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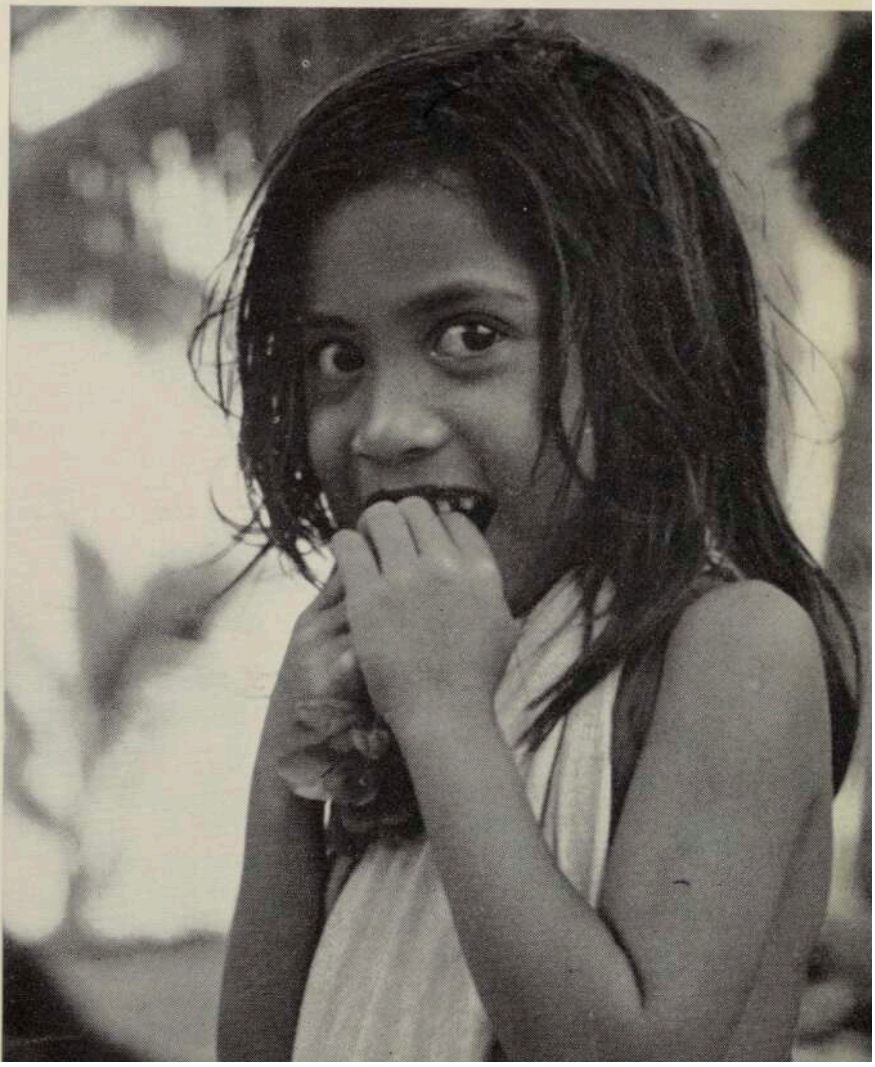

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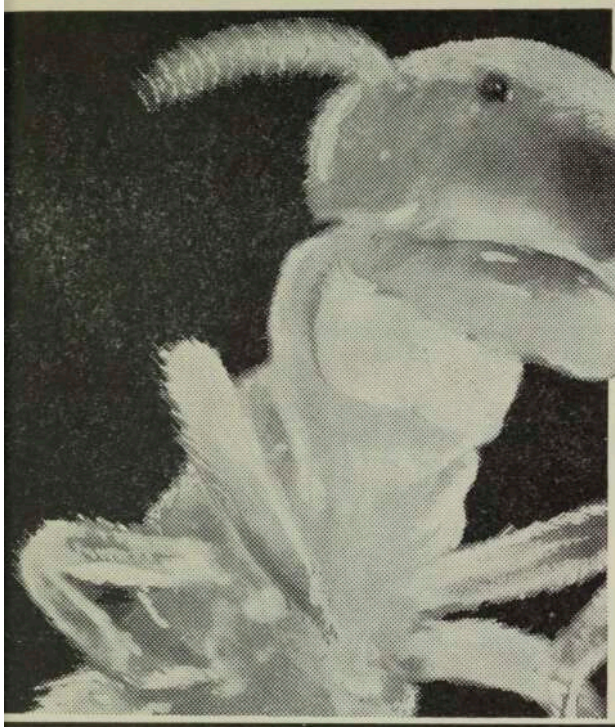

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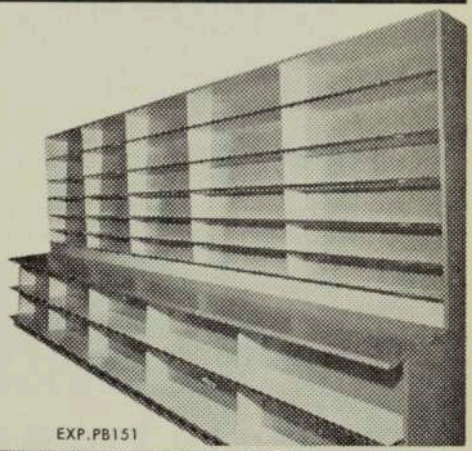

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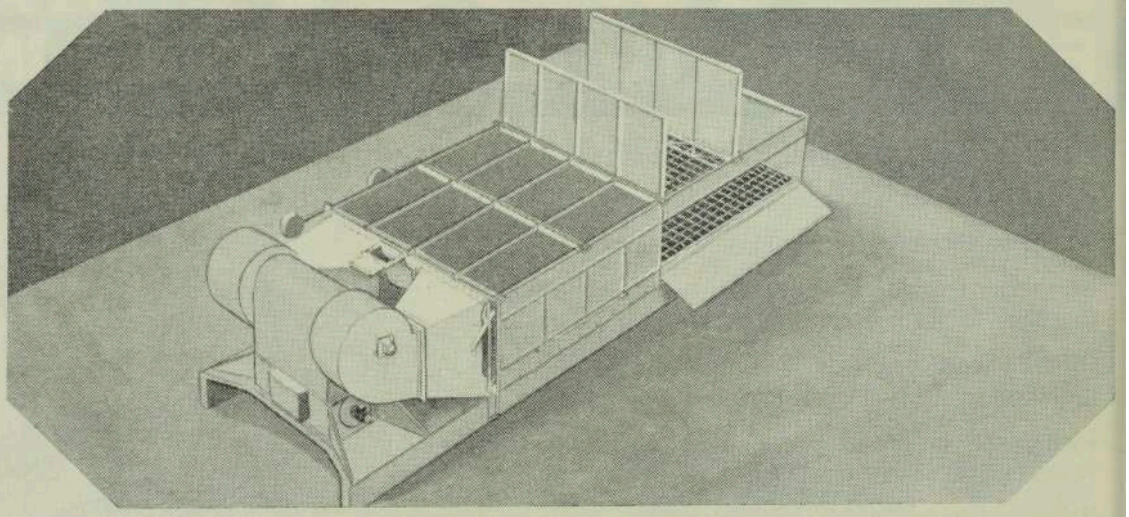

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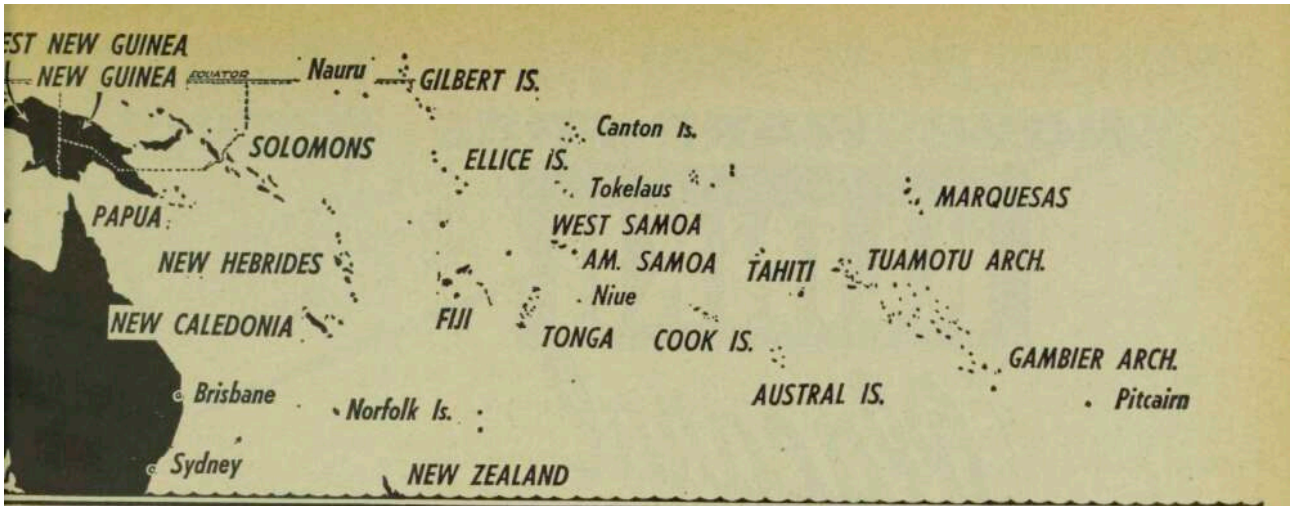

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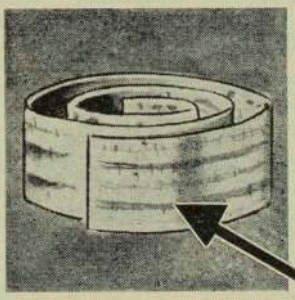

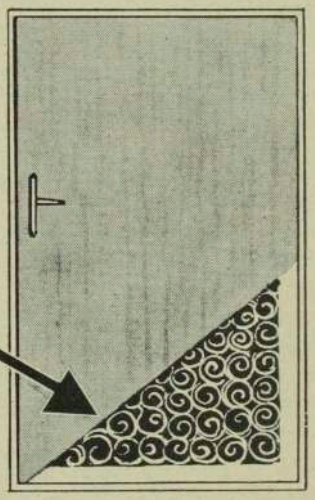

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Mr. Dare

Mr. Dare Resigns From Top Cook Islands Post

The New Zealand High Commissioner in the Cook Islands, Mr. A. O. Dare, resigned in September to accept an appointment as district inspector for the State Services Commission in Christchurch, NZ. He will leave the Cook Islands shortly.

Mr. Dare became High Commissioner when the Cook Islands became self-governing on August 4. He had been Resident Commissioner since 1960.

From 1951 to 1954 he was assistant inspector for the Public Service Commission in Auckland. He was Official Secretary in Rarotonga from 1954 to 1956, Resident Commissioner on Niue from 1956 to 1958, and Assistant Secretary to the Department of Island Territories from 1958 to 1960.

Announcing Mr. Dare's resignation, the New Zealand Minister of Island Territories, Mr. J. R. Hanan, said the Government hoped an early announcement could be made on his successor.

"Mr. Dare can take great personal satisfaction from the very real progress which has been made both economically, socially and politically during the years he has been head of the executive government in the Cook Islands," he said.

THREE DAYS OF CELEBRATIONS MARK NEW ERA IN THE COOK ISLANDS

From W. H. Percival on Rarotonga

Three days of celebrations to mark the attainment of internal self-government in the Cook Islands were held on Rarotonga in September. The celebrations began when an RNZAF Hercules aircraft touched down on Rarotonga's airstrip from New Zealand on September 8 with a large party of official guests.

THE guests included the Governor-General of New Zealand, Sir Bernard Fergusson, and Lady Fergusson; the NZ Prime Minister, Mr. K. J. Holyoake; the NZ Minister of Island Territories, Mr. J. R. Hanan; the Leader of the Opposition, Mr. Nordmeyer; the chairman of the Parliamentary Committee on Island Territories, Mr. D. Riddiford, MP; representative of the Maori people of New Zealand, Mr. M. Rata, MP; and their wives.

Other guests were Professor C. C. Aikman, of Victoria University, Wellington, and Professor J. W. Davidson, of the Australian National University, Canberra, who helped to formulate the new constitution for the Cook Islands; and Messrs. J. McEwan and L. J. Davis, Secretary and Assistant Secretary respectively of the NZ Islands Territories Department.

It was the largest group of dignitaries ever to visit Rarotonga on a single occasion.

Islands Songs

The visitors were greeted by the NZ High Comissioner in the Cooks, Mr. A. O. Dare, the Cook Islands Premier, Mr. Albert Henry, the *arikis* (chiefs), Cabinet Ministers, judges, and other local leaders. Schoolchildren formed ranks near the aircraft and welcomed the visitors with Islands songs.

Boys and girls from the Nikao Teachers' Training College—the boys in palm frond skirts and the girls in *pareus* and frangipani garlands—then entertained the visitors with drum dances.

At 8 a.m. next day, columns of Boy Scouts, Girl Guides, the Boys' Brigade and Junior Missionary Volunteers marched through Avarua to the Administration Building in a parade of decorated floats depicting

Mr. Albert Henry

the main stages of Cook Islands' history—the pre-Christian era, the arrival of the missionaries, the British Protectorate established in 1888, the link with New Zealand in 1901, the first Legislative Council, and finally self-government in 1965.

Besides the official visitors from New Zealand, the parade was watched by Prime Minister Mataafa, of Western Samoa, the Australian High Commissioner to New Zealand, Dr. Donald Cameron, a representative of the Secretary-General of the United Nations, Mr. B. Claussen, and visitors from Niue.

In the afternoon the Vice-Regal party attended a feast in the grounds of Taputapuatea where their hosts were Makea Nui Ariki, CBE and her husband. Teams of dancers from Aitutaki, Mauke, and the northern atolls provided entertainment.

Some rain fell during the dancing,

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which was taken as a good luck sign by the dancers. It was also welcomed from a practical viewpoint as Rarotonga had been suffering from near-drought conditions and the water supplies were dangerously low.

A Constitution Ball and an open air dance were held at Avarua in the evening.

Next morning, the Governor-General formally opened the eighth session of the Cook Islands Legislative Assembly.

The ceremony was held in the Victory Theatre so that 500 guests could be accommodated.

Red carpets covered the floor, and palm fronds and banana leaves decorating the walls gave the theatre an Islands atmosphere.

The Governor-General told the Assembly that the future of the Cook Islands was being watched with great interest by countries overseas.

Sir Bernard Fergusson read a message from the Queen, and presented a gift of dispatch boxes to the Assembly.

Partners Now

Mr. Holyoake, NZ's Prime Minister, spoke next. He said that the people of New Zealand and the Cook Islands were now partners and, unless the Cook Islanders wished otherwise, they would continue to have the links they had enjoyed in the past.

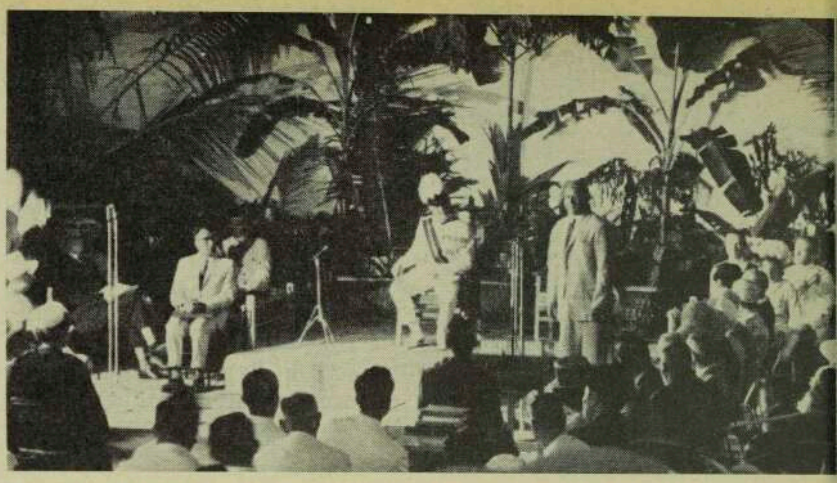
The financial assistance given to the Cook Islands in the past would not be changed by the Constitution.

He expressed confidence that the Cook Islands' new Government would be able to cope with its responsibilities. "We believe we can give no more precious gift than that of self-government," he said, "which Britain gave *us* a century ago."

He added that New Zealand had presented the Cook Islands with a Speaker's chair, a table for the Legislative Assembly, and two teak chairs for the use of important visitors to the Assembly. In addition there was a special grant of £7,000—a Constitution Day gift—for the extension of radio broadcasting to the outer islands.

Mr. Holyoake then presented the signed proclamation to the Speaker, Mrs. Marguerite Story, thus completing the formal opening of the Assembly.

Other speeches were made by Prime Minister Mataafa; Mr. Nordmeyer; Dr. Cameron; Sir Ian MacLennan, of Great Britain; Mr. Rata; a representative of Niue; and a representative of the 6,000 Cook Islanders living in New Zealand.



Prime Minister Mataafa of Western Samoa (standing) addresses the Cook Islands Legislative Assembly in the Victory Theatre on Rarotonga on September 10. The NZ Governor-General, Sir Bernard Fergusson, is the central figure; the Cook Islands Premier Mr. Albert Henry, is on the left in light suit and glasses.—Johnson's Photo Studio

Mrs. Story, replied for the House, after which Mr. Albert Henry spoke.

