tip of New Caledonia and will
eventually arrive in the Solomon
Islands. The local authority has been
advised."

Mr. Stroud adds that the runabout
is a De Havilland Topper. His address,
in case anyone finds it, is: Boite
Postal 235, Cercle Nautique, Noumea,
New Caledonia.

● **ATOM**, 30 ft Tahiti ketch,
lone-handed by Jean Gau, a French-
born naturalised American, reached
Port Moresby from Auckland on
June 5 after a voyage of 51 days,
18 of which were spent in battling
bad weather. Gau had intended
calling at New Caledonia but the seas
were too rough outside the reef.

Gau, who is 63, has been cruising
the world in yachts since 1931. His
philosophy is to work ashore for four
years, then cruise for four years.
During his periods ashore he works
as a chef in New York restaurants.

He has crossed the Atlantic solo
in yachts seven times. This, he claims,

is a record for such crossings. Six
of his crossings were in *Atom*, which
has also taken him to Port Moresby
previously—in 1955.

From Port Moresby, Gau plans to
sail through Torres Strait to South
Africa, possibly via Cocos Island,
and on home to New York.

● **JINNI**, 42 ft double-ender
American sloop, was due to sail
from Whangarei, NZ, about the
beginning of June for Tahiti and
her home port of Honolulu.

The crew comprises Reems
Mitchell, of Tennessee (skipper),
Derek Craman, 25, an English
merchant seaman, Miss Carol West-
gate, a 21-year-old Whangarei hair-
dresser, formerly of Eastbourne,
Sussex, and Miss Carol Lucas, a
Hamilton masseur.

Neither of the girls has had pre-
vious ocean sailing experience.

● **MELIKA**, 28 ft trimaran, with
two Australians, Noel Burchill, 33,
and John Doolan, 25, arrived in
Santo from Suva on May 13 en route
to Cairns, Queensland.

● **POPEYDUCK**, 20 ft yacht,
built and sailed single-handed by
Mr. W. A. Procter, an Englishman
and former civil servant, left Vila
for Santo, the BSIP and Port Moresby
on May 29.

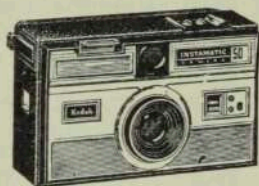
Popeyduck (Cornish for puffin, a
sea bird) arrived in Vila on May 25
from Noumea and New Zealand.
The yacht is on a voyage round the
world.

She crossed the Atlantic in 30
days, passed through the Panama
Canal and reached New Zealand by
way of islands in the south-eastern
Pacific.

Mr. Procter will cross the Indian
Ocean to Mauritius, and will return
to England via the Red and Medi-
terranean Seas.

KODAK INSTAMATIC CAMERAS

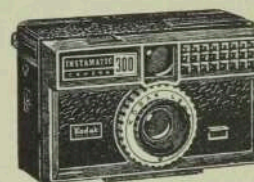
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From the Islands Press

STATEMENTS made by the Apostolic Delegate, Archbishop Domenico Enrici, at Wairiki, [Fiji], underline the right of individual racial communities to preserve their identity in essential matters . . .

The Archbishop's reference to standardisation in the present-day world brings to mind the endeavours made at times in Fiji and elsewhere to propagate a theory that some kind of "national unity" can be achieved only by standardising racial groups in ways which would produce nothing better than a hideous jumble of mediocrity.

A reasonable amount of give-and-take is essential in a country like Fiji. But in the last 80 years or so the Fijian people have too often been called on to make unnecessary sacrifices in order to conform to alien ideas of what is best for everybody.

In its highest forms, Fijian ceremonial still has a significance that should be kept secure.—*Editorial in "The Fiji Times", Suva.*

THE great success of last week's festival of sports has almost certainly ensured that similar inter-island games will be a regular feature of the annual independence holidays [in Western Samoa]. The various sports events drew larger crowds of spectators than has ever been the case before; and the very high standards of performance raised enthusiasm to a new peak among spectators and competitors alike.

As an inevitable result of increased interest and more players in the various sports, the already meagre sports facilities available in this country will be more than ever inadequate for our own sportsmen and women. Any thought of conducting another invitation tournament next year on a bigger scope is out of the question.

There can be no argument about the present disgraceful lack of sporting facilities. Facilities at the race course are so primitive and the course itself so dangerous that according to an experienced New Zealand jockey riding at the independence meeting, if the

course was in New Zealand it would be impossible to get any jockey to ride on it.

There is no tennis court of international standard in the territory, and an admission was even forced out of a Tongan official, whose team proved to be the most sporting and accommodating of people, that facilities for athletes at Apia Park "could have been better".

The aggravating thing to sportsmen and officials is that they have been pressing for years for assistance from those who control the purse strings.—*Editorial in "Samoaana", Apia.*

ONLY a few years ago, people could proudly say that there was almost no juvenile delinquency in America Samoa. Now the story is very different. Teenage boys wander around in gangs, starting fights among themselves, insulting older people, and beating up individual outsiders when the mood strikes them. Many of these children seem destined to grow up into morally diseased adults.

Behind this problem are many causes, but they essentially amount to one thing, neglect on the part of parents. Many Samoan parents look upon 12-year-old children as adults. When their son gets drunk or starts a fight, they think he isn't doing any harm . . . What they fail to understand is that when children are not trained to show respect for others, they get worse as they grow older.—*Editorial in the "Samoa Times", Pago Pago.*

WE would like to take this opportunity of drawing your attention to our circular concerning "Christmas Orders for Turkeys, Ducks and Hams", and point out that we will be unable to accept orders for these items after the end of June.—*Wholesale Society advertisement in "Colony Information Notes", newsletter of the (far-flung) Gilbert and Ellice Islands.*

THE [American Samoan] Government, and in particular the Department of Public Works, is to be commended for another achievement—the bringing of electricity to Aunu'u Island.

[Aunu'u, an almost circular island of about one square mile, is about a mile from the south-eastern tip of the main island of Tutuila].

When the Governor pulled the switch that brought the electricity . . . it marked a new era for the 700 people who live on the island. It means the end to the dangerous transfer of gas and kerosene for lights. The residents of Aunu'u may now have refrigeration, watch television, and benefit from hundreds of other uses of electricity.—*Editorial in "Samoa News", Pago Pago.*

WITH the sharp increase in the number of consumers drawing upon the electricity supply [on Norfolk Island] the present generating plant is fully taxed at peak hours. Several blackouts have occurred through the system being overloaded at these times. The risk of blackouts and their associated inconveniences can be minimised if all consumers co-operate.—*Editorial notice in "Norfolk News".*

AT this critical moment when Fiji is passing through a serious political change, it is very important for the people of Fiji to have more mutual understanding and goodwill among themselves.

The present situation demands from all the races of Fiji peace, tolerance and foresightedness, without which mutual understanding and goodwill can't be achieved.

If one race starts attacking another race and seizes their rights, then there will be a danger of enmity and racial tension.

There are some "opportunists" and "self-interested" leaders who are trying to injure the future of Fiji in this way. Some are threatening that they themselves will go away from the Colony, while others are being threatened they will be expelled by force.

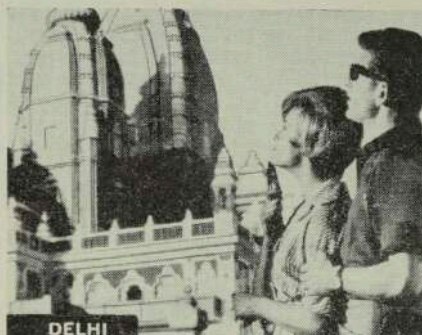
Some papers are trying to put fat in the fire by praising one race and denouncing the other.

All this can't be regarded as goodwill and mutual understanding, but a way to push Fiji towards destruction.—*Editorial in "Jagriti", (Hindustani weekly), Nadi, Fiji.*

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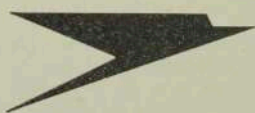
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British Overseas Airways Corporation with Air India, Qantas and Air New Zealand

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ical of small tourist enterprises slowly being built up in Papua-New Guinea is a tour of Port Moresby Harbour by lakatol (native canoe). Passengers squat on the deck and are guaranteed a wet bottom, but the tour is something different for the Territory.

NEW GUINEA'S TRAVEL BUSINESS IS HARDLY AN INDUSTRY YET

From a Port Moresby Correspondent

It is a remarkable thing but the travel business in Papua-New Guinea is rather similar to the political state of the country—disjointed and disorganised, with pockets here and there that are on the move, but with no overall unity or even conscience. The travel business here is just not an industry yet.

UT, as with the political state of the country, it is emerging, though nobody can predict when it is likely to be a going concern. In the meantime it is a matter of just trying your luck and hoping for the best.

While it is possible for travel agents overseas to arrange, from a distance, for a grand New Guinea tour for their clients, neither the agent nor the client can expect the kind of smooth service in New Guinea that they will get, say, along the well-trodden tourist trails of Tahiti, and New Caledonia.

In the east the traveller can have an itinerary planned to the hour, with all his connections, his hotels, his cars, his shopping. So well will it follow the time-tested patterns that he can just about guarantee meeting the people he met everywhere else on his tour, so they can all compare

the prices they paid for the same transistors at the same shops.

In New Guinea there are no well-defined trails, although the Australian domestic airlines are doing their best to develop some. But the Territory is so big, and so expensive to move about in, and the hotels are so small and so little tourist-conscious, that development is not a quick process.

Hotels Needed

New and better hotels are promised—they have been promised for years—but meanwhile tourists will find themselves jammed two or three to a room with the commercial travellers and touring Government officers who keep the hotels in business—together, of course, with the bar trade.

For this privilege they will pro-

travel

A REGULAR PIM DEPARTMENT
REPORTING NEWS OF SOUTH
SEAS TOURISM AND TRAVEL
FROM THE INSIDE

bably pay tariffs higher than they did in Fiji and get none of the little services that matter. In a leading Moresby hotel for instance, the traveller is required to individually mark each piece of his own laundry before he puts it out, well before breakfast, for attention.

A little matter, perhaps,—but an irksome little matter—and similar irksome little matters give most of the Territory's hotels an air of the second-rate boarding house.

Everybody is agreed that something has to be done about the hotels before there can be a real tourist industry. But also something has to be done about getting some overall organisation that will develop and smooth the Territory's tourist trails.

There is an organisation called the Papua-New Guinea Tourist and Travel Association, but it is not really functioning and certainly doesn't have the unanimous support of the Territory's many travel agencies. (If you might wonder how the agencies make a living out of an under-



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new venture in
Port Moresby is
Turner's Tropic Tours.
Here passengers
light for a swim at
Ela Beach.



developed local industry, it's because
New Guinea residents do a very
great deal of travelling overseas).

Nearly every Territory town has
own local sight-seeing arrange-
ments—buses, boats, planes, organised
sing-sings—but mostly they aren't
publicised outside the town and there
is no overall tour pattern which
could allow a tourist to tour the
islands cheaply and smoothly.

It's Trial And Error

Agencies build up their own in-
formation, usually the hard way, by
trial and error. Sometimes what ap-
pears to be a simple query by an
ending visitor turns out to involve
much work and original planning.

Mrs. A. J. Chandler, managing
director of Port Moresby's New
Guinea Travel Service, recently dealt
with a request from an American
and his wife who wanted to climb
New Guinea's Mt. Wilhelm during a
day vacation. Could they do it,
and if so, when, and where else in
the territory could they get some
rough walking?

Mrs. Chandler wrote to the ADC
Kundiawa, who suggested the
ADO at Gembogl patrol post might
be able to help. The ADO, W. H.
Scoe, obliged with a long and
helpful letter explaining just how
the visitors should start on the ex-
pedition, what they might expect in
the way of weather and native rest
houses, what their carriers would
cost, what they should carry in the
way of food and bedding.

He added: "If they want long
trips in rough country I would
commend the Koroba-Kopiago-

Laiagam area in the Western High-
lands."

"Co-operation like this from all
sorts of people makes New Guinea
unique and the more fascinating for
real travellers," says Mrs. Chandler.
"New Guinea is really an experience,
but examples like this illustrate the
present situation of the tourist busi-
ness here. It's not organised, although
lots of little people in lots of little
places try to do what they can."

Two examples of small enterprises
in Port Moresby are typical of the
kind of thing which is slowly
developing, independently, in various
areas of the Territory. People like
Mrs. Chandler would like to see more
of them.

Lakatoi Enterprises is a co-
operative venture between native
lakatoi skippers and native women's
clubs. The skippers are all retired
Administration servants who run
their own lakatois (with the aid of
outboards). The big canoes take
tourists on a two-and-half hour trip
of Port Moresby Harbour for 25/-
per head (children half price). The
canoes leave a small jetty near the
main wharf and take passengers to
the native villages of Hanuabada,
Elevala and Tatana—and the cause-
way built by the Americans in World
War II—and give a close-up look at
the bombed Macdhuil wreck.

Wet Bottom Guaranteed

At Gabi the canoes beach so that
the local village women can display
their skills at grass skirt making,
weaving and pottery. Curios are for
sale.

Another trip, in the afternoon,
takes the visitors to a local coral
reef where Hanuabadan fishermen
demonstrate native fishing methods.

Says an unpretentious typewritten
sheet which advertises the tour: "You

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travel



POSTING. New manager of Fiji Airways Ltd., Captain Ron Duffield, pictured, now taken up his post in Suva. He was Qantas manager in Tokyo for five years.

...guaranteed a thrilling morning, possible wet bottom and a chance to meet the native people. Please remember this trip involves primitive type (but safe) transport, primitive village conditions and your operation to sit on the deck without chairs, native style, is essential. Swimming may be permitted by your native crew if they consider safe and free of sharks."

The native skippers arrange "tour guides"—local girls in grass skirts who present a necklace made of shells to each traveller. This is in addition to his wet bottom. Eighty per cent of the profits go to Hanuabada village.