Mr. Henry said that the emergence of the Cook Islands as a self-governing state in close association with the former administering power would be watched from many quarters with an interest out of all proportion to the Cook Group's size.

The Cook Group was a small and financially poor nation, but possessed the desire for progress. Cook Islanders had no wish to remain "a permanent charge upon the charity of another country".

"We attach the greatest importance to the assurances given to us that Cook Islands products will be accorded free and unrestricted entry into New Zealand," the Premier said.

"We would go further and ask for some measure of protection commensurate with that granted to your own primary producers."

Referring to the controversial subject of tourism, Mr. Henry said that although it was realised that other territories had derived greatly increased revenue from tourism, his Government would not make a hasty decision which, while bringing in tourist money, might well place his people on the road to bitter disillusionment.

Tourist money tended to disappear in a spiral of rising prices, and an inevitable deterioration of the traditional way of life took place—the way of life which attracted visitors in the first place.

Events in other countries had warned them that although tourism was "a potentially lucrative industry, it was also a potentially dangerou one".

Concentration on tourism coul ruin an unsophisticated people, an could further aggravate the critica labour shortage in the Cook Islands

Mr. Henry said that young an able Cook Islanders continued t leave their home islands for lack o opportunity and encouragement.

If this continued, the Cook Grou would become "a nation of ol people and young children", depend ing more upon remittances from thei relatives overseas than upon th rewards of their own labour. In centives should therefore be provide to keep the working population a home.

"Challenge"

"Despite the many problems whic accompany any period of chang and transition, we welcome th challenge of a new era," Mr. Henr added.

An *umukai* (feast) was held fo the visitors that afternoon Arorangi, arranged by the Spor Association. Then came a spor march past, the finals of the 196 athletics championships, and inte island basketball, tennis and Rugb matches.

In the evening, which was fine an moonlit, a large crowd watche boxing and Pukapuka-style wrestlin at Taputapuatea, a spectacular fir works display, and drum dance performed by members of vario youth clubs.

The Vice-Regal party and offici visitors left by Hercules aircraft fo New Zealand next day.

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Some Afterthoughts On Fiji's Constitutional Conference

From L. G. Usher, who was in London for the Fiji Constitutional Conference

With the return, by various routes, of the delegates to the London Constitutional Conference on Fiji in July, the Colony is only now beginning to hear some of the background of that meeting—which cost some £20,000 and was attended by all unofficial members of the Legislative Council.

THE United Kingdom delegation, headed by Mrs. Eirene White, Parliamentary Under-Secretary of State for the Colonies, insisted during the conference that the proceedings should be conducted behind a veil of deep secrecy.

It was not too difficult to pierce this veil because the delegates from Fiji were much more conscious than Mrs. White or the Colonial Office officials, concerned only with what had been done at other Marlborough House conferences and determined not to do anything so daring as to break precedent, were that the people of Fiji wanted to know what was happening.

They had, of course, every right to know, and through *The Fiji Times* and other media they were told.

But, they would have known still more, if the conference had been held in Fiji, and in public.

This is a lesson to be learned for the future.

The delegates from Fiji were tired, especially in the early stages when many of them were recovering from the effects of the quick air journey halfway round the world.

A German investigator claims that no international conference should begin till everybody taking part has been on the spot, preferably sleeping or resting, for at least 48 hours. The Fiji delegates to London, knowing the results of trying to reconcile the body's clock with the time clock, will endorse this.

The conference time-table did not help. In the first week it was not so bad, because formal meetings were held at fairly fixed hours during the day.

But this was the week of social functions, so after a meeting in the morning and another in the afternoon the delegates would go to a party. They would get back to their hotel fairly late and then go out among the restaurants of Soho or The Strand to have a meal.

It was midnight or more before they were in bed, and they had to be up again early in the morning to study their papers for that day's meetings.

Mrs. Eirene White.

The meetings of the first week were concerned with routine aspects of the constitution, about which the Fijian and European and two of the Indian delegates had had detailed talks before leaving Fiji.

But the four "Federation" Indian members, Messrs. A. D. Patel, C. A. Shah, S. M. Koya and J. Madhavan, had refused to take part in these preliminary discussions. They would, they said, declare their views on constitutional matters only at London.

New Stage

With the beginning of its second week, the conference moved into a new stage. Delegates began bargaining and lobbying and holding separate meetings to try to find a "consensus".

This sort of thing is what politicians and bureaucrats love about international conferences, but it is wearing and disturbing to people who are not used to devious ways of doing things.

It seems odd, in retrospect, that so many people in Fiji, including most of the delegates, should have taken so little into account the fact that the United Kingdom Government would have strong views on certain things which the members thought had been "decided" in Fiji. The UK Government pressed for action that would reduce trouble from the United Nations anti-colonialists.

Thus the Fijian and European delegates gradually found that through a combination of pressure, persuasion and discussion they would have to modify some of their pre-London declarations.

Because of the distance from Fiji, they had to do this on their own. They hoped that those whom they represented, but could not consult,

High Hopes For Misima Gold Mine

If future developments prove present assumptions to be correct, the Uluma lode on the property of Pacific Islands Mines Ltd. at Misima Island, Papua, "could well prove to be one of the world's major gold ore discoveries," the president of Cultus Exploration Ltd., Mr. J. F. Sullivan, said in a report to shareholders in late September.

Mr. Sullivan said plant and production costs were being confirmed with a view to bringing a mine into production at Misima. The method of financing the mine project would then be determined.

The report estimated that it would take a year to get a mine and mill into operation.

Cultus Exploration Ltd., a Canadian concern, signed an agreement with Pacific Islands Mines Ltd., last year providing for it to spend £400,000 on the development of the Misima mine in return for a 60 per cent. interest.

A report made to Cultus in September by Mr. F. L. C. Price, a consulting engineer, said proven gold reserves on the Misima property had a gross value equivalent to £A3.8 million, and could yield a profit of more than £A2 million.

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would understand and accept the changes and the reason for them.

The UK Government strongly opposed the further electoral fragmentation of Fiji, which was involved in a proposal that separate Legislative Council seats should be allotted to minority groups, such as the Chinese and the Rotumans.

So the Fijians agreed that Rotumans and other Pacific Islanders should be included in the Fijian roll, and the Europeans agreed that their community should form part of a larger group, including the Chinese and others not catered for.

This made it possible for the first time to give every adult citizen of Fiji a vote in Legislative Council elections and a chance to become a member of the council.

Special Position

It had been proposed in Fiji that the special position of the Fijian people in their own land should be recognised by the election of two additional members of the Legislative Council by the Council of Chiefs.

To gain agreement on this, the European delegates agreed that the two extra Fijian members should be balanced by a reduction of two in the number representing their own group.

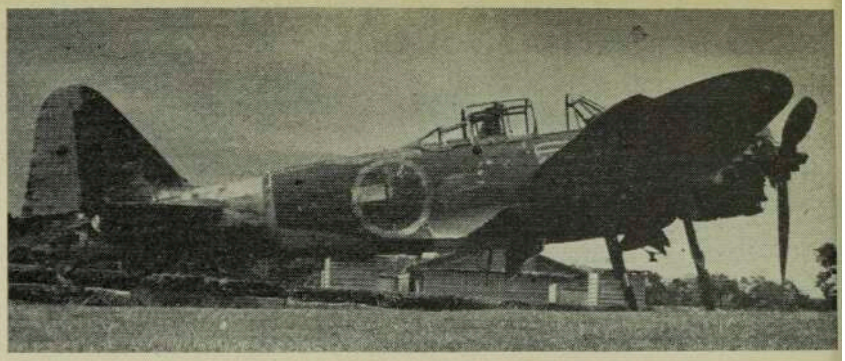
This kind of give-and-take was not achieved without some misgivings. It was the result of long, often worrying discussions, at Marlborough House, in hotel bedrooms and the corners of public rooms, over meals and drinks, early in the morning and often extending far into the night.

But when agreement was reached on a particular point, the delegates concerned felt that they had done their best, and that they had at least reconciled varying views and had reached agreement through discussion and debate.

The "Federation" group chose a different role.

THEY USED TO ASK OSCAR BECAUSE HE KNEW

Tahiti businessman, Oscar Nordman, one of the Pacific's most picturesque personalities, died in Tahiti at the end of August at the age of 73. In his heyday, almost everybody in the Pacific knew Oscar, who was regarded as an expert consultant on everything, and the phrase, "Ask Oscar, he knows" eventually became his slogan. An outline of Oscar's colourful career appears on p. 155.



When One Plus One Makes A Zero

In demand today, but pretty hard to come by, is the Japanese Zero, which, 23 years ago, created much havoc in the New Guinea area. This one, recently reconstructed from two airframes, by an employee of the Australian Department of Civil Aviation, now stands at Kavieng Airport, New Ireland. About 18 months ago, Japanese and American interests were interested in buying Japanese war planes, particularly of the Zero type, for museums, etc. However, the correspondent who sent us this picture believes they did not locate any in New Guinea.

Before the conference, they had suggested they had proposals, long and wisely considered, ready to be whipped out of the bag at London. But when it came to the point, the other delegates were first surprised, and then increasingly irritated, to find that there were no such plans.

The Federation four had nothing to contribute except an inflexible insistence that everybody else should agree to the immediate introduction of a "one-man one-vote" common roll system of election—quite regardless of the strong opposition to this repeatedly expressed by Fijian, European and a substantial section of Indian people in Fiji.

It became clear that the four had come to the conference not to discuss but to demand.

Because they had nothing to contribute, and were unwilling to try to find common ground with the others taking part, negotiation with them was impracticable.

The Colonial Office produced a common roll scheme on a limited scale (euphemistically camouflaged as "cross-voting").

Logically, this should have been welcomed by the common roll advocates, as it gave them a chance to demonstrate by actual experience that their arguments were sound. But no, the same inflexible demand remained that everybody else should give in to then.

It became increasingly clear, therefore, that the conference must end with agreement to differ, and preparation of the final report began.

Then Mr. A. I. N. Deoki, who had aligned himself with the Federation group on the common roll issue, produced an alternative scheme to the one then being embodied in the conference report.

The other delegates, who saw no reason why they should drag proceedings on any longer when they had themselves worked so hard to reach agreement, rejected this new proposal.

The Federation group saw in this a face-saving opportunity.

Denounced

The Deoki scheme became an "Indian" compromise, and the United Kingdom Government (it always goes well at the United Nations to denounce an imperialist power) was denounced for refusing to prolong the conference indefinitely to consider the compromise, and refusing to force the Fijian and European delegations to accept it.

And this, incredible from any rational viewpoint, is the screen behind which the four are now seeking to hide their sorry performance at London, and to hide the ineffectiveness of their presentation of the viewpoint and interests of those they claimed to represent.

In the circumstances, perhaps Mr. C. A. Shah was the wisest of the group.

Throughout the whole of the formal sessions of the conference he said not a single word.

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Boost For Games Hopes

New Caledonians Surprise Fiji At Swimming, Tennis

Two teams of athletes from New Caledonia who visited Fiji in August and September have shown that Fiji is not likely to get away with as many gold medals in the Second South Pacific Games at Noumea next year as they got at the First Games in Suva two years ago.

THE first team, swimmers, visited Fiji under the auspices of the Ligue Caledonniene de Natation.

Out of 17 races against a Suva team, the New Caledonians won 12, and their girls broke two Fiji records and equalled another.

Next day, the New Caledonians won eight out of 12 events against a Lautoka team.

This was a big change from the 1963 Games when Fiji won 14 out of the 15 events—the only one that they didn't win being a butterfly race, in which they didn't compete.

In Suva, Christine Legras, of Noumea, beat the Fiji girls' 440 yards freestyle record with a time of 6 min. 0.6 sec.; and Marie-Anne Nicollet equalled the 1 min. 39.6 sec. record for the girls' 110 yards breastroke.

In the medley relay, Noumea's Maud Monvoison, Margaret Madeo, Marie-Anne Nicollet and Christine Legras, clipped 1.5 sec. off the Suva Swimming Club's record. Christine also broke the record for the 220 yards freestyle which was won by record breaker Olive Pickering, of Suva, who is only 10 years old.

Fiji could perhaps draw some consolation from the fact that no Games records were broken, and that hardly anybody in the home teams had done any real training.

But round about the time that the New Caledonians were creating havoc among them, another New Caledonian swimming star, 16-year-old Miss Simone Hanner, was distinguishing herself in France.

Simone, who returned to Noumea from France in mid-September after a month's special swimming training, became champion of France in the 200 metres freestyle cadet section during her stay. Her time was 2 min. 13.5 sec.

The second sports surprise for the Fijians at the hands of the New Caledonians was in lawn tennis.

In the Fiji Open Championship, in Lautoka, the New Caledonians won two of the four sections—the men's and women's singles.

Guy Pesnel won the men's singles, 6-1, 6-2 from Fiji's B. K. Reddy; and Anne-Marie Mouralt won the women's singles from Mrs. A. Duberal of Fiji, 6-1, 6-1.

Fiji was superior in the men's doubles, showing as it did in the first Games in 1963 that it was better in team work. R. Duberal and his partner, S. J. Taylor, defeated J. Carnivelli and G. Berge, of Noumea, by sets of 6-3, 6-3. In the women's doubles, Mrs. Duberal and Dr. A. Low, after losing the first set badly by 2-6, recovered to give Mrs. L. Porcheron, and Mrs. Mouralt a sound defeat with a score of 2-6, 7-5, 6-0.

The mixed doubles, held in Suva, was an all-Fijian final, but not before the New Caledonians had made the Fiji players work hard in earlier games.

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Urgent Need To Build Up New Britain Defences

By Ron Levi

If we are to have a defence force established in the New Guinea area, and it looks very much as if we are, then it is of the utmost importance that the planners give grave consideration to the building up of the island of New Britain before anything else.

NEW BRITAIN is the strategic hub of the New Guinea Islands, and no defence of the New Guinea mainland is possible unless this island is secured and held.

The Japanese were well aware of this fact when they made it the objective of their initial attack on New Guinea in January, 1942.

They went straight to New Britain and secured it before making another move, south or east.

In the case of war in the New Guinea area, New Britain would be very much in the same position, and would serve the same purpose as Malta during the North African Campaign in Word War II as it is easily defended, besides being the geographical pivot for the whole area.

If we examine the problem of defending New Guinea today we will recognise that any attack will come from the same direction, and follow the same pattern as it did in 1942, and will be mounted in one of two ways.

It will either be infiltrating, guerilla warfare from across the border, or a lightning total attack.

In the first case, with New Britain well secured and in our hands, it is the ideal advance base for strike and patrol aircraft, and a jumping off place for airborne troops.

This is because—and this is important—it is well protected from the possibility of sneak guerilla attacks on airfields by the surrounding ocean.

One has only to take a cursory look at the effectiveness of guerillas in Vietnam to realise the importance of this.

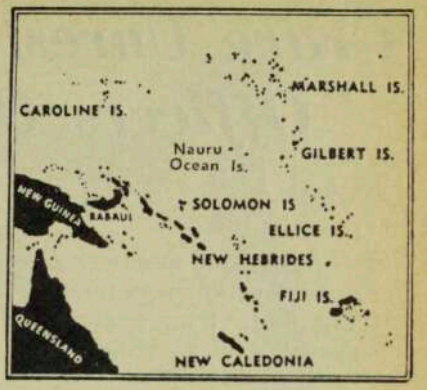
Secondly New Britain is ideally situated for aircraft sweeps over the border.

If the old wartime strip at Vunakanau were brought back to operational standard, it would provide a strike base within 650 miles of any part of the West New Guinea border. As an alternative base, Hoskins, further south, would be 500 from the border.

If we are to expect a total attack, New Britain must be strengthened and made secure NOW, as undoubtedly it would be the focal point of the initial attack because:

- The invader would have to protect his flank.
- It is the logical situation for an advanced naval base and stores depot because of its well-protected, deep-water harbours, besides being the geographical centre for a push south and east.

ore trained men such as Sergeant uwe, of Popondetta, Papua, a member the Pacific Islands Regiment, are eded to defend New Britain, according the author of this article. Sergeant uwe is showing how to fire the M-60 general purpose machine-gun.



This map shows the position of crescent-shaped New Britain and its chief town, Rabaul, in relation to Australia, the mainland of New Guinea and other Pacific islands.

Undefendable

Whoever holds New Britain holds the key to the defence of the New Guinea mainland. With New Britain in enemy hands the mainland is undefendable.

The whole of New Britain's 800 or 900 miles of north-eastern coastline is open to an enemy. The Japanese knew this, even though they were in virtual control of all the islands to the east and north-west.

With it in our hands, well-equipped and well-manned, any attack from the only other alternative route could be thwarted.

When will this attack come? In my opinion, at the end of the war in Vietnam, whether the Communists win or lose.

Don't let us be caught twice unprepared.

The Communist drive southwards is already well under way, and progressing very favourably for them.

The Vietnam war is almost won, Indonesia is primed and ready for an all-out switch to Communism.

There is only New Guinea left!

If you trace the route from Peking through Vietnam, along the Indonesian chain of islands to New Guinea, then turn sharply south to Brisbane, it looks remarkably like a giant sickle.

About The Author

Ron Levi, the author of this article, is a prominent planter at Kokopo, New Britain. He is president of the New Britain Planters' Association and a member of the Kokopo Town Advisory Council. He was a candidate in the New Britain Special Electorate in last year's P-NG House of Assembly election.