Mrs. Anne Carter, of Port Moresby, who handles the publicity and arranges things from the Port Moresby office, says that in spite of initial opposition from the shipping lines she believes there is a demand for this service and that eventually all opposition will be overcome. But she admits that things are very slow at the moment and that there is not much business offering.

Mr. F. C. W. Turner, owner of Turner's Tropic Tours, is another purveyor of tourism, hopeful that business will develop. After 27 years in the Territory doing something different, Mr. Turner not long

ago saw the opportunity for conducting tours round the Port Moresby area. He had been asked one day to drive some tourists round by car, because nobody else was available and he knew the area.

Now he has a Toyota bus which takes 21 passengers for a full day's tour, for only £2/5/-, plus 10/- for lunch in the mountains at Rouna Hotel. There are half-day tours too. Surprisingly, his tours are the only conducted ones available in the Territory's capital.

His tour includes a lot of wartime points of interest on the Kokoda Trail, including the Hombrom Bluff,

Blamey's famous lookout. He gives a running commentary on the way and is known locally as "The Man in the White Topie".

"There are many opportunities in the Territory," says the friendly Mr. Turner. "But they need building up."

The Mt. Hagen and Goroka agricultural shows—which are colourful spectacles of native life—are helping to develop an image abroad, but they, too, lack proper publicity. This year's show, at Mt. Hagen, will be on August 21, but many intending visitors—and overseas travel agents—have complained of the lack of advance information.



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P and O-Orient

"Orcaades", 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.

1966

"Arcadia", February: Sydney Feb. 14, Auckland Feb. 17, Pago Pago Feb. 20, off Niuafofou Feb. 22, Suva Feb. 23, off Norfolk Island Feb. 25, off Lord Howe Is. and Ball's Pyramid Feb. 26, Sydney Feb. 27.

"Orsova", March-April: Sydney Mar. 25, Nukualofa Mar. 31-Apr. 1, Suva Apr. 2-3, Noumea Apr. 5-6, Hayman Island Apr. 9, off Lord Howe Is. and Ball's Pyramid Apr. 11, Sydney Apr. 12.

Toyo Yusan Co.

"Oriental Queen", 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.

travel

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

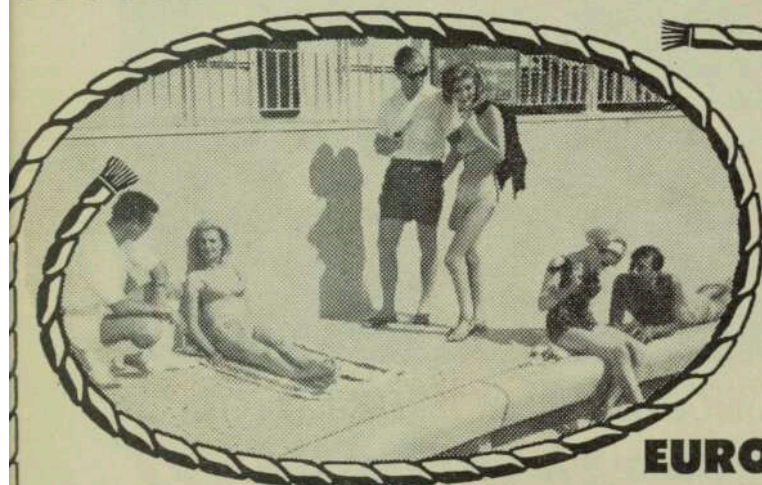
"Fairstar": Sydney Jan. 3, Papeete Jan. 10-14, Suva Jan. 20, Sydney Jan. 24.

"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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"Marconi": Sydney Apr. 7, Nukualofa Apr. 11, Suva Apr. 12-13, Noumea Apr. 14-15, Sydney Apr. 17.



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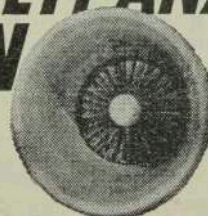


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Travel Briefs

Profitable Start For First Hotels In The GEIC

The Gilbert and Ellice Islands Colony may have to increase the capacity of its two hotels at Bikenibeu, Tarawa, and Funafuti, Ellice Islands, following the increase in services of Fiji Airways from Nausori and Nadi, Fiji.

THE GEIC Resident Commissioner, Mr. V. J. Andersen, said this in Tarawa at the end of May when he opened the fourth meeting of the GEIC Advisory Council. Fiji Airways inaugurated a fortnightly service to Funafuti and Tarawa in July, 1964, and stepped it up to a weekly service on June 1.

Mr. Andersen said that the number of passengers travelling by Fiji Airways had exceeded expectations, and that the hotels at Bikenibeu and Funafuti had been running successfully and profitably.

He added that if better communications between the GEIC and the outside world resulted in an influx of tourists, serious thought would have to be given to providing accommodation and facilities "to cater for what may well prove to be a source of economic gain to the colony".

WORK is going ahead rapidly on the establishment of a Botanical Gardens and Zoological Park in Noumea. At the end of May about 10 miles of roads had been prepared, six small bridges constructed and many acres of land cleared. With the great variety and quantity of flora to be found in New Caledonia, the local tourist bureau hopes that the gardens will become one of the leading attractions to draw visitors to the island. Hundreds of tree and plant specimens are now ready in nurseries for transplanting in the gardens.

THE leader of the Cook Islands Party, Mr. Albert Henry, who is expected to be the Cooks' first Premier under self-government, said in Wellington at the end of May that tourism in his territory would be "encouraged to a certain extent", but that "unfettered tourism was not desired".

He added that he would discuss with the New Zealand Government the possibility of a public relations office being opened in New Zealand to issue permits to people wishing to make short visits to the Cooks.

travel

A NORFOLK Island Tourist Bureau has been opened at 22 Hunter Street, Sydney, to cater for the increasing number of Australian visitors to Norfolk Island. It is the island's first overseas bureau. Mrs. A. N. Dickson is manageress.

MONT DORE, which is about three-quarters of an hour's drive from the centre of Noumea,

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Matson Lines

travel

long been known as one of the most popular drives out of the city. Many local people have built week-end cottages along the beach, and profit from the excellent fishing in the area.

Now tourists can share the pleasures of Mont Dore by staying at a new hotel called "Bungalows of Mont Dore".

As yet only three in number, these bungalow-style bungalows are comfortable, attractively furnished and equipped with all modern conveniences. There is a restaurant on the sea shore.



WORK began recently on the building of 16 single suites, complete with private baths, refrigerators, air-conditioning and hot and cold water at the Hotel Madang, New Guinea. When completed, the suites will bring the hotel accommodation to a maximum of 78.

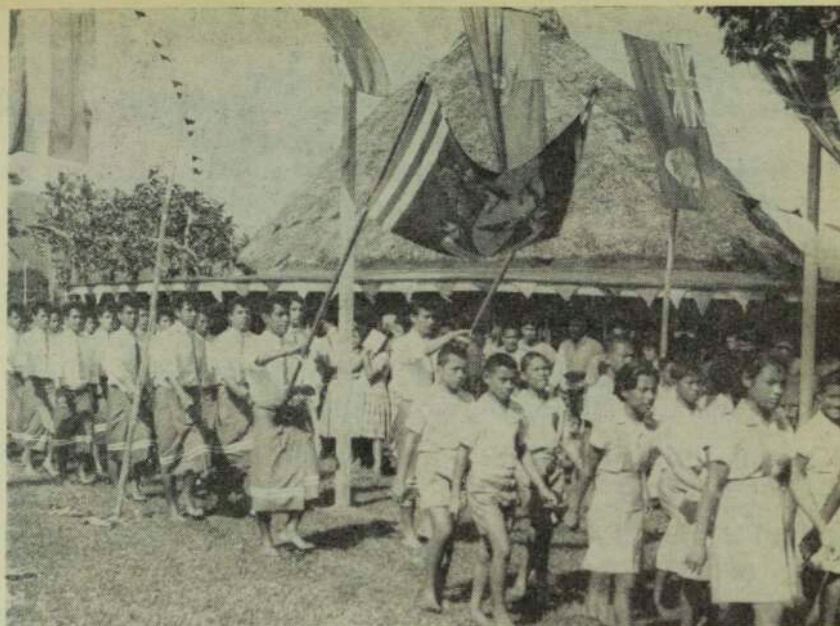
More than £20,000 has been spent modernising the hotel in the last few years. A recent addition was the Sportsmen's Bar, which is 80 ft by 55 ft.

Lost at the Hotel Madang is Mr. J. Abbott.



POLYNESIAN Airlines, which recently bought a second DC-3 aircraft in the United States, is to increase its flights between Faleolo (Western Samoa) and Nukualofa (Tonga) from once a fortnight to once a week.

This will mean that there will be regular flights in and out of



Tonga each week. The third flight is provided by Fiji Airways—between Nadi and Suva, and Nukualofa.

However the second DC3 was not due to arrive in Samoa until early July, and in June a routine check on the existing DC3 resulted in the aircraft being grounded by New Zealand Civil Aviation officials because of a suspected weakness in a wing connection. It was possible the aircraft might have to be flown to NZ for repairs and a lengthy overhaul.



THE French airline UTA will double its services between France and New Caledonia in November. There will be two weekly services via India, and two via the United States.

APIA ATTRACTION. Apia's annual three-day Independence celebrations look like establishing themselves as a major tourist attraction, reports R. F. Rankin. This year's celebrations, held from June 1-3, were the third since the territory became independent and proved the most successful yet. The weather, as is usual for the time of the year, was perfect. Main feature this year was a sports tournament between Samoa, American Samoa and Tonga, and this is likely to become a regular fixture. There was also a regatta, horse racing, dancing and a march of youth at a ceremonial opening of Parliament (pictured above, photo "Samoaana").

THE British airline, BOAC will extend its London-Auckland service via Sydney to Nadi, Fiji, in November when the new international airport is opened at Mangere, Auckland. The airline will use Boeing 707's on this service instead of the present Comets.



For Lord Howe Visitors

"Alena", a 45 ft work boat for tourists, belonging to Mr. Alan Williams, of Somerset Guest House, was launched at Lord Howe Island recently, some 4½ years after work of building her began. The boat was built about a quarter of a mile from the launching site, mainly with voluntary labour on weekends and holidays. Two large tractors and several volunteers equipped with props to keep the boat upright moved the boat, inch by inch, to the launching site. Two other boats, "Pacific Chieftain" and "Wide Awake", towed her into deep water.

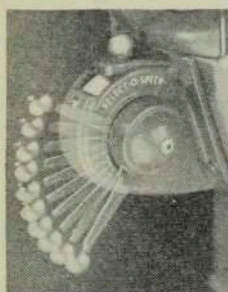
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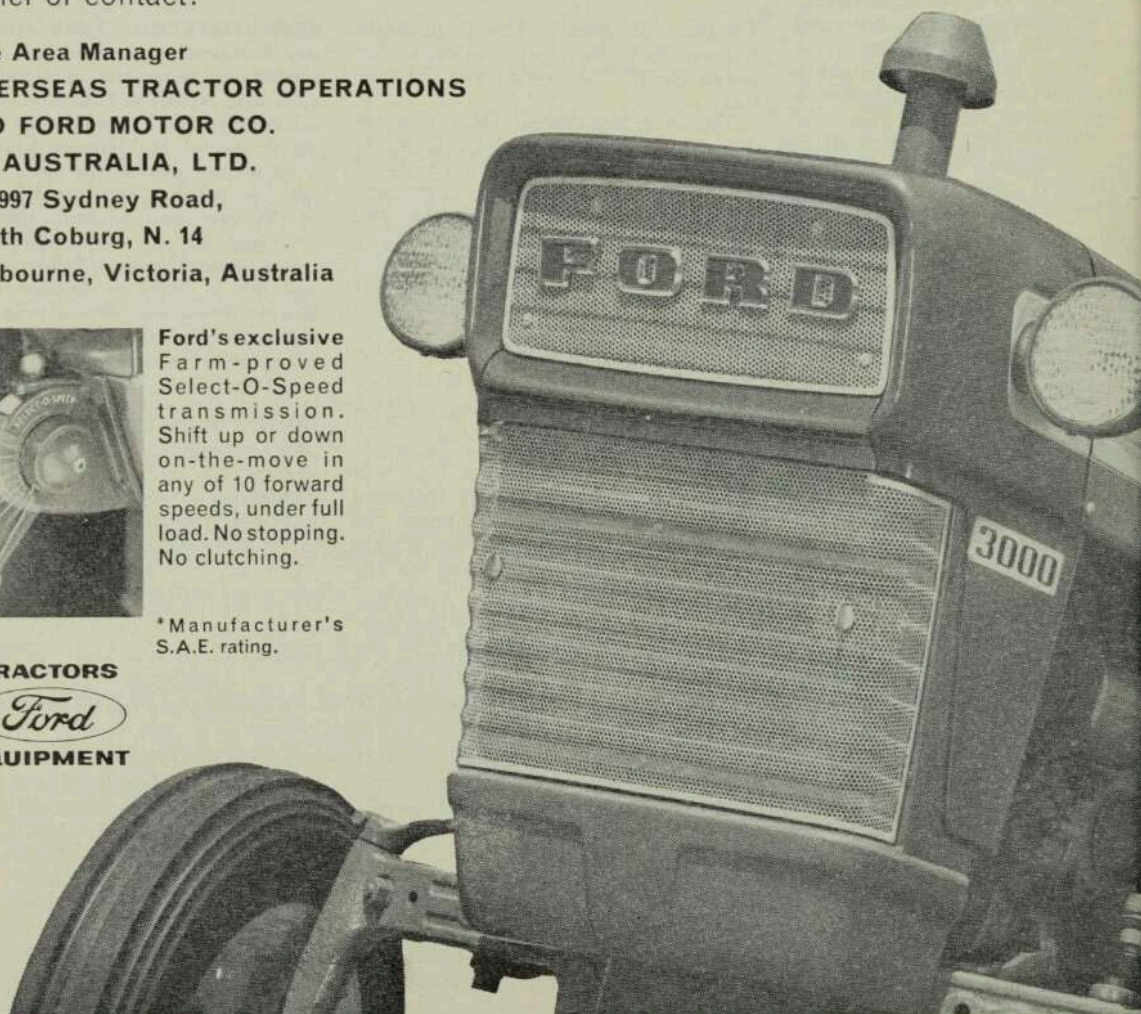


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TRACTORS

EQUIPMENT



People

IE Resident Commissioner in the Gilbert and Ellice Islands, Mr. V. J. Andersen, received the highest award in the Pacific in this year's Queen's Birthday Honours List. He was made a Companion of the Order of St. Michael and St. George (CMG). Other Pacific awards were:

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BE—K. W. Trenaman, Chief Registry Officer, BSIP; J. B. Twomey, Commissioner of Lands and Survey, BE—Miss E. C. Pyatt, matron, Adden Memorial Hospital, Aoba, Hebrides; G. S. Nitz, Senior Registry Officer, GEIC.
EM—Martin Maeheta, chief nurse, BSIP; Nei Mereta Auatapu, nurse, GEIC.