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'Grave Unrest' Among P-NG Officers Over Future

By J. G. Smith, Ll.B., President of the Public Service Association of Papua-New Guinea.

The rapid political changes in Papua-New Guinea have caused Australian permanent public servants to ask for something more than generalities from Australia concerning the security of their future.

OVERSEAS officers are entitled to know, and badly want to know, under just what circumstances they will become entitled to compensation if they lose their jobs, and how that compensation will be calculated.

But although they have been asking for this information for a considerable time, so far they have been given no guarantees. Meanwhile, because of apprehension about the future, valuable public servants are resigning.

The Papua-New Guinea Public Service at present has 3,315 overseas officers in its employ—2,362 of whom are permanent. Practically every senior position in the Territory Public Service is occupied by a permanent overseas officer. But, there has been a loss of 157 permanent officers in the first five months of this year, and there was a similar drain last year.

As early as September, 1962, in answer to Public Service fears the then Minister for Territories, Mr. Hasluck, said: *The Government has authorised me to give assurances that.*

(a) For its part, it intends that the help of Australians should be available to the Territory Public Service under expatriate conditions until there are sufficient qualified people willing to work under local Territory conditions to staff the Public Service fully.

(b) Whatever course constitutional change in the Territory may take, the Government proposes to ensure that those expatriate public servants who are working in the Territory under arrangements made by the Government for providing help to the Territory will not have their remuneration or conditions of service changed, unless such changes are decided upon or accepted by the Australian Government, the only exception being any changes resulting from proceedings before the Public Service Arbitrator.

(c) The Australian Government will take whatever steps are necessary to maintain remuneration and conditions of service in accordance with the foregoing, and also to ensure that the entitlements of expatriate officers or their dependants under the existing Territory Public Service superannuation scheme are fully honoured.

(d) Any permanently appointed expatriate officers who continue to serve in the Territory in carrying out the Government's intentions to provide the help referred to, and whose careers are terminated before normal retirement age for the sole reason that they are replaced by people serving under local conditions, will be assisted to find other employment or will be provided with reasonable compensation for loss of employment.

The assurances contained in the final paragraph of this statement did not go far enough.

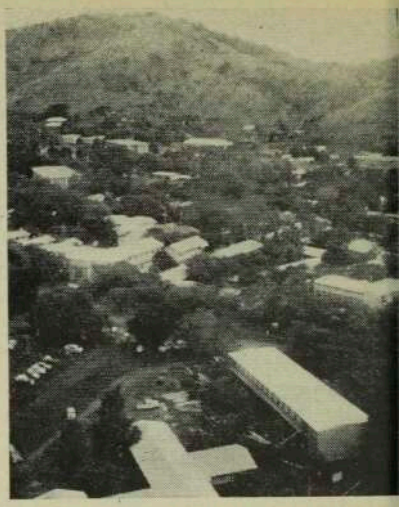
The Territory public servants wanted, and still want, a scheme which will compensate them for (a) loss of career, in broadly the same circumstances as those under which compensation has been paid to former officers of the British Overseas Civil Service at the time territories were about to become internally self-governing and (b) being superseded for promotion as a consequence of the localisation of the Public Service.

Minister Anxious

The Public Service Association asked Mr. Hasluck for such a scheme in September, 1963. In November, 1964, the PSA submitted detailed proposals for a scheme to Mr. Hasluck's successor, Mr. Barnes, and was told that the Minister was anxious to have a scheme in existence by the end of that year.

In a Press statement at that time, the president of the PSA said: "It is not for the Commonwealth Government simply a question of justice to the officers concerned. It is also a grave and urgent matter of practical politics.

"Very many permanent officers have now come to feel that by one



Konedobu, Port Moresby headquarters o the P-NG Administration, seen from th air. Known locally as "Happy Valley" there is not too much humour among it public servants at the moment.

factor or another their working live in the Territory are liable to be cu short, and that they will have t start over again in Australia—suffer ing all the disadvantages of late comers."

A thorough survey of employmen opportunities open to Territor public servants in Australia wa made in 1964 by one of Australia' leading firms of management con sultants, on behalf of the PSA, an this revealed that many oversea officers would find in Australi nothing like the jobs and remunera tion they received in the Territory

This was mainly due to the fac that many skills developed in th Territory had no market in Aus tralia.

The Minister was told that 35 overseas officers had resigned durin 1963/4 and that resignations wer continuing.

It was, I think, becoming clea that the Territory would in a fe years be deprived of the services o most of its permanent public servan unless something were done to assu them of their future.

The Territory would need th services of competent, skilled publ servants for many years to come.

On May 17 this year, the Minist approved a PSA Press release whic quoted him as saying: "The Minist stated that he was in comple agreement that an announcement o a compensation scheme was urgentl desirable. He stated that his depar ment, in collaboration with oth Commonwealth Departments, ha prepared a final scheme for Cabine

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nd that he hoped an announcement ould be forthcoming from Cabinet *ithin three weeks*" (my italics).

On August 4 a delegation from ie PSA once again saw Mr. Barnes nd reiterated that there was grave nrest in the Public Service due to lack of a decision about the com-ensation scheme.

The delegation read to the Minister number of the most recent resolu-ons from branches of the PSA enchantly criticising the Govern-ient's failure to announce such a heme.

Mr. Barnes said his department ad made a submission to Cabinet, hich had considered it twice and ould consider again.

He said he regarded it as im-erative that the number of overseas fficers in the Territory be increased at least 2,000 during the next five ears, so that recommendations con-ined in the World Bank report uld be implemented.

Mr. Barnes added that this would difficult to achieve unless the esent high rate of departures of rmanent overseas officers was sub-antially reduced.

The Public Service Association elieves that it will be *impossible* to rry out even part of the World ank submissions unless the services permanent Australian public rvants in the Territory are tained.

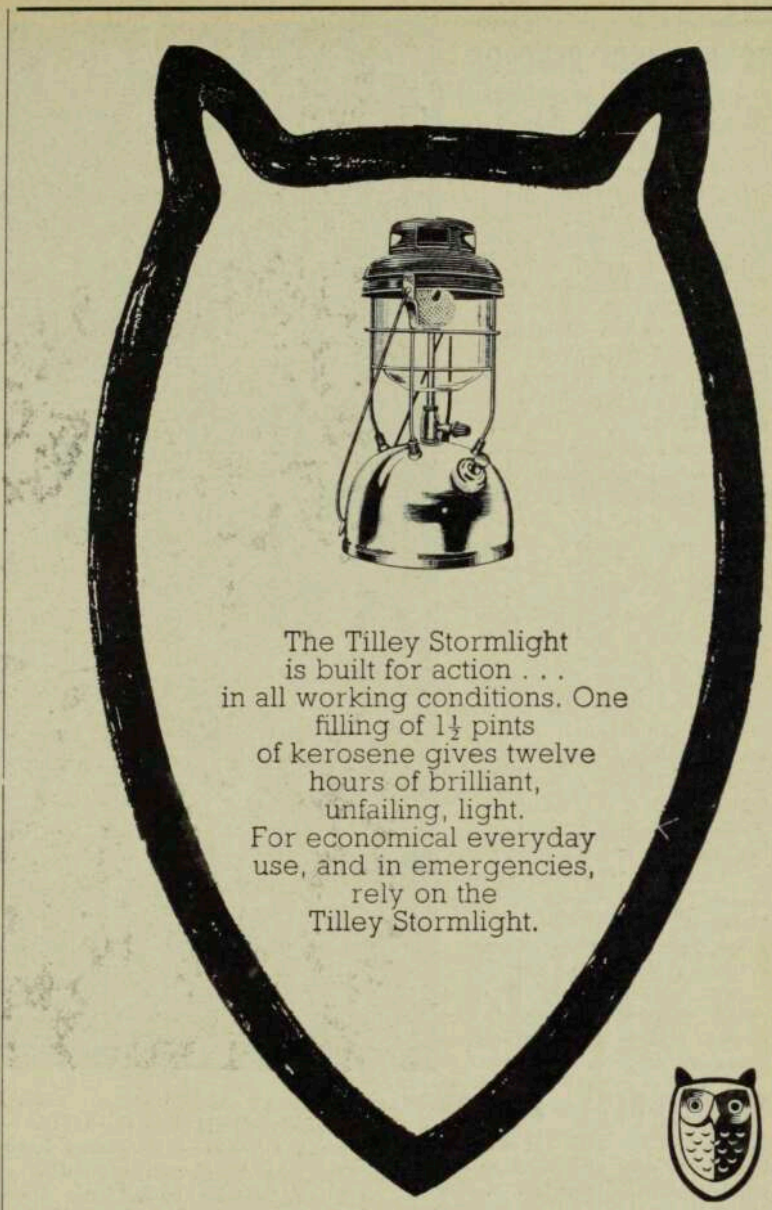
Yet a decision on compensation still awaited. Meanwhile the Aus-alian Government has refused to plement another request by the SA that the Government legislate guarantee Australian officers their perannuation benefits—a guarantee at would see that their superan-uation would be paid to them in ustralia, in Australian currency.

At present the superannuation heme is dependent on Territory gislation.

The basis of the Government's fusal is that no further guarantees e needed in view of the assurances ven by Mr. Hasluck in 1962.

I believe this decision to be a ave error, because it won't help e morale of the public servants or rest the high rate of resignations. ie public servants are sorely afraid at such legislation *may* be neces-ry, whether or not the Government inks so.

Since the overseas officers can see good reason why this further rety should not be given they are t to read a sinister implication into e fact that there has seemed to be firm determination not to give the surance. And who can blame them r reading it thus?



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LONG-PLAYING RECORDS

★ POLYNESIAN GUITAR — The Guitars Of Bill Wolfgramme, Trevor Edmondson and Bill Sevesi — Island Rhythm, Hula Blues, Hawaiian Hotel March, Vikings On The March, Meama Chimes, Kohala March, Kalina Waltz, Hula Love, How Do You Do, Tiger Shark, etc. VP 126

★ TOMI TOMI — Bill Wolfgramme and His Islanders — Tomi Tomi, Hawaiian Love, Kohala March, Beyond The Reef, Kalina Waltz, On The Beach At Waikiki, In The Royal Hawaiian Hotel, Hula Love, I Found A Little Grass Skirt, Farewell Blues, etc. ... VP 115

★ RHYTHM OF THE ISLANDS — Daphne Walker, George Tumahai and Bill Sevesi's Islanders — Rhythm Of The Islands, Sweet Hawaiian Chimes, On A Honolulu Hula Holiday, Vikings On The March, A Flower Lei, Nothing Else To Do In Ma-La-Ka-Mo-Ka-Lu, Honolulu, Moana, Island Rhythm, I'd Like To See Samoa of Samoa, etc. VP 114

★ SOUTH SEA AFFAIR — Daphe Walker, George Tumahai and Bill Sevesi's Islanders — Hawaiian Harmony, The March To Diamond Head, Honolulu Tomboy, South Sea Affair, Hawaiian Hotel March, Pretty Kehulani, Song Of Old Hawaii, My Tahitian Diary, Aloha Means Quite A Lot, Pagan Moon, Hula Breeze, Hawaiian Affair, etc. ... VP 111

EXTENDED-PLAY RECORDS

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

★ FAREWELLS OF THE PACIFIC — Band Of The Fiji Military Forces — Australia: Waltzing Matilda; N.Z.: Now Is The Hour; Hawaii: Aloha Oe; Fiji: Isa Lei ..... VE 108

★ ISLAND FAVOURITES — Daphne Walker and George Tumahai with Bill Sevesi's Islanders — Lani Jo, Lovely Hula Girl, Analani E, Beyond Desire ..... VE 53

★ POLYNESIAN FAVOURITES — Daphne Walker and George Tumahai with Bill Sevesi's Islanders — Kaahi, Ukelele Lady, Little Brown Gal, Sophisticated Hula, Malihini Mele, Isa Lei ..... VEEP 6

★ THE BEAT OF TAHITI—Eddie Lund and His Tahitians — Papio, Papai Mai Ta'u Rata, Mama Iti E, Puhi Puhi Te Avaava ..... VE 144

★ LA TAHITIENNE — Nat Mara and His Tahitians—Ma Loulou Ma Belle, Tiare Tipanie, Vahine Veve Au, Moana Pacifica ..... VE 122

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New Labour Council Brings Big Sigh Of Relief In Fiji

From a Suva Correspondent

The formation in Fiji in Sep-mber of a Joint Industrial ouncil as negotiating machinery r the Fiji Government and its n-salaried workers might seem ordinary sort of event. It sn't.

was an achievement which probably averted bloodshed in Colony.

At long last, after two years of rry, argument, recriminations and gotiations, a formula has been ind to solve a problem which has devilled industrial relations in vernment circles.

Partners in the new JIC are the vernment, the Public Employees' ion and the Fijian Government rkers' Union.

The two unions for Government rkers were created by racialism.

The Public Employees' Union, med in 1948, largely through the orts of Mr. Mohammed Ramzan, braced all workers, Fijian and lian, employed by the Government.

Led by Mr. Ramzan, the Colony's st experienced trade union leader o has had considerable tuition rseas, the union had established trong position as a bargainer.

Fijian Breakaway

But that position was greatly akened about two years ago when Fijians, who complained they re being swamped by the union's lian members, broke away and med their own.

Originally a splinter group, it idly attracted almost all the Fijian vernment workers. Added impetus s given to its recruiting campaign en constitutional issues became Colony's top talking point.

Backed by almost half the Govern-nt workers, the Fijian Union ed for bargaining status and pped a log of claims in front of then Director of Public Works, John Common.

Bargaining status was refused. Government wanted the one on. There was a lot of haggling, lot of threats and much shilly-llying by the Government.

Most of this went on in secret. There was little publicity in the Press, save for the publication of a demand by the Fijian Union for a satisfactory reply to its request for recognition.

Industrial Expert

A date early this year was named as the deadline. This passed, but before the situation could explode—as it might have done—the Government sought outside help.

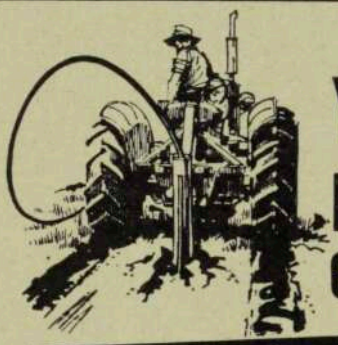
The British Government sent an industrial relations expert, Mr. E. Barber, to Fiji who succeeded where everyone else had failed.

Recognition, as complete as that enjoyed by the older union, the Public Employees' Union, has been given to the Fijian Government Workers' Union.

The older union has generously withdrawn its opposition to the breakaway body, and the JIC has been formed.

The Governor, Sir Derek Jakeway, recognised the importance of the formation of the council by opening its inaugural session on September 22.

His speech and those of Government and union representatives left no one in doubt that a big sigh of relief has gone up all round at the successful launching of the council.



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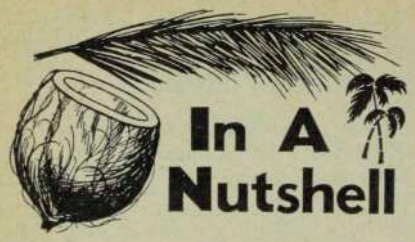

In A Nutshell

THE growing trend of co-operation between territories of the South Pacific was considerably reinforced by the decision made in Apia in mid-September by representatives from Fiji, Tonga, Cook Islands and Western Samoa to set up a central secretariat to assist in the development of the banana trade, and later of trade in other Islands produce.

Attending the September meeting were Hon. Ratu Mara and Messrs. R. Major and B. Brown, from Fiji; Dr. Tamarua and K. Sadaraka, from the Cooks; Messrs. Simiki and Vete, from Tonga; and Hon. G. F. D. Betham, Hon. Laufili Time, and Messrs. H. A. Levestam, P. P. Heller, T. M. S. Cunliffe, A. Gerakas and D. Ashby, from Western Samoa.

● A reorganisation of Kinjibi Holdings Ltd., New Guinea coffee planters, is likely following the election of three new men to the board in October. Two of the positions were filled after two directors, P. C. E. Cox and H. R. Hagon, who sought re-election, were overwhelmingly defeated. The former chairman, Mr. M. W. Flack, did not offer for re-election because of ill-health. The board now comprises Messrs. R. Corben, M. Casey, A. Schindler (the three new directors), C. W. Ford and J. H. Lee.

● The MV *Edenhope*, which the Bougainville Co. Ltd. bought recently from the Australian Coastal Shipping Commission, sailed from Sydney for Port Moresby and other New Guinea ports on October 1.

● Reports from West New Guinea in October indicated that the future of the regular Biak-Sukarnapura-Lae air services run by Garuda Indonesian Airways is in doubt. The airline said it was awaiting "new authorisation for flights to Lae", although Australian sources said authorisation had been given.

● A Noumea report in October said the French nuclear testing centre at Mururoa atoll, in French Polynesia, had claimed its first victims—three killed and four wounded—following a violent explosion. Two of the dead were Tahitians.

CADET SCHEME FOR P-NG

Nobody remembers now when the prosperous, long-established but conservative Islands trading firm of W. R. Carpenter last called a Press conference to talk about its affairs—so history of some sort was made in Sydney and Port Moresby in September when the company held simultaneous Press conferences to announce a training scheme for cadet executives in Papua-New Guinea.