FIJI

BE—J. M. Hedstrom, chairman, Fiji Broadcasting Commission.
BE (Civil division)—D. J. Jones, Commissioner of Inland Revenue.
BE (Military division)—Lieutenant-Colonel G. S. Mate, MC, MM, 2nd Battalion, Fiji Infantry Regiment.
BE—P. R. Allen, manager of National Aeradio (Fiji) Ltd. and primary manager of Nausori Airfield, Osea Kaloumaira, senior field officer, Department of Agriculture; J. M. L. Lloyd, director of the Fiji Division of British Red Cross; C. C. Sachs, head attendant, Nausori Hospital.
EM—C. W. Southey, head superintendent of Public Works Department, Nausori; E. E. M. Bull, senior mechanic, Post and Telegraphs Department.
EM—B. A. O'Connor, senior zoologist, Department of Agriculture; H. A. Ragg, Deputy Postmaster-General.

PAPUA-NEW GUINEA

BE—J. K. McCarthy, Director of District Administration.
BE—Ian McDonald, chairman, Marketing Board.
BE—J. M. Cameron, Director of Districts; M. J. Healy, former District Commissioner, New Ireland.
BE (Military division)—Warrant Officer W. Mills, Royal Australian Army, Port Moresby.
 Imperial Services Order was awarded to a former well-known Papua man, Mr. J. A. Collopy,



NEW HEBRIDES WEDDING. Centre of a happy group of well-wishers after their marriage in Santo on May 29 are Mr. Michael Giles, of BP's, Santo, and the former Miss Freda Jones, daughter of Islands identity Mr. Fred Jones, of Vanikoro. Many guests flew from Noumea.

of Ivanhoe, Victoria. Mr. Collopy retired recently from the Australian Department of Civil Aviation. He played a prominent role in aviation in New Guinea before World War II.

● Mr. Ron Kellner, formerly of the PAA sales staff at Nadi and Suva, and now living in Sydney, became the father of twins for the second time on June 4. The first pair, daughters, were born on June 2, 1962. The latest pair are boys. Ron's wife was formerly Miss Norma Ferrier-Watson, of a well-known Nadi family.

● Three members of the Seventh-day Adventist Church will leave Suva at the end of July for a six-week tour of Tahiti and other Society Islands, Rarotonga and the two Samoas for conferences with SDA congregations in those islands. The members of the touring party are Pastor R. R. Frame, secretary of

the SDA Church in Australia and the Pacific; Dr. S. Kotz, SDA medical secretary for the same area; and Pastor R. W. Taylor, president of the Central Pacific Union Mission in Suva.

● Matron Lucy Hawkes, former matron of hospitals on Niue Island, Norfolk Island and Rarotonga, has retired as matron of a Bush Nursing Centre in McKinlay, Queensland, and has sailed for England. She will settle in Devon, "to grow flowers, and make unhurried excursions to see England quietly".

● Dr. Colin Jack-Hinton, a former district officer in the BSIP and now a research fellow in the Department of Pacific History at the Australian National University, Canberra, was due to leave Canberra for Portugal at the end of June to make a six-month study of the Portuguese in South-East Asia in the 16th century.

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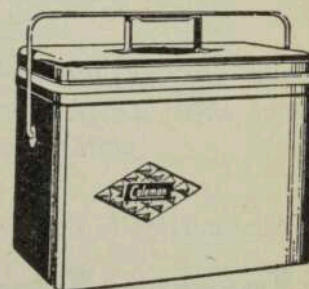
Coleman's range of plastic-lined coolers are now available through Robert Gillespie's. Solid Thermo Lock styrene insulation all round keeps food colder . . . longer. The exclusive "Royalite" plastic-base covering prevents rust, scuffing, leaks or stain . . . adds strength and resists dents. Wipes clean instantly. The plastic "Royalite" interior is strong and smooth and has no joints. All coolers are constructed from heavy gauge steel, welded and riveted for extra strength and long-life. Deep tray for dry food storage. Choose from three attractive baked enamel colours: green, patio pink, or aqua. Coolers are available with the Mag-Lock latch or Bail handle. The Mag-Lock latch is a magnetic device which is popular on many modern refrigerators. The Bail handle locks upright in an easy-to-carry position.

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 Lae, Madang

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Pacific Commerce and Produce

Pacific Trade Competition "A Cause For Concern"

By a Staff Writer

Although the Pacific Islands are favourably disposed towards trading with Australia, the large variety of products from other countries which are now entering the South Seas should be a cause of concern to Australian exporters, in the view of Mr. A. P. Whittington, leader of the *Sletholm* trade mission.

SPEAKING in Sydney on the mission's return in June, Mr. Whittington said Australia faced strong competition particularly for textiles, certain food products, motor cars and car parts, and machine tools.

Among the competitors was Japan. Because Japan was buying copra and timber from the Pacific Islands in increasing quantities, which provided backloading for a regular shipping service into the area, it could offer lower freight rates to Japanese exporters, Mr. Whittington said.

He said shipowners had contended that the lower shipping turn-around in most Australian ports combined with a lack of back-loading had forced up the freight rate for Australian exporters. Several members of the trade mission intended to bring the problem of slow turn-around to the at-

tention of their marketing and manufacturing organisations.

Mr. Whittington said mission members had made initial sales to the value of at least £500,000 during the voyage and were confident continuing new business would follow. The mission had been well-received at every port, and members considered the promotion had been well worthwhile and that it had achieved its objective.

Mr. Whittington said more than 60,000 people, a good proportion of them wholesalers, importers, retailers and merchants had visited the *Sletholm* in all ports and this was "remarkably good".

Asked to report on the criticism filed by *PIM's* Rabaul correspondent (see p. 29), Mr. Whittington said there was an element of truth in some of the criticism, but most of it was grossly exaggerated.

BSIP Made Them Feel Wanted

From a Honiara Correspondent

Businessmen aboard the "*Sletholm*" gave full marks for co-operation to the British Solomon Islands Government when the trade vessel visited Honiara.

The Government also did some worthwhile public relations for itself by printing a 34-page prospectus containing a map of the town, important phone numbers and addresses, a commercial directory, details of import procedure, together with a sample invoice. The prospectus reminded the visitors that the BSIP was seeking new capital and that there were fine opportunities for new business enterprises.

Chamber of Commerce president J. Close described the "*Sletholm*" visit as a great success.

Dealing with criticism that organisers catered for sophisticated markets, rather than the mass Pacific Islands' population, Mr. Whittington said he thought the total come for the New Guinea natives only about £10 a year.

About all the Australian products manufacturer or exporter could sell for that market were lap laps and skirts. It was no good catering a market which did not exist.

Dealing with the absences of lines, Mr. Whittington said manufacturers were invited to take part in the mission, but a lot of them did not accept.

"I believe the reason for that is that they would rather spend money in other markets with great potential", Mr. Whittington said.

Mr. Whittington said many of those who took part in the mission placed orders for thousands of pounds worth of goods which had not been seen in the Territory before.

In one case it was suggested to the mission that a car displayed in the *Sletholm* could be seen in the Rabaul showrooms. That was not correct, the type of car in the ship had been exported to New Guinea.

He agreed there were cases where merchants held off placing orders until the *Sletholm* arrived.

"The goodwill we have gained in the Territory will outweigh the bit of adverse criticism we have", Mr. Whittington added.

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Fiji May Get Better Trade Deal

Fiji is expected to benefit from an Australian Government proposal to give special import concessions to less-developed countries products of special export interest to them.

Australia is expected soon to announce a waiver of the GATT provisions which lay down that a country cannot give additional preferences.

Mr. W. B. Rogers, the Fiji Government representative in Australia, has been trying for some time to get the Australian Government to do something about tariffs to assist Fiji exporters, who find themselves working under unfavourable preference conditions on such items as timber and aircraft.

PNG Experiments with Sugar Cane

A PROGRAMME of field experiments by Papua-New Guinea's Department of Agriculture to test prospects for development of a sugar industry in P-N-G had begun, the Minister for Territories, Mr. C. E. Barnes, said in June.

Mr. Barnes said that a recent study had shown that the Markham Valley, Lae, and Brown River, near Port Moresby, might have potential for

precise knowledge about cane yield and sugar content of cane in an area selected for an industry would be needed before investment in a modern sugar mill would be warranted. The test programme would last a minimum of five years.

Mr. Barnes said establishment of a sugar industry based on home consumption would be feasible in the 1970's. But possibilities were uncertain, and an industry could be expanded to produce for export if prospects proved it. Many problems would have to be resolved before an industry could be established.

Banana Plan For Cook Islands

The Cook Islands will probably undertake a three-year programme to boost banana growing, according to Mr. Albert Henry, leader of the Cook Islands Party and probable leader of the Islands' future government.

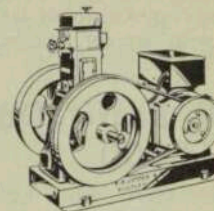
Mr. Henry said negotiations with Fruit Distributors Ltd. in Wellington in May,

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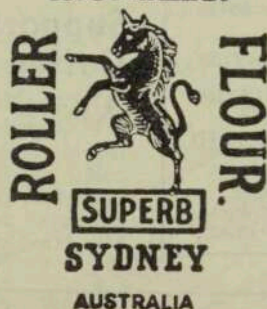
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Mr. Henry said there was a guaranteed market for Cook Islands bananas in New Zealand but no fixed price had been agreed on.

The general manager of Fruit Distributors, Mr. C. R. Walker said that in the past his company had accepted all bananas available from Rarotonga but slight interest had been shown by the growers.

The landed cost of Cook Islands bananas at Auckland is 35/6 a case, and with freight, the actual cost is 54/- a case.

CSR Profit Down £873,000

THE CSR Co. Ltd. profit of £6,522,861 for the year ended March 31, 1965, although £872,978 down on the record 1963-64 profit of £7,395,839, must be regarded as satisfactory.

Sugar prices have fallen away from the record levels of the previous financial year, and general business activity has been somewhat restrained.

The company's diversification policy is now starting to pay off,

for without the income of the non-sugar enterprises this year's net profit would have been considerably lower.

The accounts are unsatisfactory in that, although they say that part of the profit was derived from quarrying and ready mixed concrete, they do not show the contribution made by Ready Mixed Concrete, which is owned by CSR and Blue Metal Industries.

Nor do they show how the profits from the building materials division or the chemicals division offset the lower sugar prices.

These may be matters which the chairman, Mr. J. W. Dunlop, will deal with in his annual address to shareholders on July 21.

The dividend for 1964-65 has been kept at 12½ per cent., made up of an interim 5 per cent. and a final 7½ per cent.

Big Moresby Building —Without DJ's.

TENDERS are shortly to be called for construction of a 12-storey commercial building in Port Moresby to be completed by March, 1967. It will be the tallest building in P-NG, and estimated cost is about £500,000.

The building will be on a high point of land just below the House of Assembly and will be constructed by the Australia New Guinea Corporation for leasing as commercial offices. Tenants will include TAA.

Some months ago the Australian chain of department stores, David Jones Ltd., was interested in taking ground-floor space in the building but negotiations apparently came to nothing.

David Jones has mail order business with the Territory but has no store there.

Support For P-NG Coffee Planters

NEW Guinea coffee planters wanted a level of duty which would continue to protect their grade coffee against the worst effects of a price fall, president of the Highlands Farmers and Settler's Association, Mr. Ian Downs, told a Tariff Board

BURNS PHILP STARTS FIRST RETIREMENT FUND FOR NG WORKERS

Burns Philp (New Guinea) Ltd. established a superannuation fund for nominated permanent New Guinea employees. It is one of the schemes of its kind in the Territory.

Native members pay in 5 per cent of their wages to the fund. The company supplements this £ for £.

Employees receive a lump sum on reaching retiring age (men 55, women 45), or their dependents receive money if they die before retirement.

The company has more than 5,000 New Guinean employees, including those on plantations.

inquiry in Sydney on June 10. The inquiry is into the association's application for continued protection of New Guinea coffee on the Australian market.

Mr. Downs said on today's 1962 levels, growers needed 3/1b CIF, or 3/6 per lb FOB, but it was confirmed recently that prices were not available in Australia.

A large proportion of the Australian demand came from a number of large roasters, who were not willing to pay more than the base price, Mr. Downs said.

On the evidence presented at two sessions in Sydney at Goroka and Port Moresby, the seems unlikely to recommend change, unfavourable to P-NG the present duty range. The plan received strong support from the Australian soluble coffee manufacturer.

New Solomons Company Formed

GUADALCANAL PLAINS has been incorporated in Hong Kong as BSIP, with a nominal capital of £750,000 and a proposed capital of £426,000. Shares are to be made it easier for the change to decimal currency.

Managing director is Mr. Dalrymple-Hay, and the company is acquiring the following assets: the Hotel Melville, the Hotel Mendana Self Service Store, Hill Butchery, and an area of land at Tetere. The company is also working in other areas on the Guadalcanal for a cattle industry, soya bean and dry rice experiments. These will be extended.