IN Sydney, the conference was presided over by Mr. W. R. Carpenter, associate director of W. R. Carpenter Holdings Ltd.; in Port Moresby by Mr. D. G. Cannon, a director of Pacific Trading Co., Carpenter's P-NG subsidiary.

Under the scheme, Pacific Trading will train 18 cadet executives from among New Guineans for each of the next three years; further intakes being assessed in the light of experience.

The company will pay all educational and living expenses during the cadets' training (which will be fulltime), and make a cash allowance of spending money and give them on-the-job experience during school vacations at standard weekly rates.

No similar scheme is in existence in the Islands.

Six of each year's intake will be given agricultural training, six will be trained in mechanical engineering and six will do commercial courses. The agriculture trainees will attend the P-NG Agriculture College near Rabaul, and the mechanical and commercial cadets will be trained at Lae. Cadets who complete their courses will receive certificates or diplomas ranking with similar qualifications in Australia.

Mr. Carpenter said that trainee cadets could rise to managerial positions, in the company's copra cocoa and tea industries, its territory wide chain of stores and offices, copra crushing plant and motor workshops.

"The scheme has been launched because the directors believe local people should be given the opportunity to accept senior responsibilities in commercial enterprises," Mr. Carpenter said.

"The future positions and salaries of these trainee executives is limited only by the extent by which they are prepared to work and apply themselves, and the normal limitations imposed by personal ability."

The company is now seeking the first group of 18 cadets. Applicants will need to be holders of the Intermediate Certificate or be among those who expect to pass the examination this year.

In Port Moresby, Mr. D. G. Cannon, said: "The task of finding 18 suitable youths in competition with all other employment sources is a formidable one when it is realised that probably only 5 youths of Intermediate standard will emerge from Territory schools this year."

They'll Have To Go Up To Come Down!

The sellers of Tongan handicrafts on the mala'ae on Nukualofa's waterfront will probably have to change their ways soon—when Nukualofa's new tourist hotel is completed and tourists begin flowing into Tonga.

At present the Tongans are possibly the only people in the Pacific who put their prices *down* whenever a ship is in port—a custom that local Europeans take advantage of when they want to buy Tongan handicrafts.

But the Tongans will probably soon learn to put their prices *up* for the tourists, so that the tourists, who usually expect to do some wrangling before buying, can beat them down again to the prices they are willing to accept.

Meanwhile, a tourist and publicity committee has been set up in Tonga to plan for the influx of tourists expected when the new tourist hotel opens.

The committee is expected to recommend to Cabinet a new publicity brochure on Tonga and the beautification and sprucing of the main island of Tongatapu, especially the town of Nukualofa and its waterfront.

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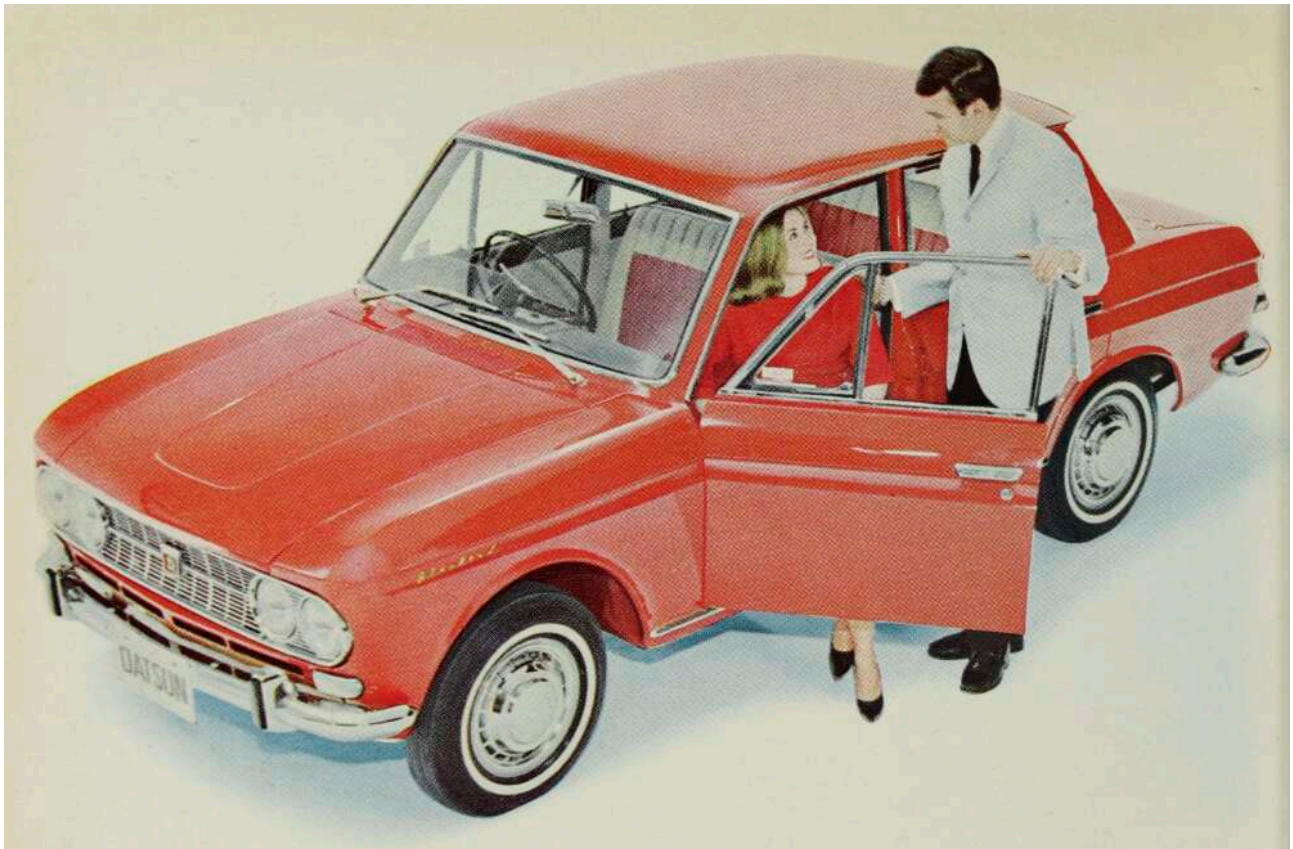

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Another Consulate Closes In Tahiti – By Order

The Nationalist Chinese Consulate in Papeete, Tahiti, has been closed by order of the French Government in Paris after serving the Chinese community in French Polynesia since 1944.

THE closure follows France's recognition of Red China nearly two years ago and the simultaneous rupture of diplomatic relations with the Nationalist Chinese Government in Taiwan (Formosa).

The Governor of French Polynesia, Mr. Jean Sicurani, notified the Nationalist Chinese Consul-General, Mr. Argon C. Kuan, of the French Government's decision on August 23, but the decision was not made public until September 2.

Mr. Sicurani said that the French Government would not permit a Red Chinese consulate to be opened in Tahiti.

The Nationalist Chinese Consulate is the second to be closed in Tahiti this year. The first was the Consulate of the United States, which was closed by order of the French Government on April 30 (*PIM*, May, p. 123).

No reason was given for that decision, but its object, obviously, was to clear all American Government officials from the Tahiti area because of France's plans to hold nuclear tests at Mururoa Atoll in the Tuamotus.

Long Expected

The US Consulate decision came as a surprise, as only three months earlier the French Government had approved the re-opening of the consulate after a lapse of 17 years.

On the other hand, the decision to close the Nationalist Chinese Consulate had long been expected.

However, the decision was apparently delayed because French Polynesia's 8,000-odd Chinese are pro-Nationalist China.

The local community had its origin a century ago when about 1,000 coolies were imported into Tahiti from Hong Kong to work on a cotton plantation founded by an Englishman, William Stewart. Other Chinese migrated to Tahiti from Kwangtung Province during the Chinese Revolution of 1911 and during World War I.

By 1926, they numbered about 4,000. Four years later, the French Government restricted Chinese immigration.

Through thrift, industry and the use of family ties, the Chinese have gained control of a large share of French Polynesia's commerce, agriculture and handicrafts industries.

But few of them are French citizens, even though they, their parents, grandparents and even great-grandparents were born in the territory.

The circumstance of their birth does not automatically make them Frenchmen, and to become French citizens, they must apply for naturalisation in the same way as foreign-born immigrants—a formality that is apparently too troublesome in most cases.

Now, if they wish to travel abroad, the Chinese, who are not French citizens, will have to obtain visas from the Nationalist Chinese Embassy in Wellington, New Zealand.

The consulate building in Papeete was built in 1949 with money raised by subscription among the Chinese community.

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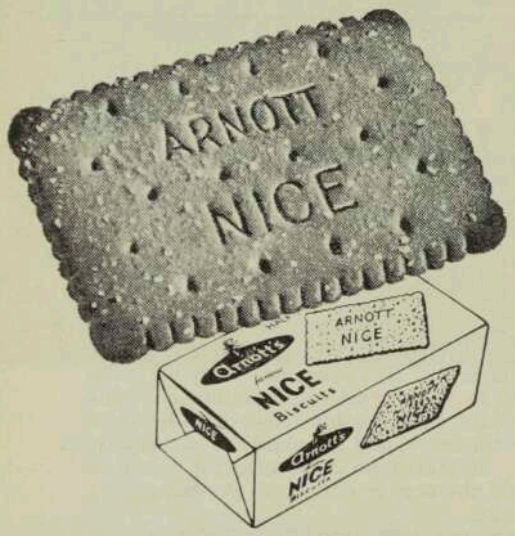
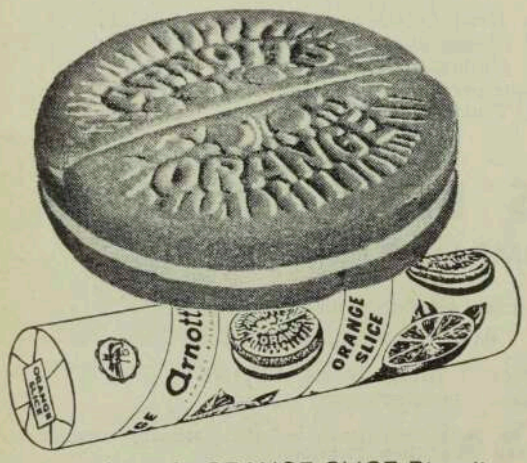


Arnott's NICE Biscuits
Crisp and fine in texture,
lightly sprinkled with sugar.

Arnott's LEMON CRISP Biscuits
A mixture of sweet and savoury — a slightly
dry biscuit with a tangy lemon cream.



Arnott's ORANGE SLICE Biscuits
Orange cream between tasty vanilla biscuits.

Arnott's SHREDDED WHEATMEAL Biscuits
Wholesome crunchy goodness
and the flavour of new wheat.

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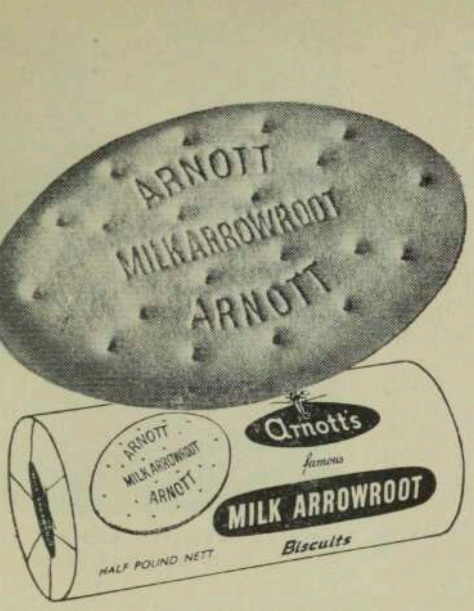
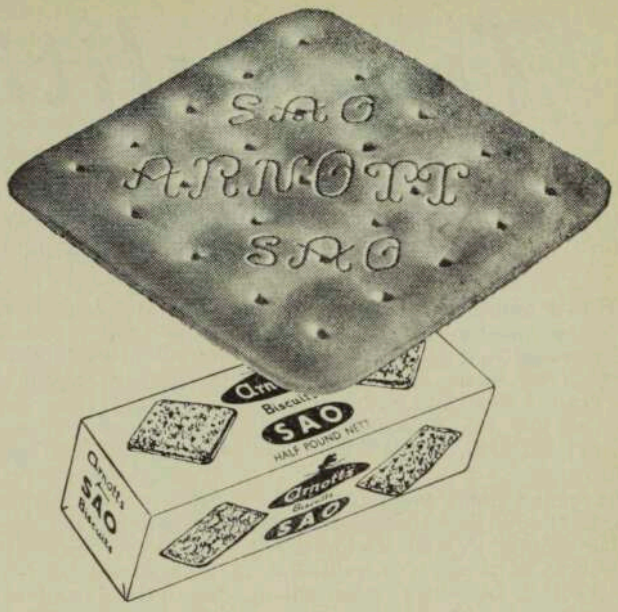
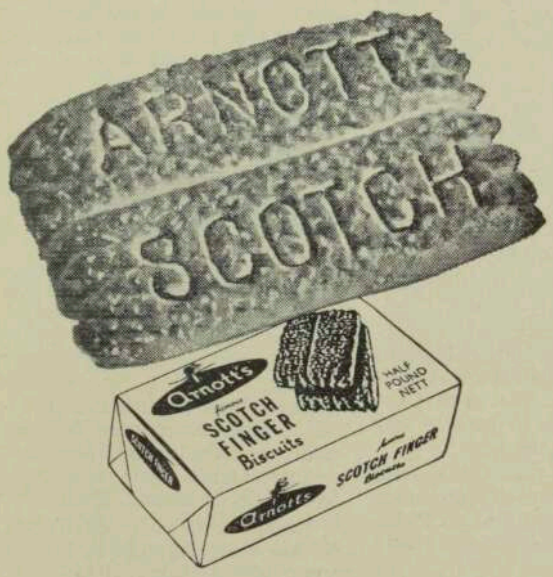


Arnott's MILK ARROWROOT Biscuits
All-day energy for children —
a favourite with all the family.



Arnott's SAO Biscuits
Ideal for snacks, suppers or between meals.



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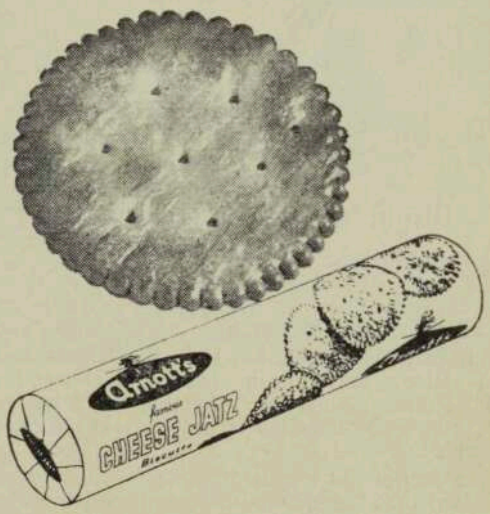

Arnott's CHEESE JATZ Biscuits
Crisp as could be with a fine cheese
flavour — perfect for entertaining.

There is no Substitute for Quality

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Tropicalities

Two apparently unconnected events in recent months have set us wondering whether Uncle Sam's left hand always knows what his right hand is doing when it comes to Pacific affairs.

THE first event was the publication in Washington in May of an official booklet entitled *United States and Outlying Areas* which outlines the "exact status within the framework of the US Government" of "all outlying areas under US protection".

The second event was the vote on August 31 by the United Nations Special Committee on Colonialism taking note of a report submitted by a team of UN observers commending the manner in which the elections were conducted in the Cook Islands in April for that territory's first Legislative Assembly under self-government.

The link (and apparent contradiction) between the booklet and the UN vote is that the booklet says that four of the islands in the Northhern Cook Group are claimed by the United States, while the vote of the UN committee (of which the US is a member) recognises the validity of the Cook Islands elections, and, in effect, cancels out the US claims.

Disputed Islands

The booklet is the fifth geographic bulletin to be compiled and released by the US State Department's Bureau of Intelligence and Research.

It has sections on Alaska, Hawaii, Puerto Rico, the Virgin Islands, Canal Zone, American Samoa, Guam, etc., and "disputed islands in the Pacific".

In the section on disputed islands, it is stated that "in the south-central part of the Pacific Ocean lie 25 islands over which the US claim to sovereignty is disputed. The United Kingdom claims 18 of them; New Zealand 7".

The booklet says that the islands claimed by the United States and the United Kingdom are Caroline Atoll and Christmas, Flint, Malden, Starbuck and Vostok Islands in the Line Group; Funafuti, Nukufetau, Nukulaelae and Nurakita Atolls in the Ellice Group; and Birnie, Gardner, Hull, McKean, Sydney and Phoenix Atolls, and Canton and Enderbury Islands in the Phoenix Group.

The islands claimed by the United States and New Zealand are Atafu, Fakaofu and Nukunono Atolls in the Tokelaus; and Danger (Pupapuka), Manihiki, Rakahanga and Penrhyn Atolls in the Northern Cook Group.

Although the booklet claims to assemble "information which is useful, hard to find and important for an understanding of the geography of our country", it contains no specific statement on why the United States lays claim to the 25 islands enumerated.

Guano Act

It appears to us that the main basis for the US claims is the Guano Act, which was passed by the US Congress on August 18, 1856, to enable Americans to claim *unoccupied* islands in the name of the United States for the purpose of removing guano (phosphate).

But whatever the bases for the US claims are, there seems to be no evidence that the US has ever sought to take control of the four disputed islands in the Cook Group (nor, for that matter, of those in the Ellice Group and Tokelaus).

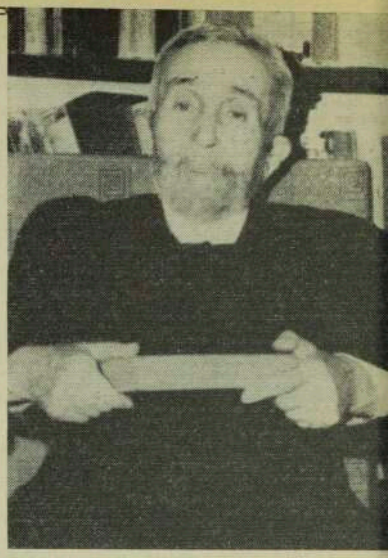
The US vote in the United Nations Committee on Colonialism on August 31 was tantamount to saying that the US has no hankering to possess any of the Cook Islands now.

So it seems to us that Uncle Sam might just as well formally renounce such claims as he once had to Pukapuka, Manihiki, Rakahanga and Penrhyn.

Certainly, such a move, which would cost the United States nothing, would go down well in the Cook Islands, where the attainment of self-government has given the people a sense of nationhood they did not have before.

With such people, the continuation of an ancient claim to sovereignty over some of their territory by a colossus such as the United States could, with much justification, b interpreted as an unfriendly act.

It could, moreover, start som anti-United States sniping in the U Committee on Colonialism, wher on August 23, the Cook Islan Premier, Mr. Albert Henry sai "We may be one of the smalle distinct peoples in the world, and y you have taken an interest to s that we as a people have a right exist."



Father L. Soubeyran, who has spent years in Fiji (see below).

Special Day For A Friend Of Fiji

FOR Father L. Soubeyran, one Fiji's oldest Roman Cathol missionaries, October 1 will be very special day.

It will be the 60th anniversa of the day on which he left h native France for Fiji—never to r turn.

Now bent, bearded and 85 yea old, Father Soubeyran has spent h entire priestly life in Fiji and Rotum —apart from two brief visits Sydney in 1920 and 1953.

He spent 48 years on Rotuma, a he has been chaplain at Makogai, t leper island, since 1954.

Ordained on July 16, 1905, he le France on October 1, arriving Fiji on November 25, 1905.

Eighteen months later he w appointed to Rotuma. For 40 his 48 years on that island, he w plagued with active filaria, a disea which he contracted shortly after h arrival.

Despite his swollen leg a impaired health, he rose daily

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a.m. and worked until midnight
mong his people. He walked—
nd later rode a bicycle—all over the
land, visiting the sick and admini-
tering to the needs of his large
arish.

Rotumans of all ages and
enominations came to love him;
nd his ex-parishioners say his whole
fe was directed entirely to his call-
ng and to the service of others.

To mark his diamond jubilee as a
riest last July, Rotumans in Fiji
sked to be allowed to honour the
issionary, and a celebration was
eld at Samabula.

Five hundred Rotumans attended,
s did Bishop Victor Foley, of Fiji,
nd Bishop George Pearce, of
Western Samoa.

There were many emotional scenes
s the little, old priest moved among
e people with whom he had lived
nd worked for so many years.

Bishop Foley spoke in glowing
rms of Father Soubeyran's work
n Rotuma.

"His work will be his memorial,
nd the churches and schools he has
uilt, his monuments," he said.

Father Soubeyran was cured of
aria in 1948, but not before an
asperated AMO on Rotuma had
oken the only known critical re-
ark about the gentle, old priest.

"He is foolish," the AMO is re-
orted to have said. "He does not
t enough, or sleep enough. He
ould take more care of himself
nd his own needs."

Father Soubeyran is now back at
akogai. He has no desire to return
the homeland he left so long ago.
1938 he was given the opportunity
revisit it, but he rejected it.

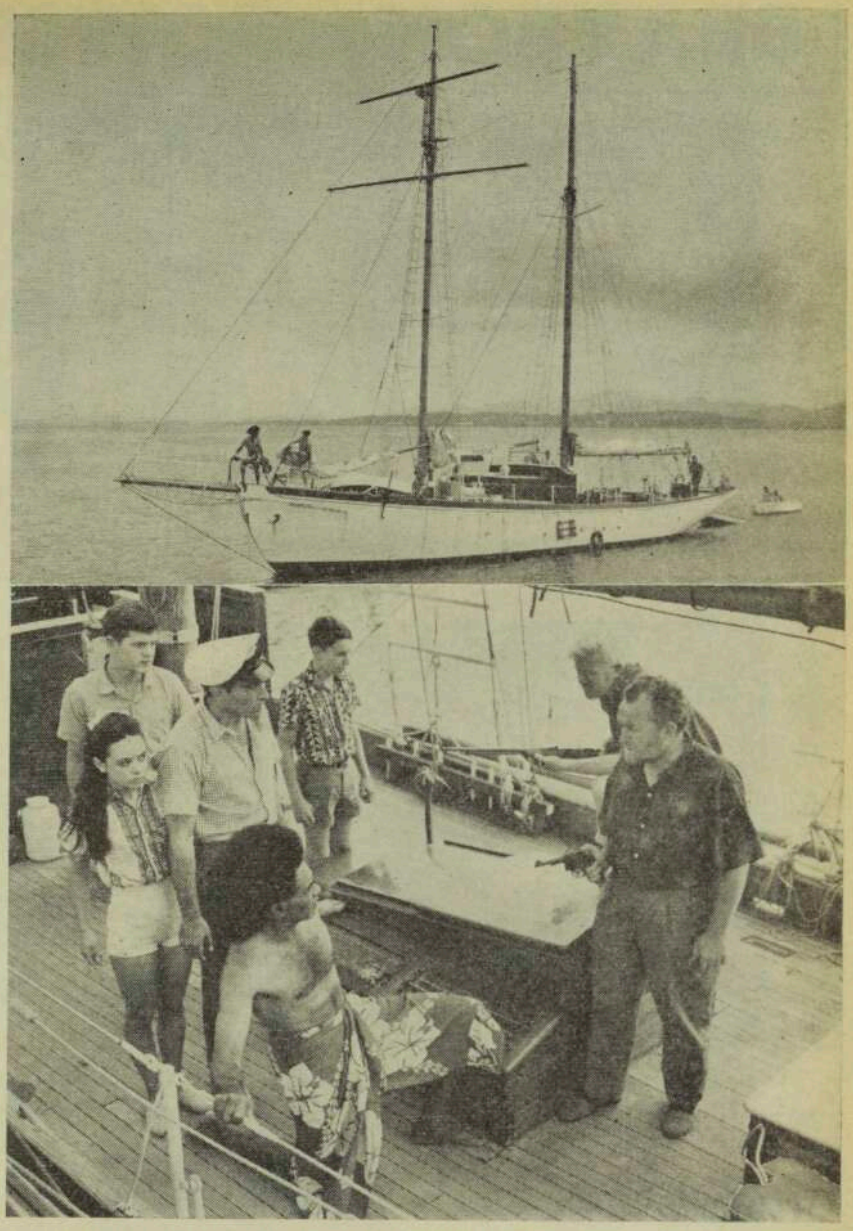
A Backward Look At An Old Prediction

THE outstanding part played by
Ratu K. K. T. Mara, of Fiji,
the Sixth South Pacific Conference
Lae in July and at the subsequent
ji constitutional conference in
ndon made us more than ordinarily
erested in an item in *PIM* for
ecember, 1952, which we happened
notice the other day while trumb-
g through a bound volume.

The item was written by *PIM's*
blisher, R. W. Robson, after one
his numerous forays in the Pacific.
reads: —

"In Fiji, they are watching with
erest and pleasure the way Ratu
ara is coming to the fore as a
ader of the Fijians. He has great
tural ability; he has been very well

(Over)



South Seas Setting For TV Series

A Melbourne film company, Pacific Films, began producing a series of TV films in colour in Fiji recently for distribution in the US, Canada, Britain, Australia and New Zealand. The series, entitled "Adventures of the Seaspray", will be mainly for young audiences. It will be in 26 episodes and will depict the adventures of a family aboard a yacht in the South Pacific. The yacht is the NZ vessel "Fitheach Ban" (above) which has been renamed "Seaspray" for the film-making. The family, all Australians, with Walter Brown playing the lead role of Father, is seen below at the mercy of a couple of "baddies". Inspector Leone Lesi, the only Fiji policeman with a bushy halo of hair, adds a dash of local colour. Fifteen episodes will be made in Fiji, two in New Guinea, and the rest in New Zealand and Australia. The producer is Roger Mirams, of Pacific Films. Photos: Rob Wright.

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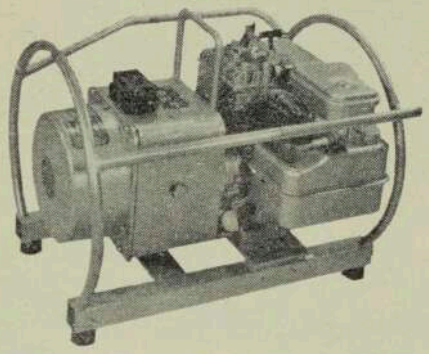

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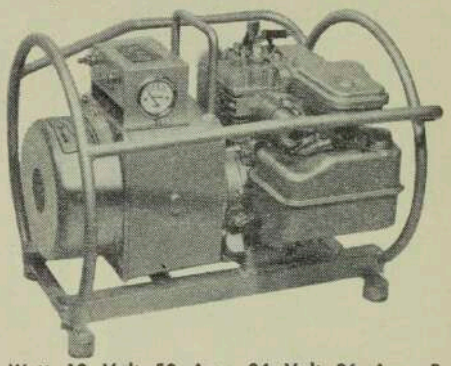

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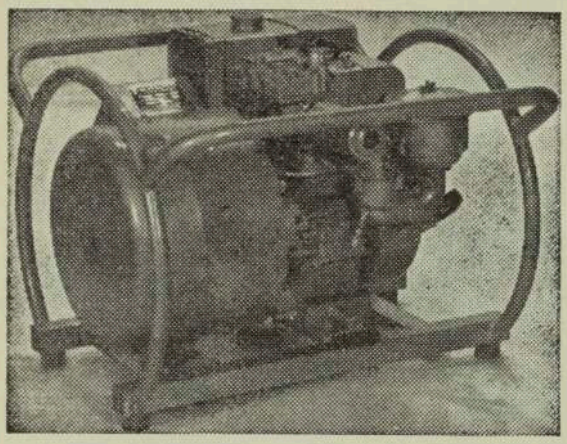

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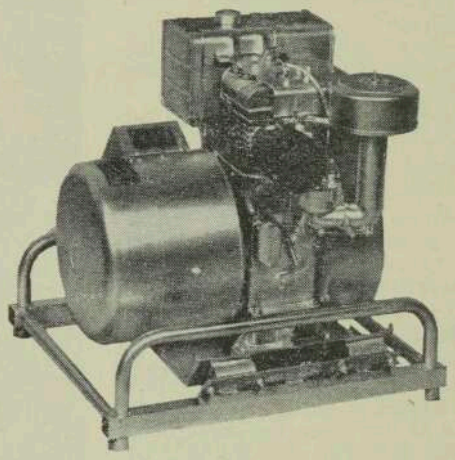

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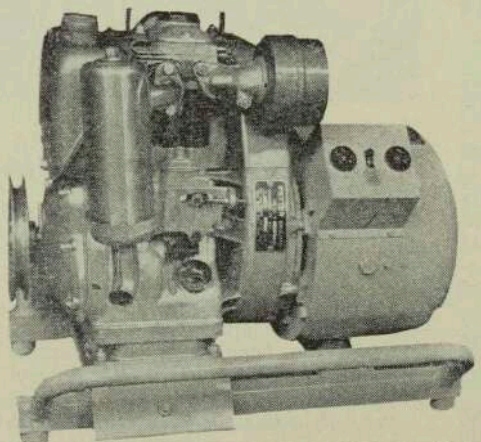

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ducated; he is still only in his irties; he is a Catholic; and he is eld in high favour by the Council f Chiefs.

"Wise old Lala Sukuna has been e leader of the Fijians for many ears, and most people in the Colony ope that he may remain in that osition for a long time yet. But is inevitable in nature, the years ke their toll; and a community ways is watching for oncoming aders. Mara already has taken a rong stand in some Fijian arguments, d it is predicted that his name ill be prominent in the future, in lation to native affairs."

RWR's prediction, it seems, has me to pass.

Who, Me? No, No!

UR paragraph in June (p. 14) reporting that some authoritative ew Guinea circles were tipping that Tasmanian Liberal politician, Mr. W. J. Falkinder, DSO, DFC and r, might become Administrator of pua-New Guinea after Sir Donald eland retires next year drew a nial when it was later reprinted in Hobart *Mercury*.

"I know nothing about it," Mr. lkinder told the *Mercury* next day. ly present plans are to seek re-dorsement for Franklin at the next deral election."

Mr. Falkinder, 43, has represented anklin in the House of Repre-ntatives since 1946, but has taken close interest in Papua-New Guinea airs in recent years and has made quent visits to the territory.

ale Of A New uinea Shirt

EGULAR travellers on the South Pacific tourist trail will recognise style of shirt seen in the photo-ph on this page—but we bet they n't identify the stencilled design a New Guinea one.

It's a traditional design from a emonial mask used in the Kerema trict of Papua, and this particular rt was stencilled by silk screen at YWCA handicrafts class in Port resby.

The YWCA is currently attempt-to build up interest among local men in silk screen printing so t New Guinea fabric designs can exported as New Guinea's own—d not as somebody else's, which is at appears to be happening at sent.

Mr. and Mrs. Cecil Abel, of Port resby (where Mr. Abel is a tutor in Government at the Administrative College) first saw the potential some years ago, and began printing the designs on fabric, after identifying New Guinea designs on shirts worn by visitors to the Territory from Hawaii and Tahiti.

The New Guinea shirt.

Mr. Abel could only assume that previous visitors had shown their appreciation of New Guinea designs by copying them for their own use. He believes that New Guineans ought to be putting them to use and so meet the overseas competition.

He's right of course. Thousands of this type of shirt are sold to passing travellers in Tahiti, Samoa and Fiji, and there is no reason why New Guinea silk-screen operators shouldn't cash in on their own passing trade.

The shirts follow a simple square design and are meant to be worn outside the pants.

We hope that the New Guinea makers with see to it that the shirt material is of good quality and doesn't shrink—and that the design doesn't quickly fade.

Because of shoddy material, some shirts of this kind have a bad reputation in the eastern Pacific.

But there are still plenty of customers for the quality article.

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HE HOPES NEW COLLEGE WILL BE "DISTINCTIVELY PACIFIC"

From the Rev. L. D. Fullerton, first Organising Secretary of the Pacific Theological College, Suva, and now of New York.

Professor George A. F. Knight, first principal of the new Pacific Theological College in Suva, Fiji, was due in Suva in late September to take up his appointment—with high hopes for the college's future.

ANGLICAN, Congregational, Methodist and Presbyterian churches in the Pacific have joined in establishing the college, which is being built at Veiuto, overlooking Suva harbour.

"It is my hope," Dr. Knight told me before he left New York, "that as the college grows, it will develop into a distinctively Pacific institution, and not a pale copy of a British or American theological school.

"We will learn as we go along. I hope we will be able to wed the academic standards of the Western world to the emerging life of the Pacific.

Relevant

"The college must be relevant to the Pacific, not to London!

"I hope that in time the college will produce its own theologians, who will think in Pacific concepts, so that the eternal truths of the Christian faith will be expressed far more meaningfully for Pacific peoples."

Dr. Knight, who was accompanied to Suva by his wife and daughter Ann, a recent Arts graduate in Chicago, hopes to visit many of the Pacific territories from which his students will come before the college opens next year.

He wants to meet church leaders and the staffs of regional theological schools to discuss the contribution that the college can make to the Pacific as a whole.

Dr. Knight comes to the college with an international reputation as a Biblical scholar. He has published 3 books. His first professorial appointment was in 1947.

Before his present appointment, he was Professor of Old Testament at McCormick Theological Seminary in Chicago for five years; lecturer in Old Testament and Semitic Languages at the University of St. Andrews, Scotland, from 1959 to 1960; and Professor of Old Testament in Knox College, Dunedin, New Zealand, from 1947 to 1958.

Professor James Muilenburg, one of America's leading Biblical scholars, told me: "You are certainly very fortunate to be getting a man of Dr. Knight's calibre. He has an established reputation as a scholar and is an excellent teacher. We all think very highly of him."

What is of equal significance is that Dr. Knight's students think as highly of him as do his fellow professors.

Brilliant Teacher

Two of my fellow students took courses under Dr. Knight at McCormick Seminary in Chicago. One described him as a "brilliant teacher" who "takes a personal interest in his students in a way which I have never seen in any other professor".

He added: "He sets high standards but he has the ability to appreciate the students' difficulties; and although he is a distinguished scholar, he does not live in an ivory tower."

The other student, a German doing a doctoral degree here, has told me many times of Dr. and Mrs. Knight's warm-heartedness, and how their home is always open to foreign students. (Dr. Knight readily admits that his wife "makes a good cup of tea").