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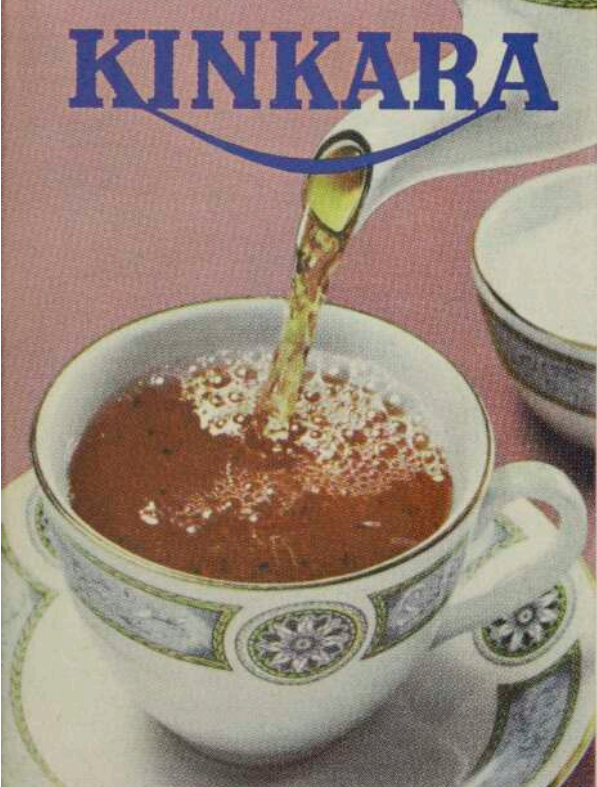
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JULY, 1965 — PACIFIC ISLANDS MONTH

Produce Prices

Unless otherwise stated, quotations are Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. Pac.; 18/- Fiji; 20/- Tonga, Solomons PHC areas; 196 Pac. Frs.; \$US2.25.)

COPRA

PUA-NEW GUINEA:—All production delivered to Copra Marketing Board, controlled by six members, including three producers' representatives; and the Board's distribution and sales, and makes contracts to the producers. Production mainly to (a) Unilever, in UK, (b) Australia for local consumption, (c) grinding-mill in Rabaul, and (d) Japan (as available). Prices generally with ruling rate in Philippines, with premiums for hot-air dried.

NG Board's Tentative Purchase for Copra delivered main ports are: Air Dried, £71/10/- per ton; FMS, 10/- per ton; Smoke-Dried, £69/9/9 on.

IT:—No Government control—producers sell where they wish. Bulk of goes to crushing-mills in Suva. 21 prices were: HAD £F78/5/-, F75/15/-.

STERN SAMOA:—Official Copra takes all production, sells same makes payments to producers. It mainly to Abels Ltd., NZ crushers, the open market. Local price was £56/12/6 Samoan, first grade. **NGA:** Sales are under Government control. Part of production goes to, under arrangement with Unilever, to Philippines prices, and part to open market.

LOMON IS: All production marketed through official BSI Copra Board, at prices based on Philippines rate. Output to Unilever, UK; to Australian crushers; and the balance on to the open market. These prices, fixed in March, remain stable for six months from date. 1st grade, £64/-/-; 2nd, £62/-/-; 3rd grade, £57/-/- per c.o.b., BSIP ports (Honiara, Yandina Rizo).

BERT AND ELLICE:—Production marketed in Europe through official Copra, at prices based on Philippines, less freight, etc. The Copra Board fixes the price at: First Grade £2/2 per ton, Second Grade £2/2/1 on.

W HEBRIDES:—Price on June 25 approximately £A50/-/- (10,000 francs. French price on June 18 1,170 francs per metric ton, c.i.f., Milles).

OK IS:—Copra goes to Abels, Ltd., Auckland, who operate the only NZ crushing mill. Price paid is average price for previous three months, handling charges. Prices for third quarter, July-Sept., 1965, are £NZ80/11/2 grade, £NZ79/6/2 standard grade—f.o.b., Rarotonga.

OTHER PRODUCE

COA:—Islands prices are usually on the rates for Ghana cocoa. July shipment is £Stg.94/-/- per c.i.f., Sydney.

U.G.: Sydney buyers on June 25 reported: Quote No. 1: In store, Rabaul, quality £84-£94 per ton, ex-Sydney, according to quality: £120; quote No. 2: Best quality, Rabaul Syd., £110-£120, in store, N.G. £81 (for UK, continent and USA cents).

W. SAMOA:—Nominal prices quoted in Sydney, June 17, were: Grade 1, £Stg.170/-/-; grade 2, £Stg.130/-/-, f.o.b., Apia.

COFFEE:—P.-N.G.: June 28, 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 June 28 as:

Kenya AA £Stg.417, A £Stg.407, B £Stg.400, C £Stg.395; Tanganyika AA £Stg.395, A £Stg.388, B £Stg.373; Uganda Robusta (standard) f.a.q. £Stg.240, cleaned and washed £Stg.245; Bukoba £Stg.370; Mataari £Stg.430; Sannani £Stg.410.

PEANUTS.—P.-N.G.: Sydney agents reported June 25—f.o.b., Lae; Kernels—white Spanish 1/7 lb.; virginia bunch 1/9 lb.

RUBBER.—P.-N.G. price is based on Singapore rate, which on June 24 was: No. 1 RSS, Spot, 71½ Straits cents per lb (24.94d Aust.).

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, reported June 28: White and yellow label processed, standard packs, 49/-, green label 48/-, c.i.f., Sydney.

RICE (Aust.): (New prices being negotiated in late June), current prices—P.-N.G.: Dry brown and dressed, 112 lb bags, £58/10/- per ton, f.o.w. Vitamised and enriched white, 112 lb bags, £65/-/- 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 June 25 by Sydney independent shell agents were: Sound £850, D £625, E £335, EE £235 (in store Sydney). Cook Islands: Penrhyn £NZ425 (approx.), f.o.b., Rarotonga.

TROCHUS.—Sydney buyers on June 25 indicated the following quotations to Islands producers: No. 1—Papua—nominally £90 per ton, f.o.b., Papuan ports; N.G. and B.S.I.—£85-£90, f.o.b., Islands ports. No. 2—Papua—£80-£90 per ton; N.G., B.S.I.—£75-£85 per ton.

GREEN SNAIL SHELL.—Sydney buyers quoted on June 25: No. 1: 1st grade only, £235 on wharf, Sydney. No. 2: £220 (best quality), on wharf, Sydney.

CROCODILE SKINS.—On June 25 Sydney buyers quoted for 12 in. and over, first grade quality as follows: P.-N.G.—28/- per in., f.o.b. P-NG ports, small scale (salt water); large scale (fresh water) 16/- per in. B.S.I. 28/- (small scale) del. Sydney.

PAPUAN GUM: £82/15/- f.o.b. Islands port, £95 del. Sydney or Melbourne.

BECHE-DE-MER: Chang Sing Loong Co., Suva, 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, June 24, Philippines, in bulk, \$270 US (equal to £Stg.96/14/6) per long ton, c.i.f., UK/Nth. European ports, Malayan 1% c.i.f. UK/Nth. European ports, UQ. NEW YORK: June 24, Philippines, \$235 US c.i.f., Pacific Coast ports. CEYLON: 1,315 Rupees per ton, f.o.b.

COCONUT OIL: LONDON, June 24, Ceylon, 1% in bulk, £Stg.153.

RUBBER: LONDON, June 25, July shipment c.i.f. 21-3/16d Stg. lb; Spot 21-11/16d Stg. lb; September shipment 21-9/16d Stg. lb.

(£1 Australian is equal to about 2.2 US Dollars or 10½ Rupees.)

The Stock Market

SYDNEY

	May 25	June 25
	Seller	Seller
Ball Plantations . . .	5/6	5/3
Burns Philp . . .	74/6	73/3
Burns Philp (SS) . . .	48/-	48/-
Carpenter, W. R. . .	25/1	23/-
Choiseul Plntn. . .	94/6	94/-
C.S.R. Co. . .	62/9	61/-
Dylup Plantations . . .	7/-	6/9
Fiji Industries . . .	17/9	17/11
Hackshall's . . .	14/6	13/9
Kerema Rubber . . .	3/3	3/-
Koitaki Rubber . . .	14/-	10/9
Lolorua Rubber . . .	5/9	5/9
Makurapau Plntn. . .	5/3	4/-
Mariboi Rubber . . .	4/9	4/1
Pacific Is. Timbers . . .	4/9	4/9
Palgrave . . .	2/4	2/1
Plantation Holdings . . .	3/6	b3/4
Queensland Insurance . . .	75/-	b74/-
Rubberlands . . .	3/3	b2/6
Soger Rubber . . .	5/2	b4/9
Sthn. Pac. Insurance . . .	23/6	23/6
Steamships Trading . . .	10/5	9/1
Watkins Consolidated . . .	2/6	2/3

OIL AND MINING SHARES

	Dec. 4, 1958	May 25, 1965	June 25, 1965
Emperor . .	b9/-	b4/7	b4/6
Loloma . .	b30/-	s17/3	s19/-
Bulolo G.D. .	b32/-	b84/-	s84/-
N.G.G. Ltd. .	b2/3	b3/10	b3/9
Oil Search . .	b9/9	b1/11	b1/11½
Ent. of N.G. .	s11d	s1d	s2d
Pac. I. Mines .	—	s3/3	b2/5
Papuan Apin. .	b4/6	b2/-	b2/-
Placer Dev. .	b91/-	s221/-	b195/-

Sydney Stock Exchange share price index for "Ordinaries" on June 25 was 301.99, on May 25, it was 320.76.

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, £A113. Fiji-London, basis £100 London: B, £110/15/-; S, £112. NZ-Fiji basis £100 NZ: B, £111/11/9; S, £110/4/3.

SAMOA.—Through BANK OF NZ, Australia on Samoa, basis £100 Samoa: T. B. £A123/12/6; S. £A124/10/9. Samoa-London, basis £100 London: B, £99/7/6; S. £101/10/-; Samoa-NZ, basis £100 NZ: B, £100; S. £100/10/-; Samoa-Fiji basis £100 Samoa: B, £111; S, £110.

NORFOLK IS.—Commonwealth Bank quotes exchange rate Australia-Norfolk Island: 5/- per £A100.

PAPUA-NG.—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, Kavieng, Madang, Wewak), BANK OF NSW (branches: Port Moresby, Lae, Bulolo, Rabaul, Madang, Samarai, Goroka, agencies: Wau, Boroko, Kokopo), ANZ BANK (Port Moresby, Lae, Rabaul) and NATIONAL BANK OF 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 June, 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.



"Saturday morning at Suva Branch"

Everybody likes banking with the



BANK of NEW ZEALAND

People in Fiji like the friendly informal atmosphere of this New Zealand bank and know that the BNZ is operated in *their* interest. An excellent, full banking service for savings and cheque accounts with comprehensive facilities for business and private finance, backed by a thorough knowledge of local conditions.

Full Branches at: Suva, Lautoka, Labasa, Nadi.

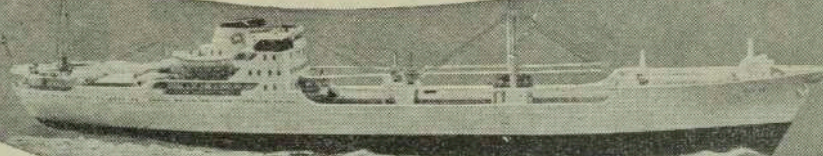
Agencies in Fiji at: Marks Street (Suva), Nausori, Nadi Airport and Ba.

Represented at Apia (Bank of Western Samoa).

Established in the Pacific since 1841
New Zealand's Largest Bank

PIM

**AUSTRALIA-WEST
PACIFIC LINE**



M.V. "SAMOA"

**Linking
PACIFIC ISLANDS
with the FAR EAST and AUSTRALIA**

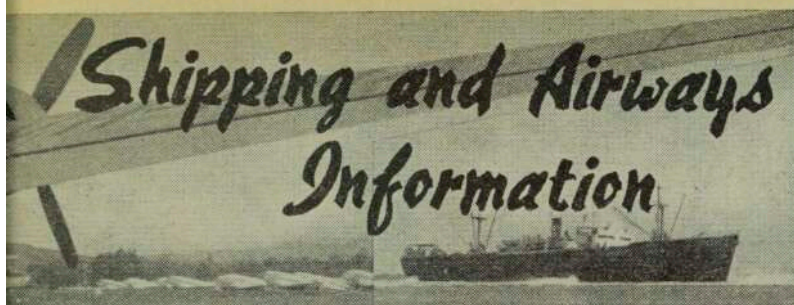
Further particulars may be obtained from:

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSSEN AGENCY PTY. LTD., 13-15 Bridge St., Sydney. Phone: 27-6301.
Branch Office at Melbourne: 51 William St. Phone: 61-3031.

AUSTRALIAN AGENTS: Brisbane & Adelaide—Gibbs, Bright & Co.

ISLAND AGENTS: Madang (New Guinea)—B. J. & J. R. Back. Lae (New Guinea)—A. H. Bunting. Rabaul (New Britain)—Transport Limited. Port Moresby (Papua)—Island Products Ltd. Wewak (New Guinea)—J. A. Corrigan Wewak (1963) Pty. Ltd.

FAR EASTERN AGENTS: Japan and Hong Kong—Dodwell & Co. Ltd. Manila—Everett Steamships Corporation.



● 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: Antonio Regidor, dep. Brisbane Aug. 6, Sydney Aug. 13, Melbourne Aug. 22, then West New Guinea Indonesian ports subject to induction.

Details from McIlwraith McEachern Union House, 247 George Street, Sydney (27-1481).

SYDNEY - FIJI

The Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva, Lautoka with cargo and passengers.

Sydney sailings: July 16, Aug. 7 (approx.). Details from Colonial Sugar Refining Co. 1-7 Bent St., Sydney (2.0515).

SYDNEY - FIJI - TONGA - SAMOA

The Union Steam Ship Co. maintains a regular cargo service from Melbourne (Sydney) (periodically from Adelaide) to Lautoka, Suva (including transshipments for Vavau and Niue), Apia and Samoa.