I have had the opportunity of spending some time with Professor Knight and his gracious wife in New York. They will bring a wide experience to their new work in Suva, and a great deal of charm and a capacity for warm understanding of students.

Educated In Scotland

Dr. and Mrs. Knight were both born in Scotland, as were their children. Dr. Knight was educated at Glasgow University, taking an MA with honours in Semitic languages. He was also prizeman in Greek, Geography and Hebrew, and was very active in student affairs. He holds doctors' degrees from Glasgow University, the Melbourne College of Divinity and from Coe College of the Presbyterian University of Iowa, USA.

His first appointment, after finishing at University, was to Budapest in 1935 as director of the Church

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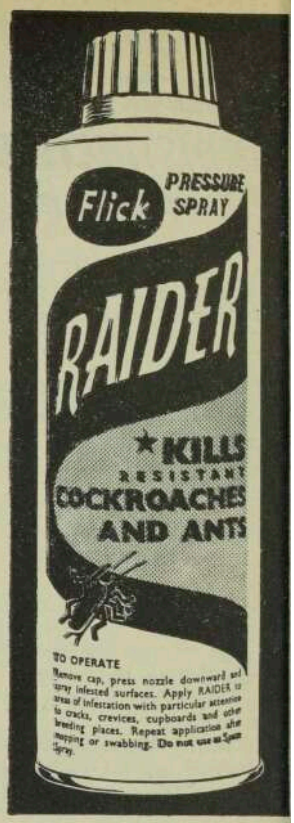

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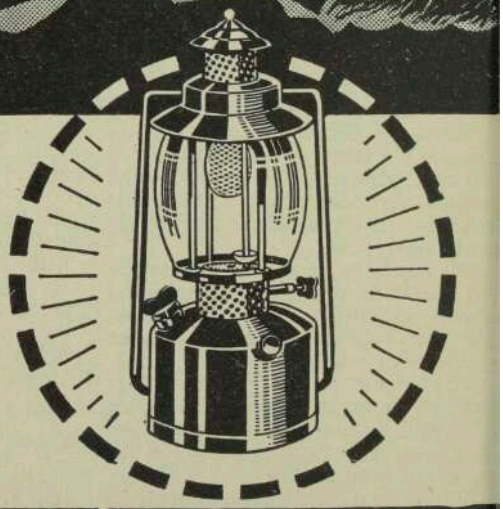

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Scotland's Schools and Mission the Jews in Hungary.
When war came, he became rector of all non-Aryan relief work Hungary and Yugoslavia for all otestant churches of the west, ndling refugees from Germany.
In 1940, he returned to Scotland d in the next six years served two rge Scottish churches. In 1947 he gan his distinguished teaching reer.

Author

Professor Knight's first book was blished in 1942; his 13th—his cond to be published this year—s just come off the press in the ited States.
A list of articles he has written r learned journals is "as long as ur arm".
Like his books, they are con-rned mainly with either interpreting e Old Testament or with dialogue tween Christians and Jews. His ajor work, *A Christian Theology of e Old Testament* was issued in a tch edition in 1962.
In 1956, Dr. Knight was a visiting turer at Leiden University, Holland. is was during his sabbatical leave, en he also studied the work of ological colleges in Thailand, gapore and Indonesia.
Dr. Knight has done many things ich demonstrate the students' dgment that he is no professor "in ivory tower".
In 1960, he was knighted by the een of the Netherlands in re-gnition of his relief work among fugees, and his contribution to the ttlement of Dutch migrants in w Zealand. He is an Officer in e Order of Orange Nassau.

Experienced Broadcaster

Not surprisingly, Dr. Knight is e-chairman of the World Council Churches' Committee on the urch and the Jewish People.
Dr. Knight has had extensive ex-rience in broadcasting. During the r, his church in Glasgow was rmanently wired to the BBC and broadcast services some 65 times, lf of these being in the overseas ogrammes.
Back in Scotland in 1959-60, he s editor of the Scottish BBC ligious News and appeared on tele-sion. In New Zealand he was a quent broadcaster.
He served for a time as chairman the National Council of Churches ommission on Religious Broadcast-g, and also as the Chairman of e New Zealand Radio "Brains ust".

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(See also advertisement on p. 36.)

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ANGRY OCEAN ISLANDERS HAVE NO KIND WORDS FOR BRITAIN

By Stuart Inder, Editor of the Pacific Islands Monthly

"Come and write the truth about how our people have nothing, and live on unripe breadfruit and boiled bananas. Come and learn how we are the owners of a rich phosphate island, yet all the riches are given to people who have nothing to do with us!"

THE speaker was the Rev. Tebuke Rotan, Methodist minister to Rabi Island, in the Fiji Group, whose people, originally from phosphate-producing Ocean Island, were re-settled there after World War II. Because the native name for Ocean Island is Banaba, the people of Rabi (pronounced Rambi) are generally known as Banabans.

Tebuke had approached me in Suva, where I was on holiday with my wife and children, begging me to visit the island and write a report in *Pacific Islands Monthly*.

The Banabans were poverty-stricken and some even were starving, he said. They were angry because everyone in Fiji seemed to believe they were rich, lazy and spoiled.

"But we are being cheated by the British Government, who are reaping enormous benefit from our phosphate on Ocean Island," he said. "We hat the British Government. They ar treating us as if we were primitiv savages."

Tebuke pressed me so strongly t investigate his people's situation tha I agreed to go to Rabi.

We went the quickest way—by ai to Savusavu, on Vanua Levu, Fiji second largest island, and then b taxi (2½ hours) to Buca Bay on th arm of the big island.

There we found the Rabi launc awaiting us. Across five miles o sea loomed Rabi, high and timbered It is 10 miles long by five across a its widest part. Its highest point— 1,500 ft Mt. Banaba—was tipped b cloud.

Farther out, and off to starboar as our launch headed across th Georgia Channel, we could see th much larger island of Taveuni, i 4,000 ft peaks as usual lost in clouc

At a specially-convened meetin of the Rabi Island Council that nigh I learned that the fierce views ex pressed to me in Suva by the Rev Tebuke Rotan were not just his own

Every member of the eight-ma council—two members are electe by popular vote in each of the fou villages on the island—held the sam strong views.

The basis of their outlook wa that they were the owners of Ocea Island, but they could get no justic nor even a hearing, from the Britis Government. What they usuall learned about plans for Ocea Island, they said, came from th pages of *PIM*.

They queried me carefully abou a report from Tarawa in the Jul issue, announcing that the rate o phosphate extraction on Ocea Island was temporarily to be step ped up from 310,000 tons a year t 350,000, and that a higher royalt was to be paid to the Governmen

They said they had heard nothin of this from any other source, an that as the landowners, they wer opposed to an increase in production

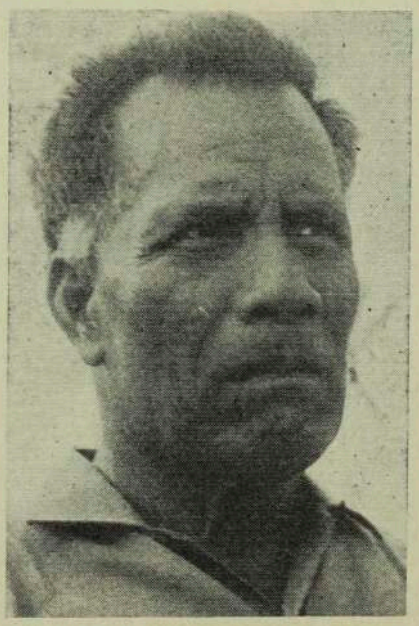
Spokesman For Islanders

One of the chief spokesmen for the Banabans on Rabi Island is the Rev. Tebuke Rotan (pictured), who is Methodist minister to the predominantly Methodist community on Rabi.

Tebuke, who is 35, is also respected by his fellow islanders because he has an education, although Tebuke himself doesn't agree that he has. In the years when he should have been receiving a secondary education, he was being ill-treated by the Japanese on Ocean Island, or at Kusaie, in the Carolines, to which the Banabans were deported during the war.

When the Ocean Islanders were moved to Rabi soon after the war, Tebuke was sent by his father, Rotan Tito, to various Fiji schools and finally to King's College, Brisbane, for theological training. He came back to Rabi as a lay preacher in 1960 and was ordained in 1963, but he complains he knows little of anything "except some verses in the Bible".

He appears a dedicated, sincere man, and his Gilbertese sense of humour is seldom below the surface—so long as phosphate royalties are not being discussed.—STUART INDER.



Rotan Tito, Chairman of the Rabi Island Council.

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Why hadn't they been asked about ? It was merely one of a whole ne of such official omissions, they id.

Before that council meeting nished, well after midnight, the anabans had told me much un-ritten history about their fight for bigger share of phosphate royalties.

The man who has led this fight r many years was in the room help explain it—Rotan Tito, ther of Tebuke, who has been airman of the Rabi Island Council er since the move to Rabi.

Only for one period of 18 months as he not in the chair—and then e post was held by Tebuke, who d returned fresh from Brisbane d was regarded as a man who ight help win the cause.

Rotan Tito, now about 62, was a y preacher in the Gilberts when he ve up his ministry in 1927 to turn home to Ocean Island and present his people in an appeal for greater share of royalties.

He continued to be an important fluence in the life of the Banabans nen World War II came, and he came the leader of the Banabans, ilbertese and others when the panese transported them to Kusaie the Carolines.

He interceded with the Japanese behalf of his people time and ain, and was frequently beaten up r his trouble.

Rotan told me how, until e royalty fight in 1927, the nabans were being paid 6d a ton, d the British Phosphate Commis-on, which exploits Ocean Island's osphate, paid 6d a ton to the ilbert and Ellice Islands Govern-ent, of which Ocean Island was a rt.

These royalties had been paid ce 1913 when the Government gotiated an agreement with the nabans for 145 acres of their land r phosphate-mining.

In 1927, when the BPC required ore land, the GEIC Resident Com-issioner Mr. (later Sir) Arthur Grimble, proposed that the Banabans be paid £150 an acre for surface rights and a royalty of 10½d a ton on phosphate exported.

"The people did not agree with the proposal," said Rotan. "They told Mr. Grimble that their own wish was that there should be no compensation for surface rights, but only a royalty of £5 a ton. Mr. Grimble was very angry and said we could not get it."

"Threatened, Fooled"

Rotan explained how the Banabans had held out for their £5 royalty, even when the Phosphate Commissioners, themselves, arrived to negotiate. He had spoken on behalf of the Banabans at that time.

When the talks broke down, Mr. Grimble had "threatened and fooled the Banabans" by prohibiting games and imposing a night curfew.

The Government then compulsorily acquired the land that the Banabans would not give up, and stated it would pay the Banabans at the rates originally proposed by Mr. Grimble.

Trouble came to a head when the BPC started mining the compulsorily-acquired land.

When the angry Banabans assembled to march against the BPC employees, Mr. Grimble resisted them with armed police, "releasing the prisoners to accompany his constables".

The royalty rate of 10½d a ton continued until the Japanese occupied Ocean Island in 1942.

In 1947 the royalty was increased to 1/3 a ton and in 1958 to 1/9. The rate of 1/9 continued until July last year, when it was set at its present figure of 2/8.

Not at any time, the Banabans said, had they been allowed to negotiate without a European counsellor being present to tell them what they should do.

The Banabans said it was unjust that the Nauruans had been receiving much higher royalties than they had during most of the post-war period (see panel) and that the BPC paid nearly all of the Administration costs on Nauru (at present totalling about £900,000 a year).

But the Banabans made it clear that the crux of their frustration and discontent was that the BPC has been paying a total royalty of 25/8 on Ocean Island phosphate, and that 23/- of this has been going to the Gilbert and Ellice Islands Colony, of which they are no longer a part.

The Banabans were adamant that this 23/- is an illegal tax on their earnings. They were aware, they said, that the GEIC depended on that money—£356,000 a year—to keep the colony of 51,000 people going.

But it was Britain's problem to finance the Colony, and Britain had no right to use Banaban money to support one of its colonies without reference to the Banabans.

What was worse, they said, the Banabans were left poverty-stricken while Gilbertese labourers who worked on Ocean Island all had radios and bicycles and could afford to send tinned food home.

"We, the landowners, have

WHERE RABI'S MONEY COMES FROM

No phosphate money has been paid directly into the hands of the Rabi Island people since 1959, when the Rabi Council ceased distributing phosphate annuities which began many years ago.

But the council has recently decided that living conditions on the island are so poor that this year they will pay cash annuities again. Adults will each receive £8 a year and children will receive £4. To pay the annuities, which will cost about £F10,000, the council will make drastic cuts in the works programme, and on maintenance of buildings and machinery, and on staff.

Rabi has a budget of about £50,000, about £44,000 of which comes from the phosphate, either in the form of royalties or special grants for housing. The rest comes from local taxes and charges.

All money is spent on local works and salaries, including the salary of the European adviser. Average wage for Rabi Council employees is £3 a week, £5 for skilled men such as foremen, compared with a minimum basic wage on Nauru of £10.

Wages paid by the council or the Rabi co-operative, together with money received by the islanders for cutting copra (all copra is sold to the co-operative) are the only sources of cash income on the island. This year a hurricane damaged about 40 per cent. of Rabi's palms and copra production has been seriously reduced.

WHAT THE NAURUANS GET

Royalties paid to the Nauruans for phosphate mined on their island — a slightly lower grade than Ocean Island phosphate—have increased tremendously since 1948. The royalties per ton, with the date of each increase, are:

1/1	from 1948	3/2	,, 1960
1/4	,, 1950	3/7	,, 1961
1/6	,, 1955	3/8	,, 1963
1/7	,, 1958	13/6	,, 1964
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● The Rabi school bus loads up. The kiddies pack into a trailer drawn by a tractor, which is good fun except on wet days. Centre picture shows a typical bedroom in one of the concrete houses on Rabi. Furniture is makeshift and sparse, and a piece of rope usually does as hanging space. Below, men of Buakonikai village get on with the job of moving a hill so they can build a church on the site. They have been volunteering their labour on this project twice a week for 10 years and they estimate they have another five years ahead of them. Only mechanical help is a tractor—without a bulldozer blade.

nothing!" said an angry councillor. "Britain has stolen our birthright and banished us to Rabi without help!"

The council claimed that development on Rabi was stifled because of lack of money. The island needed clearing for new coconut plantings. A beef industry could be started, and a fish industry—if there were money for a freezer. Rabi also needed a large boat to transport copra and to employ some of the islanders.

There were opportunities to export timber to Fiji if the Banabans could install a saw mill. The road had hardly begun.

School buildings were needed in the villages, and money was needed to send children to secondary school in Fiji. At present, only 10 were away in Fiji because of lack of money, and the whole island would be retarded if its children did not get the education their parents missed because of the war.

The councillors said they had spent £10,000 in salaries on five Banaban Advisers (British officials appointed by the Fiji Government) since they had been on Rabi and that this money could have been better spent elsewhere.

Having listened to the Rabi Island Council for more than four hours, I was left in no doubt that the Banabans were worried sick over their future.

They fear that when the phosphate royalties cut out in about 20 years, they will be left with nothing but a subsistence economy; and their children will be second-class citizens of Fiji, crushed in the hungry crowd.

They feel that Britain has deliberately cheated them and that the Fiji Government has neglected them—refusing to interest itself in their special problems.

It occurred to me that Head Chief Hammer DeRoburt, who has relatives among the Banabans on Rabi, may have been inspired to fight for a

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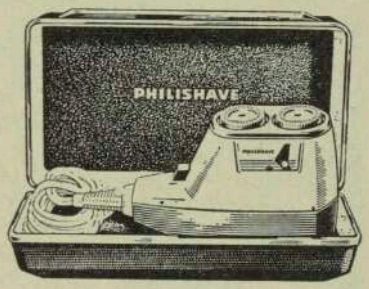

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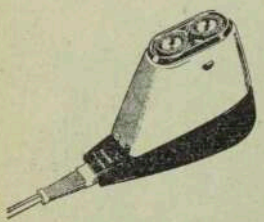

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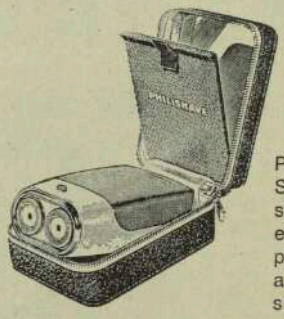

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(For Philip's Agents/Ditsributor, see p. 31).

Loyal Banabans Gave Thousands

The Ocean Island people donated big sums to the British war effort in both World Wars. Sir Harry Luke, former High Commissioner for the Western Pacific, in his memoirs tells how he received in 1940 a message from the 750 people on Ocean Island to say they were making a gift of £10,000 to the British Government. He had replied that the figure was too much for such a small population.

Their reply was to increase the sum to £12,500, "as a token of their loyalty".

etter deal for his own people be-
use of the Banabans' plight.

Next day, I visited Rabi's four
llages. Three can be reached by
ad, although the road into one of
em is a hair-raising switchback
miniscent of a forest fire trail, and
afficable only by four-wheel drive
and-Rover or tractor. The fourth
llage, Buakonikai, is a long launch
ip from the end of the road.