Next Sydney sailing: Waiana, July 3. Details from Union Steam Ship Co. of Ltd., 247 George Street, Sydney (28); or other branches and agents.

SYDNEY - FIJI - VANCOUVER

The Pacific Shipowners Ltd., of Suva, regularly operate a passenger-cargo service three times yearly with the Lakemba on the above route.

Next sailing from Sydney: Late Aug. (approx.). Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge Street, Sydney (BU 4147).

SYDNEY - GEIC

The 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, Aug. 6 (approx.).

Details from American Trading & Shipping Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4149).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

The passenger-cargo vessels of Messageries Maritimes Line, from Marseilles, via the 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:

Caledonien: Talohae July 13, Papeete July 15-19, Vila July 26-27, Noumea July 28-Aug. 1, Sydney Aug. 4.

Oceanien: Papeete Aug. 19-23, Vila Aug. 30-31, Noumea Sept. 1-5, Sydney Sept. 8.

Next outwards voyages, ex-Sydney:

Tahitiien: Dep. Sydney July 3, New Hebrides July 7-15, Noumea July 16, Papeete July 22-25, Talohae July 28.

Caledonien: Dep. Sydney Aug. 7, New Hebrides Aug. 11-19, Noumea Aug. 20, Papeete Aug. 26-29.

Polynesie maintains monthly passenger sailings between Sydney, Noumea, Vila, Pt. Sandwich (occasionally), and Santo.

Next Sydney sailings: July 16, Aug. 6. 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.

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.

Southern Cross: From Southampton (UK) via South Africa, at Sydney Oct. 14-16, Wellington Oct. 19-21, Auckland Oct. 23, Fiji Oct. 26, Papeete Oct. 30-31, thence via Panama to Southampton, arr. Nov. 25.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (28-1828).

SYDNEY - NZ - TAHITI - PANAMA - USA

Holland-America 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 July 9, July 30 (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

AUSTRALIA - NZ - FIJI - CANADA - USA

		ORONSAY	CANBERRA	ARCADIA	ORONSAY
SYDNEY	depart	Sept. 9	Oct. 25	Nov. 8	Jan. 8
AUCKLAND	arr/dep	Sept. 12	Oct. 28	Nov. 11	Jan. 11*
SAVUSAVU	arr/dep	Sept. 15			
SUVA	arr/dep	Sept. 16		Nov. 14	Jan. 15
PAGO PAGO	arr/dep	Sept. 17		Nov. 15	
HONOLULU	arr/dep	Sept. 22-23	Nov. 4-5	Nov. 20	Jan. 20-21
VANCOUVER	arr/dep	Sept. 28	Nov. 9-10		Jan. 26
SAN FRANCISCO	arr/dep	Sept. 30-Oct. 1	Nov. 12-13	Nov. 25-26	Jan. 28-29
LOS ANGELES	arrive	Oct. 2	Nov. 14	Nov. 27	Jan. 30

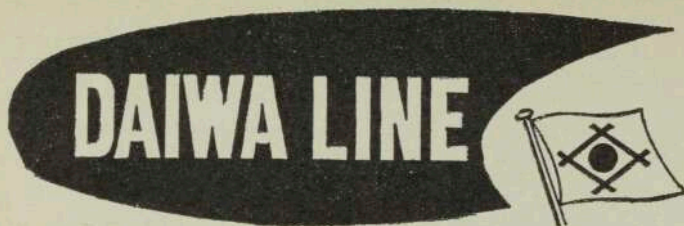
* Oronsay calls at Lautoka on Jan. 14, 1966.

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

		MONTEREY	MARIPOSA	MONTEREY	MARIPOSA
SAN FRANCISCO	depart	June 24	July 15	Aug. 8	Sept. 2
LOS ANGELES	arr/dep	June 25	July 16	Aug. 9	Sept. 3
BORA BORA	arr/dep	July 3	July 24	Aug. 17	Sept. 11
PAPEETE	arr/dep	July 4-6	July 25-27	Aug. 18-20	Sept. 12-14
RAROTONGA	arr/dep	July 7	July 28	Aug. 21	Sept. 15
AUCKLAND	arr/dep	July 12-13	Aug. 2-3	Aug. 26-27	Sept. 20-21
SYDNEY	arr/dep	July 16-19	Aug. 6-9	Aug. 30-Sept. 2	Sept. 24-27
NOUMEA	arr/dep	July 22	Aug. 12	Sept. 5	Sept. 30
SUVA	arr/dep	July 24	Aug. 14	Sept. 7	Oct. 2
NIUAFOOU	arr/dep	July 25	Aug. 15	Sept. 8	Oct. 3
PAGO PAGO	arr/dep	July 25	Aug. 15	Sept. 8	Oct. 3
HONOLULU	arr/dep	July 30-31	Aug. 20-21	Sept. 13-14	Oct. 8-9
SAN FRANCISCO	arrive	Aug. 5	Aug. 26	Sept. 19	Oct. 14

Details from Matson Lines, 50 Young St., Sydney. (BU 4272)



DAIWA LINE

DIRECT SERVICE

JAPAN / SOUTH PACIFIC

M.V. "TAHITI MARU" V.4

(D/W 7,474 Tons)

Dep. JAPAN July 2.

GUAM July 9.

*SANTO July 18.

*VILA July 20.

*NOUMEA July 22.

SUVA July 25-26.

LAUTOKA July 28-29.

PAGO PAGO August 1.

APIA August 2.

* SUBJECT TO CARGO INDUCEMENT.

Heavy lift, reefer space and passenger accommodation available.

SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE.

Next sailing—M.V. "Fiji Maru" V-5.

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.

Is., Vila, Santo, Honiara and BSI p
Next Sydney sailings: July 10, Aug
Details from Burns, Philp and Co.
7 Bridge Street, Sydney (B 0547).

SYDNEY - PAPUA - NEW GUIN

Burns Philp passenger/cargo ve
make regular voyages to New Guinea p
Next vessels:

Malekula sails from Sydney for I
bane, Port Moresby, Lae, Rabaul, Sora
Teopasino, Numa Numa, Arigua, K
Sydney. Next Sydney sailing: Aug. 10
Buloio sails about every six we
Sydney, Brisbane, Pt. Moresby, Sam
Lae, Madang, Rabaul, Samarai,
Moresby, Brisbane, Sydney. Next Sy
sailing: Aug. 17.

Montoro sails from Melbourne
Sydney, Pt. Moresby, Samarai (c
Rabaul, Kavieng, Wewak, Madang,
Pt. Moresby, Sydney. Next Sy
sailing: July 15 approx.).

Braeside sails about every six we
Melbourne, Sydney, Brisbane, Pt. Mor
Samarai, Rabaul, Madang, Lae,
Moresby, Sydney. Next Sydney sai
Aug. 7.

Moresby sails from Sydney for Bris
Pt. Moresby, Samarai, Lae, Mad
Alexishafen, Wewak, Lombrum, Loren
Kavieng, Rabaul, Brisbane, Syd
Maiden voyage from Sydney: July 23
Details from Burns, Philp and Co.
7 Bridge Street, Sydney (B 0547).

Australia-West Pacific Line's m
vessel Tenos maintains a regular pas
ger-cargo service between Australia
New Guinea ports. Next voyage:
Sydney July 6, Brisbane July 8-9,
Moresby July 12-14, Lae July 10
Madang July 19-21, Rabaul July 22-2
Details from Wilh. Wilhelmsen Age
13 Bridge St., Sydney. (BU 6301).

Soochow and Shansi provide a reg
fortnightly passenger-cargo service
Sydney to Brisbane, Pt. Moresby
Samarai and Sydney, sailing from
ney every second Monday.

Next Sydney sailings: Shansi Jul
Soochow July 19.

Details from New Guinea Australia
(Swire and Yuill Pty., Ltd., agents)
Spring Street, Sydney (BU 4701).

Karlander New Guinea Line cargo
sels leave Sydney at regular inter
for New Guinea ports. Next vessels:

Sltan: Dep. Sydney July 21, due
Moresby July 28, Lae Aug. 13, Bris
Aug. 24, Sydney Aug. 28.

Sletholm: Dep. Sydney Aug. 6, I
bane Aug. 10, Pt. Moresby Aug. 15,
Aug. 20, Madang Aug. 23, Wewak
25, Brisbane Sept. 6, Sydney Sept. 10

Details from Karlander NG Line
H. Stephens Pty., Ltd., agents), 13 Br
Street, Sydney (BU 8311).

Austasia Line's passenger/cargo v
Makati runs between Australian p
(turn round at Melbourne) and Pa
New Guinea.

Next voyage: From Melbourne,
Sydney July 19, Brisbane July 22,
Moresby July 26, Rabaul July 30, Ma
Aug. 3, Lae Aug. 5.

Details from Blue Star Line (Aust.)
Ltd., 32-34 Bridge St., Sydney (BU 11

SYDNEY - P-NG - FAR EAST

Austasia Line's passenger/cargo v
Malaysia runs between Australian p
(turn round at Melbourne) and S
pore, via Pt. Moresby.

Next voyage: Dep. Melbourne Sept.

dney Oct. 4, Brisbane Oct. 8, Pt. Moresby Oct. 13, thence to Singapore and Malaysian ports.
Details from Blue Star Line (Aust.) Ltd., 32-34 Bridge St., Sydney (U 1271).

Australia-West Pacific Line's Motorships maintain passenger-cargo services from Australia to Hong Kong and Islands ports.

Delos: From Hong Kong and Manila, Madang July 29-30, Lae July 31-Aug. 1, Rabaul Aug. 3-8, thence Brisbane, Melbourne, Adelaide and Melbourne.

Milos: From Adelaide and Melbourne, Sydney July 23, due Brisbane July 27, Rabaul July 31-Aug. 2, Lae Aug. 3, Madang Aug. 6-8, thence Manila and Hong Kong, returning Madang Sept. 8-9, Sept. 10-12, Rabaul Sept. 13-14, thence Brisbane, Sydney, Adelaide and Melbourne.

Details from Wihl. Wilhelmsen Agency, Bridge St., Sydney (BU 6301).

China Navigation Co. Ltd. cargo vessels Nanchang, Wenchow and Wanliu call monthly at Rabaul on their way north to Melbourne, Sydney and Brisbane to Hong Kong.

Next vessel: Nanchang, dep. Sydney July 6, Brisbane July 8-9, Rabaul July thence Manila.

China Navigation Co. Ltd. vessels Ningsha and Taiyuan provide a monthly passenger-cargo service calling at Pt. Moresby when northbound between Australia, Manila and Hong Kong. Next el:

Ningsha: Dep. Melbourne July 12, arr. Moresby July 28, thence Manila and Hong Kong.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (BU 4701).

Commonwealth Navigation Co. Ltd. (UK) vessels maintain monthly passenger-cargo services between Sydney and Japan (via Manila, Hong Kong and Formosa), return to Guam and Rabaul.

George Anson: At Guam July 9-10, Rabaul July 14-15, Sydney July 21-23, Melbourne July 25-31, Sydney Aug. 2-4, Lae Aug. 6-7, thence to Far East, returning to Guam Sept. 10-11, Rabaul Sept. 15-16, Sydney Sept. 22.

Francis Drake: Dep. Sydney July 7, Lae July 9-10, thence Far East, due in Aug. 13-14, Rabaul Aug. 18-19, Sydney Aug. 25.

Details from H. C. Sleight Ltd., 115 Street, Sydney. Tel. (2-0253).

SYDNEY - TAHITI - UK

Chandris Line vessel Ellinis maintains regular passenger service from Sydney Papeete to Southampton, and return Papeete to Sydney.

Ellinis: Leaves Sydney Aug. 30, arr. Papeete Sept. 7 and Southampton Sept.

Details from Chandris Line, 10 Martin St., Sydney. Tel. BL 4051.

EUROPE - TAHITI - NEW CALEDONIA - BSIP - PNG - WEST NG

regular passenger-cargo service the Continent and UK, via Panama, Tahiti, New Caledonia, BSI, P-NG and NG is operated jointly by Nedderland Line Royal Dutch Mail and Royal Dutch Lloyd.

Next: From Continent and London, Papeete July 19, Noumea July 28, Lae Aug. 3, Pt. Moresby Aug. 7, Lae Aug. 10, Lae Aug. 12, Madang Aug. 13, Alexishafen Aug. 14, Wewak

PIM's shipping and airways timetables are correct to time of publication.

Aug. 15, Sukarnopura Aug. 16, thence Blak, Manokwari, Sorong.

Details from Royal Inter-ocean Lines, 261 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: Vivarais Aug. 13 (Noumea Aug. 20); Vanoise Sept. 5 (Noumea Sept. 12).

Other MM vessels run between France and Sydney, via Panama Canal and Pacific ports.

Next vessel: Malais, due Papeete July 19, Noumea July 31, Sydney Aug. 10.

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.

Szechuen: From Japan and Hong Kong, due Suva/Lautoka July 8-13, Honiara July 17, returning to Japan July 30.

Sinkiang: From Japan and Hong Kong, due Suva/Lautoka Aug. 5-10, returning to Japan Aug. 23.

Details from Swire and Yuill Pty. Ltd., agents, 8 Spring St., Sydney (BU 4701).

FAR EAST - FIJI - NZ - SYDNEY

Royal Inter-ocean 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); Tjiliwong at Suva/Lautoka July 24-25; Tjimanuk at Suva/Lautoka Aug. 15-16.

Details from Royal Inter-ocean 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.

Chengtu: From Japan and Hong Kong, due Rabaul July 12, Kavieng July 15, Madang July 17, Lae July 21, Samarai July 27, Pt. Moresby Aug. 3, Vila Aug. 7, Noumea Aug. 11-20, thence to Japan, arr. Sept. 2.

Chekiang: From Japan and Hong Kong, due Wewak Aug. 14, Rabaul Aug. 17, Madang Aug. 21, Lae Aug. 25, Pt. Moresby Sept. 6, Noumea Sept. 9-20, thence to Japan, arr. Oct. 1.