Roads are an issue on Rabi.
lthough there are 36 miles of
astline there are only six miles of
t-very-good dirt road. The six
iles have been completed, from
land funds, only in the last two or
ree years of the 20 years that the
anabans have been on Rabi.

Their Own Road

The Rabi people built the road
emselves because the Fiji Govern-
ent wouldn't, and because they
ere tired of living "in the bush",
ith communication only by launch.

The Rabi villages are big. The
rgest, Uma, has a population of
00, and the next, Buakonikai, has
ore than 400.

All are growing bigger. On present
ends, the population will double
20 years.

Of the present population of
,908 persons, 377 are under the
ge of four, 557 are between five
nd 14 and 429 are between 15 and
9.

The Rabi people are proud of their
ad. So when the mainland police
rned up recently demanding to
now why the island's vehicles
eren't registered and its drivers not
censed, the council became in-
ignant. The road was its own, it
id, built of its own blood, and it
uld do what it liked on it.

When the police pointed out, not unreasonably, that there was nothing to indicate that Rabi's road wasn't a public road, the council promptly erected a sign, "Private Road, No Trespass". The next stage in the battle is now awaited.

As it happens, the Fiji Government stands to lose little in licensing or registration fees for vehicles on Rabi. The only vehicles are one Land-Rover and six tractors, all owned by the council; two cars, one motor-cycle and 10 bicycles. One of the council's tractors hauls a trailer which operates a free bus service up and down the six miles of road, mainly to get the children to school and back.

One of the two cars is owned by the master of the inter-island vessel *Ratanui*, a well-heeled Banaban by Banaban standards.

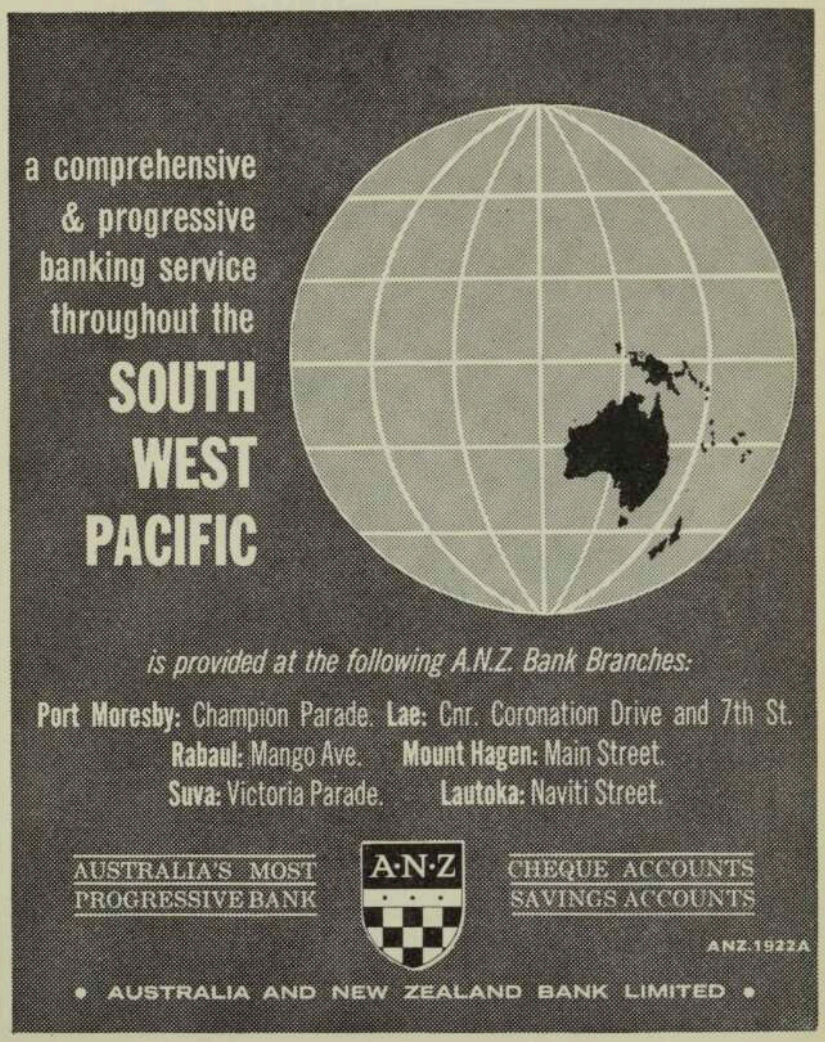
The other is a beat-up ex-taxi bought by a syndicate of local families for a few pounds. The motor cycle was left by the school teacher.

The allegedly prosperous Rabi people own transistor radios in about the same proportions as they own cars and bicycles. The first village I visited, Tabiang, with 200 people, turned out to have one radio. At Buakonikai (population 400), there were nine.

Buakonikai village is the only one without permanent housing. Concrete houses, the people hope, may get there in a year or two.

When the Banabans arrived on Rabi in 1945—there were then 1,003 of them—they were settled into 150 tents and 12 small wooden Army huts. Two years later the school was still in a tent and hospital facilities were primitive. Inadequate housing helped bring serious sickness and even death in those early years and the Banabans haven't forgotten or forgiven although today they have a good hospital, but a bulging central school.

The small three-roomed concrete houses (lavatories and kitchens are



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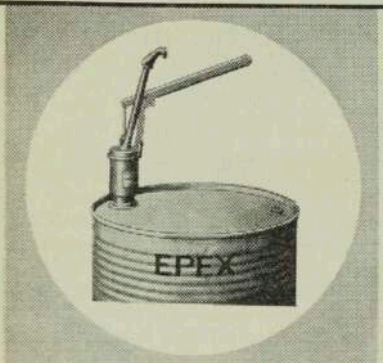

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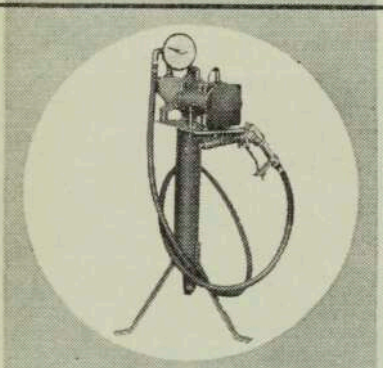

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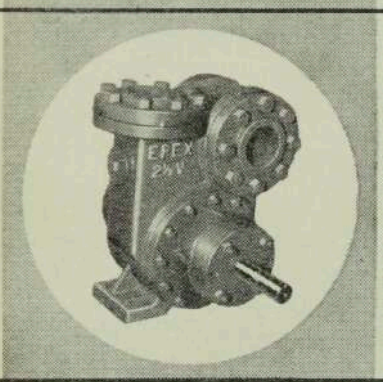

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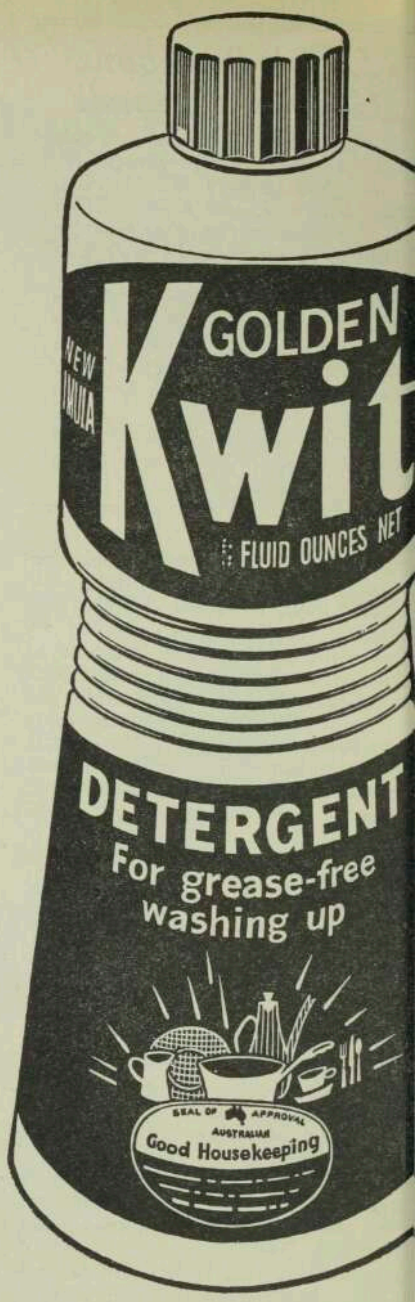

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splaying the Gilbertese smile on Rabi pretty Louise Bebeia. The Rabi Islanders orry about the future of the young ople and want them to have something better than they had.

parate) have been erected only in e last three years with the aid of special grant from the BPC.

About 16 houses are being built year, all by local labour, and the heme is to erect 250 of them in 10-year period. About 65 houses ve been built from the BPC grant, us another 25 from council funds. hey are rent free.

There are no tents on Rabi now, t some of the old Army huts are ll occupied and there are shanties flattened biscuit tins here and ere.

Already some of the first con-ete houses have a dilapidated air cause of the lack of paint, and in hers the concrete floors have acked or are sinking. But the houses e certainly permanent and the abi people generally agree that ey are a big improvement on tents d their native-style buildings.

For me, a depressing note as the universal lack of furnishings possessions in the houses. A bed ame was usually knocked up from d pieces of timber and covered ith mats; a cheap cardboard suit-se was pushed underneath the d or into a corner to act as a hest of drawers"; there were perhaps sewing machine and a petrol iron, d that was about all. The inventory ldom varied.

A close look into some of the co-erative stores and one small family ore (there is no "foreign commerce" on Rabi) confirmed that there were no luxury items. The few tins of talc and the piece goods I saw on the shelves were mostly sold at Christmas time or as birthday presents.

The most prominent notices in the co-ops are the ones asking customers not to seek more credit unless they can pay off some of their old debts —many Banabans being in debt to the stores.

Rice And Flour Diet

The universal diet on Rabi appears to be rice, or dumplings made of flour, water and coconut. If the fish are running there is a special feast. But the main complaint I heard was that it was difficult to cut copra and to fish at the same time.

Tinned pilchards or tinned meat are a Sunday treat, together with breadfruit, salted fish, dalo and octopus. Many of the men are away at copra cutting camps on the opposite side of the island during the week, and return by boat to their villages for the weekends.

The Rabi people *do* work, despite the belief to the contrary held by people in Fiji who have never been to Rabi. The Banabans work considerably harder than the Fijians but it is impossible for anybody to discuss the islanders' development record without first making a close study of the effects of their transfer to their new environment.

The Banabans were on a cash economy before the war and were probably the richest islanders in the Pacific. They underwent a great upheaval during the war, and at the end of it the remnants of the community were collected and put ahsore on an island that was foreign to them, where their whole life had to be different. They were given no real start, financial or otherwise.

Various Banaban Advisers have helped them a great deal within limits, including their last one, Paul Laxton, whose tour of service was terminated just before my arrival.

Mr. Laxton appears to have fallen foul of both sides because he found himself dealing on one hand with understandably difficult and frustrated islanders and on the other with an unsympathetic and frequently stupid Fiji Government which throws a smoke-screen over the true position on Rabi whenever embarrassing questions are asked.

The Banabans want no more advisers; nor should they be forced to accept any—more especially as they have to pay the salaries of these men

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● These are the houses the Ral Islanders inhabit. The tradition Gilbertese houses, whose style wa brought from Ocean Island, can sti be seen in the villages but they ar disappearing as permanent concret buildings are erected. The Gilbertes houses in the top picture opposit are in Buakonikai Village, where n permanent houses have yet been buil Centre picture shows one of the ol Army huts which are still occupied b families. Lower photo is a street scen at Nuka, the main settlement, wher most of the buildings are permanen The house in the centre of the grou is of aluminium, which was nc regarded as a success, and no mor of these are being built.

and have come to regard them a Government "spies".

When the record is written, lan will turn out to be one of the key to the present problems of th Banabans. The lack of sub-divisio laws and personal title have retarde development there as they have i many other parts of the Pacific.

Nobody on Rabi wanted to mak new plantings, or clear overgrow groves, if the land eventually was t go to somebody else. Land sub division seemed always to be jus around the corner, so real develop ment could wait just a little longe (by which time, the Banabans hopec they might have more money fo development).

Bill Passed, Finally

A bill making sub-division legall possible was passed in the Fi Legislative Council only at its las session in June—nearly 20 years afte the Banabans' arrival on Rabi!

I say *legally possible* because som months ago the Banabans got tire of waiting for the Fiji Governmen to move (as they had once got tire of waiting for their road) an started to sub-divide the coconu land anyhow. In Buakonikai villag the sub-division has been complete and each man has his land. Alread new plantings are beginning to ap pear and new heart has been pu into those who have long dreame of development.

It could mean a new spirit on th island—and a new, forward outlool is needed if the islanders are to wi out in their new home. But the ful therapy will require the removal o the phosphate monkey from thei shoulder, and that can be done onl by a complete and impartial in vestigation of just what Britain, Aus tralia and New Zealand—the BPC partners—have been doing to the un happy Banabans.

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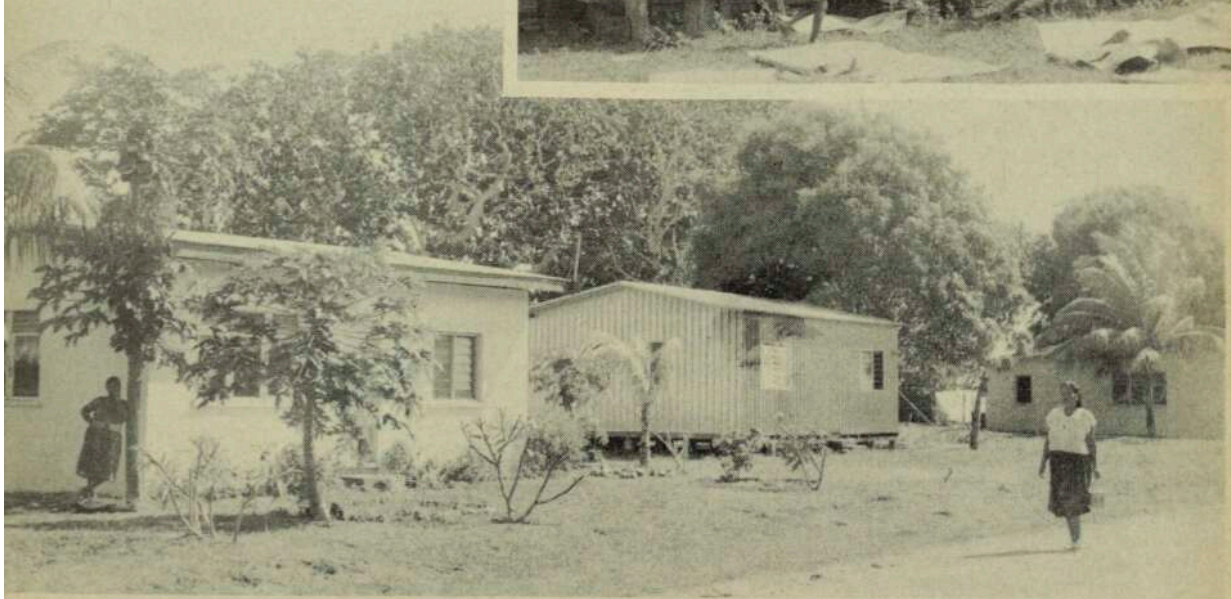

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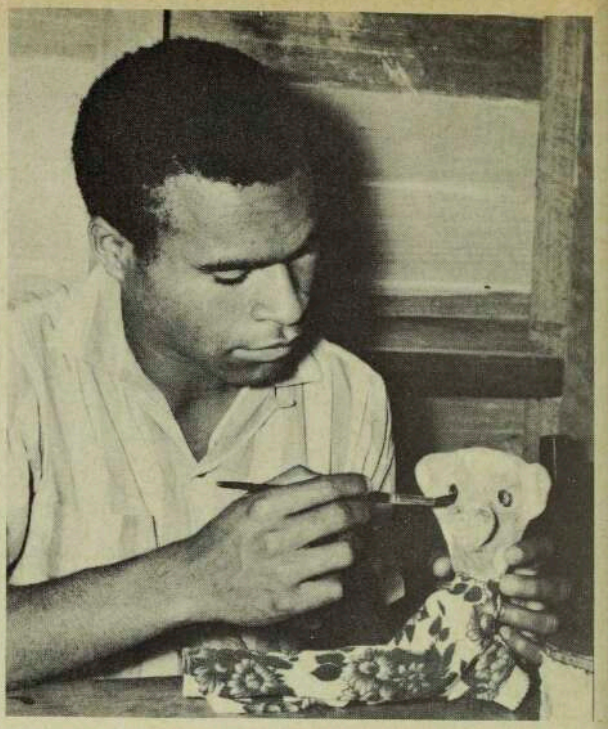
BEAUTY QUEEN: Attractive Miss Marie Tapare (Miss Tahiti 1966) was third runner-up in the International Beauty Pageant at Long Beach, California, in August. There were 90 entrants. Marie won a prize of $1,500 and the handsome trophy she is holding. The pageant was sponsored by the City and Port of Long Beach and the County of Los Angeles. A publicity brochure describes it as 'the world's number one beauty event". Photo: Patrick Walsh.



YOUTH WORKER: The first leadership training course for youth work assistants in local government councils in Papua-New Guinea was held in Port Moresby recently. One of the 10 chosen for the course was 18-year-old Peru Bulo, of Asaro Local Government Council (above), seen painting a puppet.