Details from China Navigation Co., Ltd. (Swire and Yuill Pty., Ltd., agents), 8 Spring St., Sydney (BU 4701).

JAPAN - SAMOA - TONGA - FIJI - N. CAL. - N. HEB. - BSI

The Daiwa Navigation Co. Ltd. runs a regular passenger/cargo service from Japan to Pacific ports.

Current voyage: Tahiti Maru dep. Japan July 3, arr. Guam July 9, Santo July 13, Vila (opt.), Noumea (opt.), Suva July 25-26, Lautoka July 28-29, Pago Pago Aug. 1, Apia Aug. 2-3.

NEW ZEALAND - COOK IS.

NZGS Moana Roa (40 passengers) makes approximately monthly voyages from Auckland (NZ) to Rarotonga (Cook Islands), with calls at Niue and some other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (Tel. 45-117) or any office of Union SS Co. of NZ, Ltd.

NZ - FIJI - HONOLULU - NORTH AMERICA

Crusader Shipping Co. has vessels running between NZ and North America, via Pacific ports.

Next vessel: Crusader, dep. NZ July 14, due Honolulu July 23, 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: July 20, Aug. 17.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. Next Auckland sailings: July 6, Aug. 3.

Details from Union Steam Ship Co. of NZ, Quay and Commerce Sts., Auckland. (Tel.: 49-430).

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: Ruahine, dep. Wellington July 31, due Papeete Aug. 5.

Next southbound voyage: Rangitoto from London, due Papeete Aug. 17.

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 26 (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 Loading Brokers in London.

UK-PANAMA-TAHITI-AUSTRALIA

Cogedar Line operates a passenger service regularly from Southampton, via Panama and Papeete to Sydney. Next vessels:

Flavia: Dep. Tilbury July 1, arr. Papeete July 25-26, Sydney Aug. 6.
Aurelia: Dep. Tilbury Sept. 28, arr. Papeete Oct. 22-23, Sydney Nov. 3.

- 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.

Details from agents: H. C. Sleight, 115 York St., Sydney. Tel. B 0253.

UK - PAPUA - NG - BSI

Bank Line operates a direct service from Europe to P-NG and BSI, vessels going on to Australia for cargo-loading and returning to UK via Suez. Next vessels:

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.

Crestbank: From Continent and London, due Pt. Moresby Aug. 24, Samarai Aug. 27, Lae Aug. 29, Madang Sept. 2, Wewak Sept. 6, Kavieng Sept. 8, Rabaul Sept. 9, Honiara Sept. 14.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (BU 2041).

USA - TAHITI - AM. SAMOA - FIJI - AUSTRALIA

Matson-Oceanic Line operates a five-weeks passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Terminal ports, in Australia, vary with cargoes offering. Vessels call at Papeete, Pago Pago, Suva, Sydney, Brisbane, etc.

Next trans-Pacific sailings: From Brisbane, Ventura July 27; Sonoma Aug. 24.

Details from Matson Lines, 50 Young St., Sydney (BU 4272).

USA - TAHITI - AUSTRALIA

Farrell Lines passenger-cargo ships on US Atlantic Coast-Panama-Sydney service make periodical calls at Tahiti on south-bound voyages. Next Papeete calls: Australian Galaxy Aug. 11; Australian Gulf Oct. 13.

Details from With. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport Line's vessels Thorsisle and Thor I maintain service from West Coast Nth. American ports to Pacific Islands.

Thorsisle: Dep. San Francisco July 9, Los Angeles July 10-14, Papeete July 24-27, 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.

Thor I: San Francisco Aug. 13, Los Angeles Aug. 14-17, Papeete Aug. 27-29, Pago Pago Sept. 2-5, Apia Sept. 6-7, Suva Sept. 10-11, Lautoka Sept. 12-13, Noumea Sept. 15-17, Vila Sept. 18-19 (tentative), Santo Sept. 20-21 (tentative), Apia (open), Pago Pago Sept. 24-25, Los Angeles Oct. 8-10, San Francisco Oct. 11.

Details from General Steamship Corporation Ltd., 1 Bush St., San Francisco, USA and Islands Agents.

- PIM's shipping and airways timetables are correct to time of publication.

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 July 2, 16, 30, Aug. 13, 27, 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. July 3, 17, 31, Aug. 14, 28, 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. (July 9, 23, Aug. 6, 20, 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. (July 5, 19, Aug. 2, 16, 30, 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, Sat., Tues., Thurs. 1940. Mon.: Dep. Sydney 1900 for Pago Pago (arr. 0255, dep. 0340), Honolulu 0945, dep. 1145, Los Angeles (arr. 1 Mon.).

SOUTHBOUND

Sun., Tues., Thurs.: Dep. Los Angeles 2145 for Honolulu, Nadi (arr. 0 Tues., Thurs., Sat., dep. 0615), Sydney (arr. Tues., Thurs., Sat. 083

Sat.: Dep. Los Angeles 2145 for Honolulu Pago Pago (arr. 0510 Sun., dep. 055 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. 0140, dep. 0225 for Papeete, arr. Thu 0835, dep. 2300 for Acapulco, arr. 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, Mon. 0720, dep. 0805 for Sydney, 1020.

SYDNEY - N. CALEDONIA - FIJI - TAHITI - USA

Wed.: Dep. Sydney 0940 for Noumea, 1320, dep. 1420 for Nadi, arr. 1700, 1745 for Papeete (cross Dateline) Tues. 2350, dep. Fri. 0900 for Angeles, arr. 1950.

Sat.: Dep. Los Angeles 0100 for Papeete, arr. 0605, dep. Tues. 0130 for Nadi (cross Dateline) arr. Wed. 0410, 0610 for Noumea, arr. 0705, dep. 0 for Sydney, arr. 1100.

Alt. Mon. (July 12, 26, Aug. 9, 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. 1 for Noumea, arr. 1635.

Alt. Sun. (July 11, 25, Aug. 8, etc.): Dep. Noumea 1800 for Sydney, arr. 1955.

Note: Noumea's international airport at Tontouta, which is about 50 miles from Noumea itself. The New Caledonian air 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 details. Information on the services outlined below. Intending passengers are advised to check timetables with the airlines or travel agents.

AUCKLAND - BRISBANE

QANTAS/AIR-NZ with Electra Mk. I Twice weekly, both ways.

AUCKLAND - MELBOURNE

ANTAS/AIR-NZ with Electra Mk. II's
Three times weekly, both ways.

CHRISTCHURCH - MELBOURNE

ANTAS/AIR-NZ with Electra Mk. II's
Three times weekly, both ways.

SYDNEY - AUCKLAND

ANTAS/AIR-NZ with Electra Mk. II's
Daily, both ways, with two services a
on most days.

BOAC, with Comet IV's
Twice weekly, both ways.

SYDNEY - CHRISTCHURCH

ANTAS/AIR-NZ with Electra Mk. II's
and Boeing 707's
Four times weekly, both ways.

SYDNEY - WELLINGTON

ANTAS/AIR-NZ with Electra Mk. II's
Daily services both ways, with two
ices 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.

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 depen-
dent on time of high tide at Lord
Howe Island.

SYDNEY - NEW CALEDONIA

QANTAS, with Boeing 707
Alt. Thurs. (July 8, 22, Aug. 5, 19,
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 Ton-
touta and Noumea on Thursdays to con-
nect with the Qantas plane from Sydney.
There is also a bus service from the air-
port.

SYDNEY - NORFOLK IS.

QANTAS, with Skymaster DC4 Aircraft
Wed., Sat. [Except July 14, 28, Aug. 11]:
Dep. Sydney 0800, arr. NI 1445. Flight

extends NI-Auckland-NI. (See "Inter-
Territory Services").
Thurs., Sun. [Except July 14, 28, Aug.
11]: 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. Bris-
bane 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. Bris-
bane 1630, dep. Brisbane 1705, arr.
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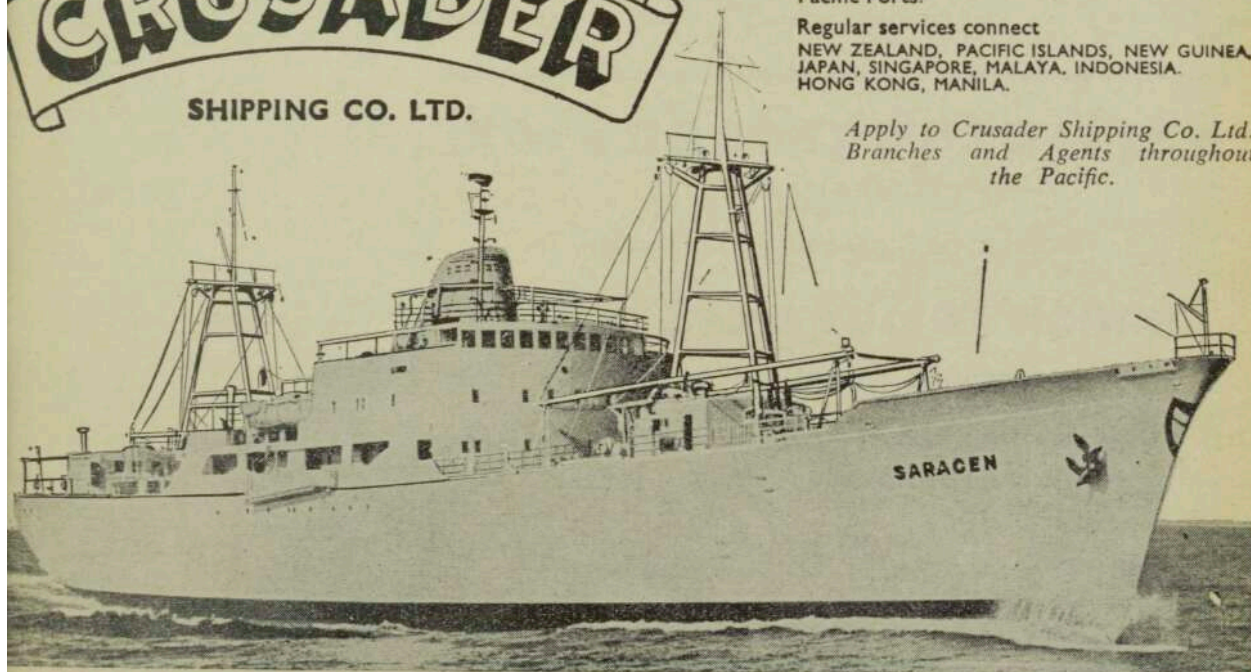
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HONG KONG, MANILA.

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Branches and Agents throughout
the Pacific.



QLD. - PAPUA-NEW GUINEA

TAA, with Fokker Friendship Prop-Jet
Mon.: Dep. Townsville 1350, Cairns, arr. 1445, dep. 1550, arr. Pt. Moresby 1810.

Wed.: Dep. Pt. Moresby, 1415, Cairns, arr. 1635, dep. 1735, arr. Townsville 1830, dep. 1850, arr. Brisbane 2230.

CAIRNS-PT. MORESBY-CAIRNS

NOTE: Services to P-NG operate via Townsville during runway extensions at Cairns.

Fri.: Dep. Cairns 1100, arr. Townsville 1155, dep. 1230, arr. Port Moresby 1520.

Fri.: Dep. Port Moresby 1600, arr. Townsville 1850, dep. 1925, arr. Cairns 2015.

INTER - TERRITORY SERVICES

FIJI - AM. SAMOA

PAA, with DC7C 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 DC7C 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 1000, 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. 1025, arr. Santo 1140.

Fri.: Dep. Santo 0700, arr. Vila 0845, 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. (July 10, Aug. 14): Dep. Noumea 0800 for Wallis Is., arr. 1530.

Sun. (July 11, Aug. 15): Dep. Wallis 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 0550.

Sun.: Dep. Pago Pago 0655, cross International Dateline, arr. Nadi Mon. 0800. Dep. Nadi 0925, arr. Auckland 1315.

NORFOLK IS. - NEW ZEALAND

AIR-NZ by Qantas Skymaster (Chart)

Sat.: Dep. NI 1600, Auckland, arr. 1900.

Wed.: Dep. NI 1600, arr. Auckland 1900. (Does not operate July 14, 28).

Thurs.: Dep. Auckland 1030, arr. NI 1300. (Does not operate July 1, 15, 29).

Sun.: Dep. Auckland 1030, arr. NI 1300.

P-NG - SOLOMONS

TAA, with Fokker Prop-Jet and DC

Alt. Mon.: Dep. Lae (DC3) 0600, Rabaul, Buka, Munda, Yandina, Honiara, arr. 1620 (July 12, 26, Aug. 9, 23, etc.).

Alt. Wed.: Dep. Honiara (DC3) 0730, Yandina, Munda, Buka, Rabaul, Lae, arr. 1545 (July 14, 28, Aug. 11, etc.).

Alt. Tues.: Dep. Lae (Fokker) 0900, Rabaul, Buka, Munda, Honiara, arr. 1635 (July 6, 20, Aug. 3, 17, 31, etc.).
Alt. Wed.: Dep. Honiara (Fokker) 0645, Munda, Buka, Rabaul, Lae, arr. 1545 (July 7, 21, Aug. 4, 18, etc.).

P-NG - WEST NG

TAA, with DC3 Aircraft

Alt. Tues. (July 6, 20, Aug. 3, 17, etc.): Dep. Lae 1000 for Madang, Wewak, Sukarnapura, arr. 1350.

Alt. Wed. (July 7, 21, Aug. 4, 18, etc.): Dep. Sukarnapura 1005 for Wewak, Madang, Lae, arr. 1605.

Alt. Wed. (July 14, 28, Aug. 11, 25, etc.): Dep. Lae 0915, arr. Sukarnapura 1200.

Alt. Tues. (July 13, 27, Aug. 10, 24, etc.): Dep. Sukarnapura 0935, arr. Lae 1300.

BIAK (WEST NG)-LAKE

Garuda Indonesian Airways (DC3)

Alt. Tues. (July 13, 27, Aug. 10, etc.): Dep. Biak 1815, Sukarnapura, arr. 0825, dep. 0925, arr. Lae 1300.

Alt. Wed. (July 14, 28, Aug. 11, etc.): Dep. Lae 0915, Sukarnapura, arr. 1215, dep. 1300, arr. Biak 1515.

TAHITI - USA

UTA, with DC8 Jet Aircraft

Wed.: Dep. Papeete 0900 for Los Angeles.

FIJI DIRECT SERVICE

VIA PANAMA

Regular Sailings every four weeks

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arr. 1955. Dep. Los Angeles 0100 Thurs., arr. Papeete 0605.
 l.: Dep. Papeete 0900 for Los Angeles, arr. 1955. Dep. Los Angeles 0100 Sat., arr. Papeete 0605.

Pan American Airways, with Intercontinental Jet Clippers
 on.: Dep. Los Angeles 0900, dep. Honolulu 1300, arr. Papeete 1825.
 es.: Dep. Papeete 0915, arr. Honolulu 1435 dep. 1600, arr. Los Angeles 2355.
 t.: Dep. San Francisco 2145, dep. Los Angeles 2359, arr. Papeete 0515 Sun.
 n.: 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.

p. Faleolo (W. Samoa): Sun. 0500, 0745, 1900, Tues. 1400, Thurs. 0600, Fri., Sat. 1530.

p. 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).

urs.: Dep. Faleolo 0900, arr. Aitutaki 1500, dep. 1530, arr. Rarotonga 1635.
 : Dep. Rarotonga 0800, arr. Aitutaki 0905, dep. 0940, arr. Faleolo 1410.

W. SAMOA - FIJI

Polynesian Airlines Ltd., with DC3 d.: Dep. Faleolo 1000, arr. Nadi Thurs. 1330.

urs.: Dep. Nadi 1430, arr. Faleolo Wed., 2010.

ernational dateline crossed between Faleolo and Nadi.

W. SAMOA - TONGA

Polynesian Airlines Ltd., with DC3 d.: Dep. Faleolo 1030, arr. Nukualofa next day 1345.

n.: Dep. Nukualofa 1445, arr. Faleolo Sun. 1800.

ernational Dateline crossed between Faleolo and Nukualofa.

Details from Polynesian Air-Centre, Tech Rd., Apia, or any Polynesian ways agent.

Suva 1640. Dep. Suva 0730 Wed., Sun., Labasa, arr. Suva 0950.

Suva-Savusavu-Matei-Suva: Dep. Suva 1200, Mon., Fri., Savusavu, Matei, arr. Suva 1510.

Suva-Matei-Savusavu-Suva: Dep. Suva 1035, Tues., Sat., Matei, Savusavu, arr. Suva 1340.

Suva-Labasa-Matei-Labasa-Suva: Dep. Suva 0730, Mon., Fri., Labasa, Matei, 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

TRANSPAC, with Heron and/or Aztec

Noumea-Mare: Mon., Tues., Fri., dep. Noumea 1430, 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. Ouvea 1130, dep. 1315, arr.

Noumea 1400. Sat. dep. Noumea 0800, arr. Ouvea 0845, dep. 0915, arr.

Noumea 1000. Thurs., dep. Noumea 0800, arr. Ouvea 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, 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 dep. 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.

INTERNAL SERVICES

FIJI

Fiji Airways with Herons, Drovers, and DC3s.

a-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.

i-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.

a-Ura-Suva: Dep. Suva 0725, Wed., Sun., Ura, arr. Suva 0955.

a-Labasa-Suva: Dep. Suva 1430, Wed., Thurs., Sat., Sun., for Labasa, arr.

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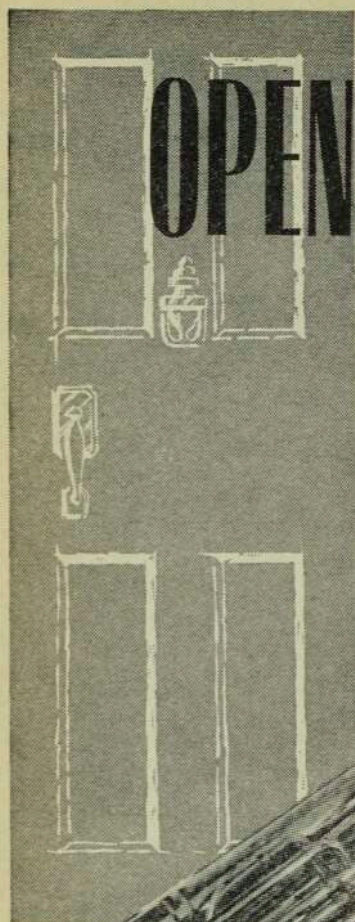
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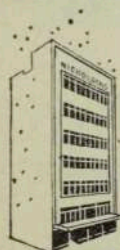
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1030, Erromanga (subject to lo
arr. Vila 1200.
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dep. 1530, arr. Vila 1645.
Alt. Fri. (July 2, 16, 30, Aug. 13, 27, e
Dep. Lenakel 1030, arr. Anelt
1105, dep. 1400, arr. Lenakel 1435
Fri. (monthly): Dep. Lenakel 1030,
Putuna 1115, dep. 1400, arr. Len
1445. (This flight depends on passe
bookings).

VILA-NORTHERN ISLANDS

Tues.: Dep. Vila 0830, arr. Tor
0905, dep. 0930, arr. Santo 1040,
1230, arr. Tonga 1340, dep. 1400,
Vila 1430.

Wed.: Dep. Vila 1330, arr. Tonga 1
dep. 1430, arr. Pentecost 1515,
1530, arr. Longana 1545, dep. 1
arr. Walaha 1630, dep. 1645,
Santo 1705.

Thurs.: Dep. Santo 0830, arr. Wa
0850, dep. 0915, arr. Longana C
dep. 1000, arr. Walaha 1015,
1045, arr. Santo 1105. Dep. S
1330, arr. Walaha 1350,
1415, arr. Longana 1430, dep. 1
arr. Pentecost 1520, dep. 1535,
Tonga 1615, dep. 1645, arr.
1705.

Sat.: Dep. Vila 0830, arr. Tonga C
dep. 1030, arr. Vila 1100. (Subje
load.)

* Calls at Pentecost are optional, l
call is made the stopover at Longa
20 minutes longer.

Details from New Hebrides Air
Vila.

PAPUA - NEW GUINEA

Operated by TAA

LAE-RABAUL-LAE (Fokker Prop-Je

Alt. Tues.: Dep. Lae 0900, Rabaul,
1055 (July 6, 20, Aug. 3, 17, 31,
Alt. Wed.: Dep. Rabaul 1010, Lae,
1200 (July 14, 28, Aug. 11, 25,

PORT MORESBY-DARU (DC3)

Alt. Fri.: Dep. Pt. Moresby 0845 for I
returning same day via Balimo,
1425 (July 9, 23, Aug. 6, 20, etc
Thurs. (every 4th week, by Cat
July 15, Aug. 12, etc.): Dep.
Moresby 0800 for Daru, retur
same day at 1420, direct arr. 16

PT. MORESBY-WEST PAPUA (Cata

Wed.: Dep. Pt. Moresby 0800 for Ker
Baimuru, Kikori, Baimuru (onl
quest), Kerema, Pt. Moresby,
1525. Reservations beyond Ke
subject to administration req
ments.

Thurs. (every 4th week): Dep. Pt. Mo
0800 for Daru, Lake Murray, I
arr. 1500 (July 1, 29, Aug. 26, e

Fri. (every 4th week): Dep. Daru
for Pt. Moresby, arr. 1115 (July 2
Aug. 27, etc.).

PT. MORESBY-EAST PAPUA (Cata

Alt. Mon.: Dep. Pt. Moresby 0800
Samarai, Esa-Ala, Samarai,
Moresby, arr. 1630 (July 12, 26,
9, 23, etc.).

Fourth Mon.: Dep. Pt. Moresby 0800
Samarai, Deboyne, Samarai,
Moresby arr. 1630 (July 19, Aug
etc.).

Fourth Mon.: Dep. Pt. Moresby 0800
Samarai, Pt. Moresby, arr. 1630
5, Aug. 2, 30, etc.).

Wed.: Dep. Pt. Moresby 0800 for Gu
Misima, arr. 1100, return via Gu
arr. Pt. Moresby 1420.

LAE-MADANG-WEWAK-MANUS- KAVIENG-RABAUL SERVICE (DC

Mon., Fri.: Dep. Lae 0730 for Ma

Wewak, Manus, Kavieng, Rabaul, arr. 1605.

Mon.: Dep. Rabaul 0730 for Kavieng, Manus, Wewak, arr. 1250.

Tue.: Dep. Lae 0900 for Madang, Wewak, arr. 1155.

Wed., Thurs., Sat.: Dep. Wewak 0600 for Madang, Lae, arr. 0845.

Sun.: Dep. Kavieng 0630 for Rabaul, arr. 0735.

Mon.: Dep. Rabaul 1245 for Kavieng, arr. 1350.

CENTRAL HIGHLANDS (DC3)

Mon.: Dep. Madang for Baiyer R., Hagen, Banz, Minj, Goroka, Lae, arr. 1420.

Tue.: Dep. Madang 0800 for Wabag, Wapenamanda, Hagen, Banz, Minj, Goroka, Lae, arr. 1420.

Sun.: Dep. Madang 0655 for Goroka, Lae, arr. 0845.

Mon.: Dep. Lae 0900 for Goroka, Minj, Banz, Hagen, Baiyer R., Wapenamanda, Wabag, Madang, arr. 1510.

Tue.: Dep. Mt. Hagen 0650 for Banz (opt.), Lae, arr. 0820.

Wed.: Dep. Mt. Hagen for Goroka, Lae, arr. 0845.

Thurs.: Dep. Lae 0900 for Goroka, Minj, Banz, Mt. Hagen, arr. 1205.

MORESBY-POPONDETTA-LAE (DC3)

Mon.: Dep. Pt. Moresby 0730 for Kokoda (opt.), Popondetta, Garaina, Lae, arr. 015.

Tue.: Dep. Lae 1045 for Garaina, Popondetta, Kokoda (opt.), Port Moresby, arr. 1330.

MORESBY-WAU-BULOLO-LAE (DC3)

Mon., Sun.: Dep. Pt. Moresby 1045 for Wau, Bulolo, Lae, arr. 1320.

Tue., Sun.: Dep. Lae 0730 for Bulolo, Wau, Pt. Moresby, arr. 1000.

MADANG-GOROKA-LAE (DC3)

Mon.: Dep. Lae 0900 for Goroka, Minj, Banz, Hagen, Madang, arr. 1330.

Tue.: Dep. Madang 1010 for Hagen, Banz, Minj, Goroka, Lae, arr. 1435.

Sun.: Dep. Madang 0645 for Goroka, Lae, arr. 0845.

Mon.: Dep. Lae 0940 for Goroka, Madang, arr. 1140.

MORESBY-GOROKA-MADANG (DC3)

Tue., Thurs.: Dep. Pt. Moresby 0800 for Goroka, Madang, arr. 1100.

Wed., Thurs.: Dep. Madang 0740 for Goroka, Pt. Moresby, arr. 1030.

LAE-RABAU-LAE (DC3)

Mon., Thurs., Sat., Sun.: Dep. Lae 0930, arr. Rabaul 1205.

Sun., Tues., Thurs.: Dep. Rabaul 0900, arr. Lae 0835.

Sat.: Dep. Lae 0900 for Finschhafen, Cape Gloucester, Kandrian, Talasea, Jacquot Bay, Rabaul, arr. 1520.

Dep. Rabaul 0900 for Jacquot Bay, Talasea, Kandrian, Cape Gloucester, Finschhafen, Lae, arr. 1520.

LAE-FINSCHHAFFEN-LAE (DC3)

Mon.: Dep. Lae 0700 for Finschhafen, Lae, arr. 0830.

RABAU-BUIN-RABAU (DC3)

Mon., Fri.: Dep. Rabaul 0800 for Buka, Wakunai, Kieta, Buin, Kieta, Wakunai, Lae, Rabaul, arr. 1540.

RABAU-TALASEA-RABAU (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.

Tue.: Dep. Lae 0915 for Wewak, arr. 1125.

Wed.: Dep. Wewak 1330 for Vanimo, Wewak, arr. 1630.

Thurs.: Dep. Lae 0920 for Rabaul, arr. 1200.

Fri.: 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 Aitape, 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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Papuan Airlines Pty. Ltd. ("Patair")

Mon.: Dep. (DC3) Pt. Moresby 0730 for Popondetta, Kokoda, Pt. Moresby, arr. 1010.

Dep. (Piaggio) Pt. Moresby 0800 for Rorona (opt.), Aroa (opt.), Kairuku (opt.), Bereina, Woitape, Tapini, Bereina, Kairuku (opt.), Aroa (opt.), Rorona (opt.), Pt. Moresby, arr. 1130 (20 mins. later if call made at Rorona, Aroa, or Kairuku.)

Dep. (Piaggio) Pt. Moresby 0820 for Tapini, Woitape (opt.), Pt. Moresby, arr. 0950 (20 min. later if call made at Woitape.)

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 Woitape, Tapini, Pt. Moresby, arr. 1030.

Dep. (Piaggio) Pt. Moresby 1345 for Rorona (opt.), Aroa (opt.), Kairuku, Bereina, Pt. Moresby, arr. 1535 (35

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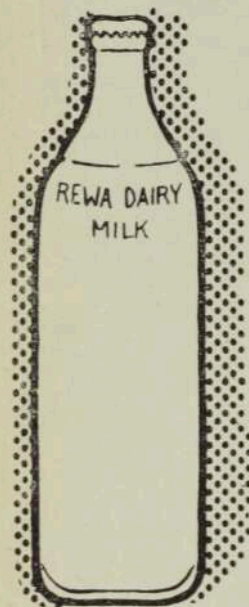
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bourne, Victoria,
Australia.

STEBBINS

● PIM's shipping and airways timetables are correct to time of publication.

min. later if call made at Ror and Aroa).

Wed.: Dep. (DC3) Pt. Moresby 0830
Kokoda, Popondetta, Pt. Moresby, 1110.
Dep. (Piaggio) Pt. Moresby 0830
Tapini, Wotape, Pt. Moresby, arr. 1
Dep. (Piaggio) Pt. Moresby 1345
Rorona, Aroa, Kairuku, Pt. More
arr. 1535.
Dep. (DC3) Pt. Moresby 1430
Bereina, Pt. Moresby, arr. 1635.

Thurs. (Piaggio): Dep. Pt. Moresby 0
for Wotape, Tapini, Pt. Moresby,
1030.
Dep. (Piaggio) Pt. Moresby 1345
Rorona (opt.), Aroa (opt.), Kairu
Bereina, Pt. Moresby, arr. 1535
min. later if call made at Ror
and Aroa).

Alt. Thurs. (July 1, 15, 29, Aug. 12,
etc.): Dep. (DC3) Pt. Moresby 0
for Popondetta, Wanigela, Vili
Losuia, Popondetta, Pt. Moresby,
1330.
(June 10, 24, July 8, 22, et
Dep. (DC3) Pt. Moresby 0700
Popondetta, Pt. Moresby, arr. 0900

Fri.: Dep. (DC3) Pt. Moresby 0730
Popondetta, Pt. Moresby, arr. 0930
Dep. (DC3) Pt. Moresby 1030
Gurney, Pt. Moresby, arr. 1400.
Dep. (Piaggio) Pt. Moresby 1100
Cape Rodney, Palli, Pt. Moresby,
1310.
Dep. (Piaggio) Pt. Moresby 0830
Tapini, Wotape, Pt. Moresby, arr. 1
Dep. (Piaggio) Pt. Moresby 1345
Rorona, Aroa, Kairuku, Pt. More
arr. 1535.
Dep. (DC3) Pt. Moresby 1430
Bereina, Pt. Moresby, arr. 1635.

Sat.: Dep. (DC3) Pt. Moresby 0730
Popondetta, Kokoda, Pt. Moresby,
1010.
Dep. (Piaggio) Pt. Moresby 0830
Wotape, Tapini, Pt. Moresby, arr. 10

SOLOMON ISLANDS

Megapode Airways with a Dove
DH104 Mk. VI

Tues.: Dep. Honiara 0800 and 1600,
Auki (Malaita) 0825 and 1625,
Honiara 0900 and 1700.

Tues. (in Fokker week): Dep. Hon
0930, arr. Yandina (Russell Is.) 0
dep. Yandina 1015, arr. Honiara 1

Wed. (DC3 week): Dep. Honiara 0
arr. Kira Kira 0905, dep. 1300,
Honiara 1405.

Thurs. (Fokker week): Dep. Honiara 0
arr. Yandina 0955, dep. 1230,
Honiara 1300.

Fri.: (in Fokker week): Dep. Hon
0800, arr. Munda (New Geor
0915, dep. Munda 0925, arr. Barak
(Vella Lavella) 0945, dep. Barak
1000, arr. Munda 1020, dep. Mu
1030, arr. Honiara 1145.

Fri. (in DC3 week): Dep. Honiara 0
arr. Yandina 0825, dep. 0840,
Munda 0925, dep. 0945, arr. Barak
1015, dep. 1045, arr. Munda 1105,
1125, arr. Yandina 1210, dep. 1
arr. Honiara 1300.

(Note: Fokker week and DC3 week i
to TAA services from Papua-
Guinea. See timetable under In
Territory Services.)

Details from Megapode Airways, P.O.
103, Honiara, BSIP.

DEATHS OF ISLANDS PEOPLE

Mr. Gerald Verner Maxwell

and Fijian residents especially, will be sorry to hear that Mr. G. V. Maxwell, one of Fiji's early Stipendiary Magistrates, died on June 4, in a hospital. He was within three days of his 88th birthday.

Mr. Maxwell went to Fiji as a cadet in 1899, became SM two years later and filled various official positions. From 1912 to 1921 he was Commissioner of the Native Lands Commission and in two periods was a member of the Legislative Council. In 1921 he was transferred to Kenya, where he was appointed Chief Native Commissioner. He retired from the Colonial Service in 1931 and was awarded a CMG in recognition of his services.

Mr. Maxwell was born at Brighton (England) in 1861, the son of Sir William Maxwell, G.C.B., he was educated at Bedford School and Cambridge. In 1901 he married and had a family of three sons and two daughters.

His sons entered the medical profession; the elder, Dr. R. W. D. Maxwell, OBE., was well-known in the Fijian and Samoan medical circles. He retired as D/Director of Fijian Medical Services in 1956. Later he became senior MO of the NSW Health Dept. The other son, Dr. Maxwell, is a medical practitioner in Auckland, NZ, and also for some years in Fiji. One of his daughters is married to Judge Williams, of the NSW District Court, at one time was a Resident Magistrate in Fiji.

For over 20 years now Gerald Maxwell had lived the life of one who had been through the turmoils of the Colonial Service on a property near Melbourne (NSW) and to which he gave the name "Delana" (a hill). In 1919 his wife died and later he died again.—G.T.

Captain H. Gosling

Captain Henry Gosling, one of the well-known mariners in Fiji, died at Suva, Taveuni, on June 15, aged 70.

Captain Gosling settled in Fiji when he came on the tramp steamer *Kilburn*, in 1891. He was third officer, was married in the Yasawas in 1910.

After his marriage to a Fiji girl, his father-in-law, Captain Williams, set up the stevedoring firm of Williams and Gosling.

Captain Gosling was torpedoed in his ship, off Cape Finisterre, in 1916.

During his seafaring career he was

pilot for many overseas ships in Fiji waters, and was also master of several inter-island ships.

One of his sons, Jack, is shipping manager of Burns Philp (SS) Co. Ltd.

Apart from Jack he is survived by a son, Frank (Auckland), and three daughters, Millie (Mrs. L. McGowan, Vatakoula), Viti (Mrs. J. Bell, Palmerston North, NZ), and Tilly (Mrs. Oscar Bentley, Palmerston North, NZ).

Mr. Barlay Sarju

Mr. Barlay Sarju, cook at Government House, Suva, for 38 years, died in Suva in late May at the age of 94. Mr. Sarju arrived in Fiji from India many years ago under the indenture system. As cook, he accompanied Sir Harry Luke, then Governor of Fiji, on a tour of the Pacific in the early part of World War II.

Sister Olivia Solei

Junior Sister Olivia Solei, who did outstanding work with the Fiji Medical Department for 27 years, died in Suva on June 3, aged 48. When the way was opened some years ago for Colony nurses to advance beyond the rank of staff nurse, she quickly won promotion.

Mr. J. Harris

Mr. Joseph Harris, a Nauruan medical practitioner, collapsed and died of a heart attack on May 9 while watching frigate birds being caught at a frigate roost. He was 54.

Mr. Harris was a well-liked member of the large Harris clan on Nauru. He joined the Administration as a medical orderly in 1928, and in 1935 went to Suva to do a course in medicine at the Central Medical School. In 1938 he became the first Nauruan to graduate from this school. In his final year he won a gold medal in obstetrics.

When the Japanese occupied Nauru in World War II, Mr. Harris, with several hundred other Nauruans, was deported to Truk in the Carolines, but he continued to serve his people as a medical practitioner.

Mr. Harris leaves a widow, three sons and a daughter.

Mr. H. L. Downing

The death occurred in Sydney on June 18 of Mr. Henry (Harry) Ludlow Downing, who served in the Australian Department of Territories

for 35 years. Nineteen years of this service were in New Guinea, the rest in Sydney.

Because of his long service and kindly nature, Mr. Downing was one of the best-known and best-loved men in his department. He was a friend, philosopher and purveyor of information to thousands.

After serving in France and Egypt in World War I, Mr. Downing went to New Guinea in 1920 as a cameraman with an expedition led by an American millionaire-publisher, W. D. Boyce. He returned in 1922 as a medical assistant with the Administration in New Britain.

In the next 19 years, he served in many areas as medical assistant, patrol officer, and registrar of births, deaths and marriages, etc.

In 1941, when he was Acting District Officer at Kieta, Bougainville, he was ordered south for medical treatment, and was in hospital in Sydney when the Pacific War began.

He did not return to work in New Guinea, but his intimate knowledge of the Territory was of great value to the Allied military and naval authorities, and he helped the Territories Department handle the hundreds of people who had to be evacuated.

A daughter, Diana, survives him.

Mrs. Norrie Cahill

Mrs. Norrie Cahill, who lived nearly all her life in Papua-New Guinea, died in ANGAU Memorial Hospital, Lae, on May 29, at the age of 54.

She had only recently retired from the Department of Public Health, after working for many years as a medical assistant.

She was taken to Port Moresby by her parents in 1911, when she was only a year old.

Mrs. Cahill learned her work as a medical assistant in the days when there were very few doctors in Papua-New Guinea. Medical Assistants then did work they would not be allowed to do now.

For a number of years after the war Mrs. Cahill conducted the native outpatients section at the Lae European Hospital, and later worked in the outpatients branch of the new ANGAU Memorial Hospital.

Before transferring to Lae with her family she worked at Namanula Hospital, Rabaul.

Mrs. Cahill was the wife of now retired police officer, Mr. Dennis ("Dinny") Cahill, of Lae. They had two children, Mr. Peter Cahill, now of Port Moresby, and Mrs. Timothy McDonnell, of Brisbane.

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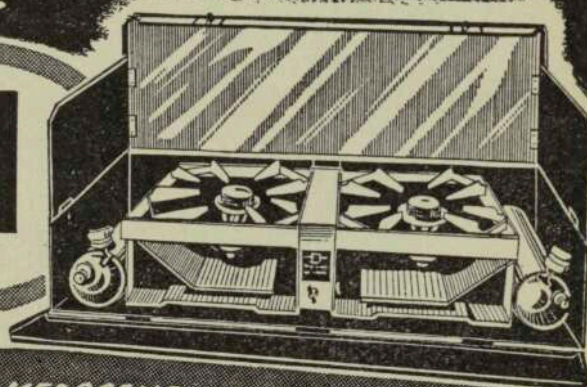
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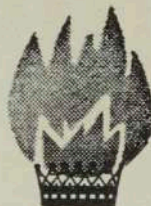
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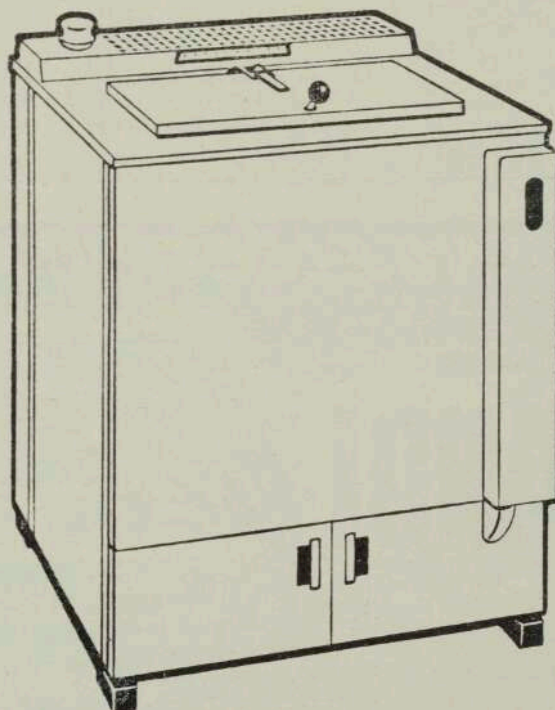
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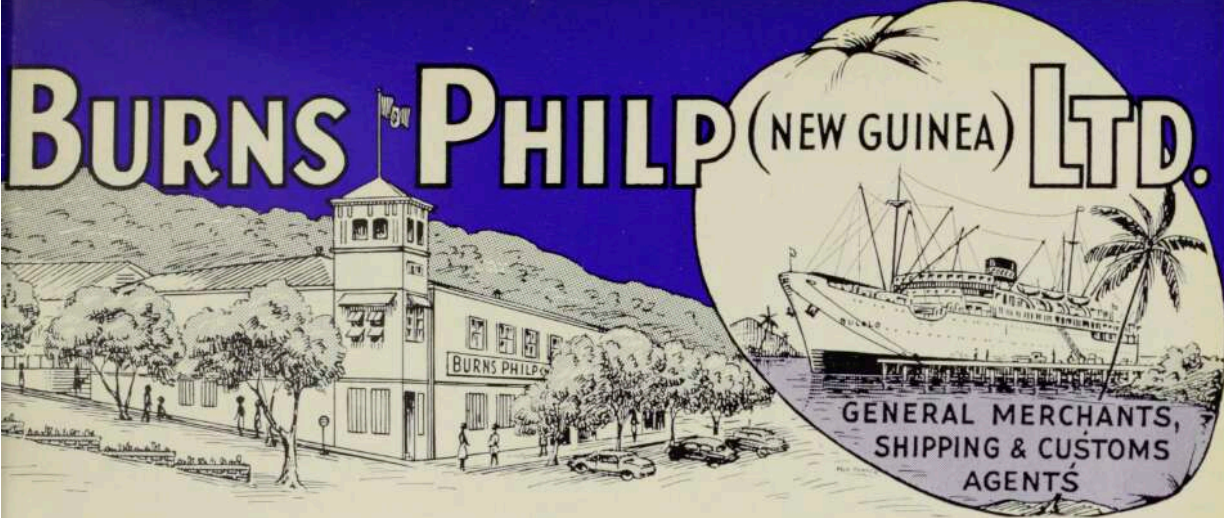
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Published by PACIFIC PUBLICATIONS PTY. LTD., 29 Alberta Street, Sydney. (Telephone: 61-9197). Wholly set up and printed in Australia by the Sydney and Melbourne Publishing Co. Pty. Ltd., 29 Alberta Street, Sydney.

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