BANK MANAGER: Mr. B. M. Warden (below), who served with the RAAF in the Pacific during the war, has been appointed manager of the Suva office of the Bank of New South Wales and chief manager of the bank in Fiji. He joined the bank in 1933.

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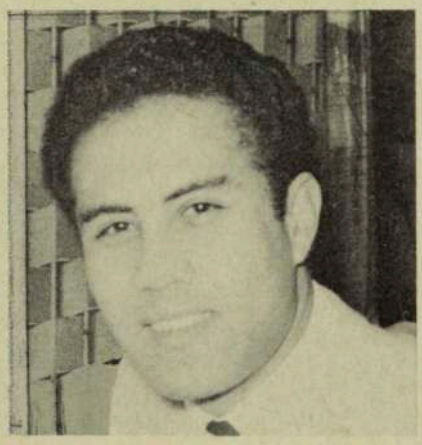
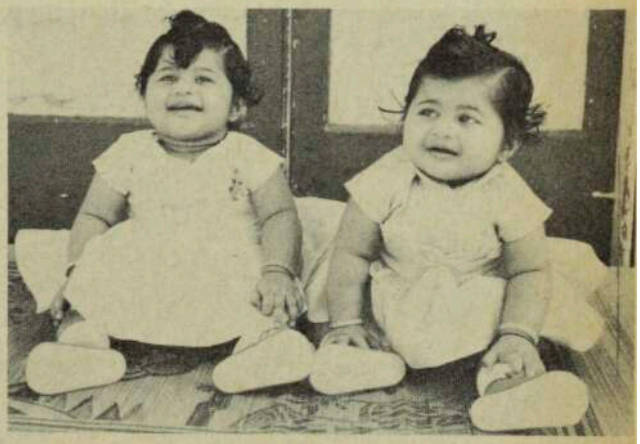
DANCERS BACK: This troupe of Samoan dancers and singers returnad to Pago Pago recently after a visit to Australia to help publicise Pago Pago's new hotel (see p. 113). The troupe is headed by Chief Freddy Letuli Olo (far right). Earlier, the troupe appeared at the New York World Fair.—Tele-Photos.

People In Pictures



OFF TO LONDON: David Tupou, 24, (left), flew to London from Tonga in September to serve two years in barristers' chambers, after which he will return to Nukualofa. Earlier this year Mr. Tupou was admitted as a barrister and solicitor in New Zealand—the first Tongan to be admitted to the Bar there. Only two other Tongans, the Premier, Prince Tungi, and the Tongan Crown Solicitor, Daniel Tufui, have gained overseas Law degrees. Mr. Tufui is a member of the Queensland Bar; the Premier took his degree in Australia but did not seek admission.

SPORTS WINNER: Nason Towanamai (above) was winner of the highest aggregate marks in the infants annual sports held recently by the Court Street School, Rabaul, P-NG. The school, formerly for Europeans only, now has over 30 native students.



TWO OF A KIND: At right are the chubby nine-month-old twins of Mr. and Mrs. Chimanlal V. Dass, of Amy Street, Suva, Fiji. Alike, even to the hair styles they are Jai (left) and Kush.—Photo: Nitin Lal.

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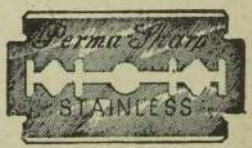

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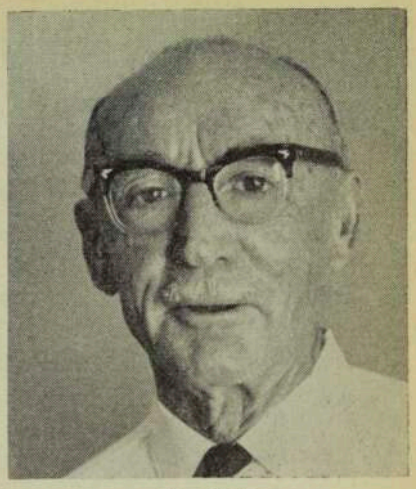
Honourable Members In A Political Half-Light

Judy Tudor looks at New Guinea politics and politicians

Eighteen months after election to the Papua-New Guinea House of Assembly about 80 per cent. of members know what they are about, according to Mr. H. L. R. Niall, whose opinion should carry more weight than most.



Mr. Niall.

E was District Commissioner for the Morobe District before he signed to stand for election to the ouse. As most people know, he ent in unopposed and was sub-quently elected Speaker, so that he ust sit there now, attired in gown d lop-eared wig, and listen to all e hot air that is spilled in the ouse. Somehow he manages to t noticeably fall asleep, although w he does so I know not.

Nor do I know whom he counts nong the 20 per cent. non-effective embers of the House (and likely ey are not all native); but as e House's arbiter in and out of lking sessions, he has his paternal oubles.

Best Expected

In the days of the old Legislative ouncil, the Government paid for the commodation of out-of-town mem-rs while the Council was meeting. aturally, every member expected e best accommodation that was fering, and irrespective of where how he lived normally, he got

Since the House of Assembly re-aced Legco and members now all aw salaries, they are paid, in ldition, £5 a day expenses during tings and make their own arrange-ents. The most expensive ac-mmodation is now left severely one, the European members try-g to settle for something that can covered by the sum allowed; and e native members trying to make a ofit out of the deal.

According to what Speaker Niall s told me, he has had to "knock ck" one European member who, hen the accommodation situation in rt Moresby was tight, asked to be lowed to put up a stretcher in the ouse in one of the offices reserved r members.

He has also, on occasion, had to tell native members to wash their shirts and tidy themselves up. Most of these lads live, during sessions, with New Guinea friends in local villages and shanty-towns that spread like a fungus in some parts of Port Moresby, outstripping reticulated water supplies and all other services. Water for washing shirts or persons is scarce and facilities for doing either virtually nil.

Nonetheless, within the House, looked at from a distance at any rate, they appear turned out from one mould, or one tailor, regimentally correct in almost identical suits of dark, drip-dry cloth. These days only John Guise, Leader of Elected Members, still affects the wrap-round lap-lap or rami; the rest go all-out for trousers. Guise has European in his ancestry and in these days of burgeoning nationalism perhaps feels that he has to stress the fact of his Papuan blood more than the others.

Intellectual Face

His soft voice, his taut-skinned intellectual face, remind me always of a Pondicherry Eurasian rather than a Papuan, although I've no doubt that he'd not be pleased to have anyone say so.

A large proportion of the native members (all those from the NG side) are Pidgin-English speakers and this, I think, has given a fillip to the language that was supposed to be on the way out. Not only do these native members address the House in it, but European members who are able have taken to using it also—those who represent open electorates invariably so.

This, I think, puts it over the official members, all but one of whom is a Head-of-Department and most of whom have lost, or have never had, any contact with the people of the country outside the Port Moresby town limits.

Motuan, along with English and Pidgin, is one of the official languages, but it is rarely heard even Papuan John Guise occasionally speaking in Pidgin. Although the simultaneous translation of Pidgin into English has improved and is now far closer to actually being simultaneous, the nuances of what is being said—or rather the way in which it is being said—are lost in translation and largely go over the heads of those who must sit permanently clamped into ear-phones.

Fiery, Dramatic

The native members are fiery and dramatic speakers rather than erudite, even in their chosen language. They gesticulate wildly, rant and rave and some have voices that all but lift the roof. Boiled down, what they say could be put into a few English sentences, although this does not prevent their saying it in several different ways, over and over again, and taking 10 minutes to do it.

This is traditional native oratory. In the days of my youth we sometimes spent nights in native villages and occasionally would come across someone who evidently wanted to get something off his chest. He would walk up and down the village, perhaps all night, slapping his sides with his spears, waving his arms, yelling his head off. As he would be speaking in *tok-ples* we'd have no idea whether he was inciting his friends to riot, planning mayhem or announcing a local war.

I remember one such night in a

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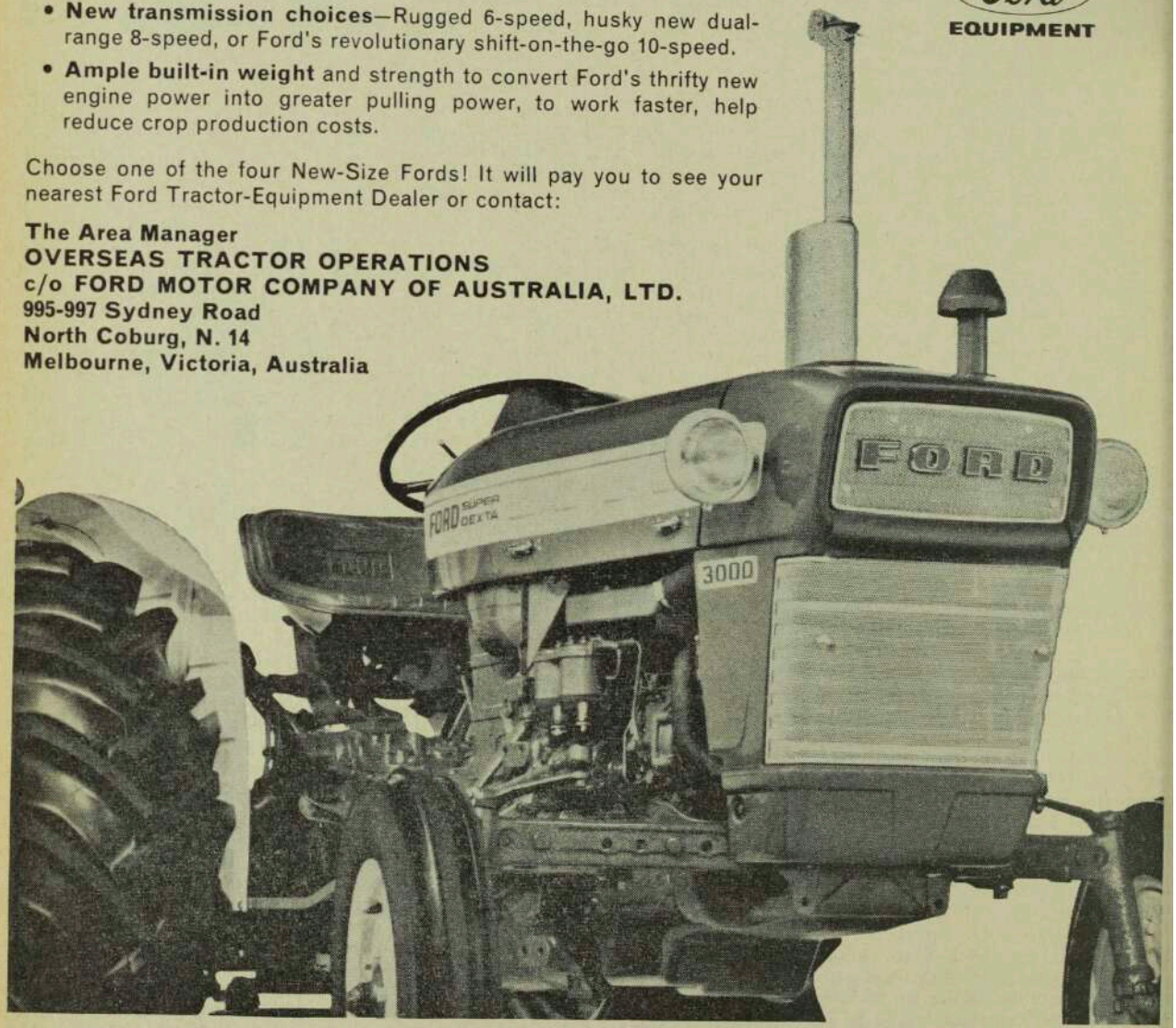

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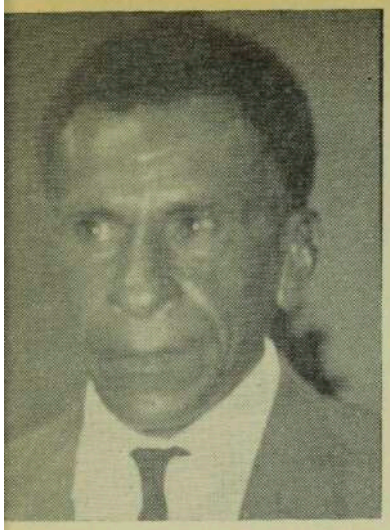

Handabe Tiabe.

ll village that looks down on what now Maprik, in the Sepik, when ne skinny old man, naked and with raggling whiskers, had been more an ordinarily rampaging, ociferously storming around the llage into the small hours. The rest the village had gone into their uses and shut themselves in and ir own boys had insisted on roost-g under the house we were in (an ninous sign). With the racket going n, none of us had slept till late, it in the morning I asked one of ir lads what on earth had been oot.

Ah, he said, the *lapun* (old man) d been saying that someone had t into his garden and stolen a mpkin. Naturally he was *kros mas.*

Members of the House also fre-iently speak as though they are ry cross but what they say (looked from a Western point of view), is ten of not much more national portance than a metaphorically nched pumpkin.

The member with the greatest nguage difficulty still is Handabe aba, from Tari, in the Southern ighlands, He speaks neither English, otuan nor Pidgin and still brings s own interpreter with him into the ouse.

The Speaker first refused to "hear m" and sent him off to learn one the accepted languages. I under-and he has been going to the mmer School of Linguistics in the ighlands but, up to date, without y notable success. At the Budget ssion just ended, Handabe uttered ice and there was complete and tter silence from the ear-phones until half-way through the oration, at which stage they sprang to life, I think because his interpreter had slipped an English equivalent into the hands of the translators while the Speaker turned a blind eye.

But none of this is to say that the House is not a going concern. If Speaker Niall says that members are about 80 per cent. effective, he is probably right; but the way in which they are effective is something else again.

One would need to be a Solomon or very naive indeed to stick one's neck out over prognostications on either the present legislature or the political future of Papua-New Guinea. But it seems to me that there are already indications in this House of Assembly that the Territory is very likely to follow along the well-worn lines of political evolution already seen in other ex-colonial territories.

As things stand at the moment, the elected non-official members have the numbers—54 to be exact. But the minority of 10 official members of the House still act as though they were, in fact, the government.

They introduce controversial

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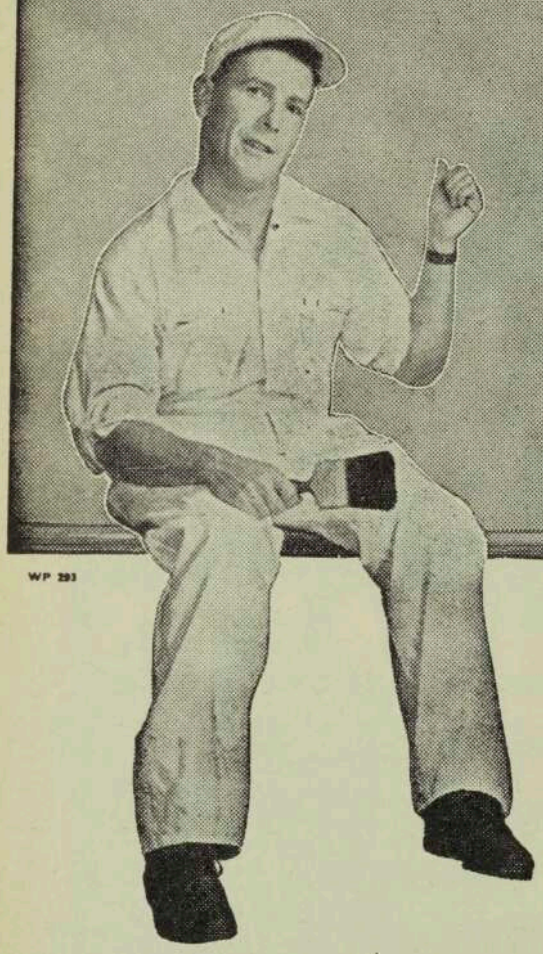

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legislation without consulting either the non-official majority or, what is worse, the elected members who sit in the Administrator's Council, the policy-making body that takes the place of the old Executive Council.

More and more frequently the Administration is being forced into inglorious compromise on the floor of the House over some of its legislation; or when measures are forcibly amended by the majority and forced through, on final disallowance of Ordinances by the Administrator or the Governor-General.

As native members gain more confidence and feel the power that they have, this sort of government by attrition becomes more and more unworkable. I doubt that it will survive the life of the present Assembly unless the P-NG official policy-makers can get closer to the grass-roots of the country's political thinking and further away from the Head-of-Department approach. They could wield far more influence on native members of the present House if they rid it of three-quarters of the Departmental chiefs and replaced them with official members from field staff—District Commissioners or even ADC's.

Perhaps they are realising this but acting on it only reluctantly. Recently, when one of the Departmental official members left the service he was replaced on the official benches of the House by a District Commissioner — Mr. Tom Ellis.

Ellis is a Before, his parents also were Territorians, and his whole life has been devoted to New Guinea. He rules his Western Highlands District with a rod of iron but in a way that everyone, European and native, understands and respects.

NIUE'S DRIVERS CAN BE FURIOUSER NOW

A new transport ordinance increasing the speed limit from 25 to 35 miles an hour on open roads and from 15 to 25 miles an hour through villages has been brought into force on Niue.

The ordinance also requires that boundaries of villages be clearly marked. This will help road users, because, at present, probably nobody can say exactly where villages begin and end.

In the past, it was safer to crawl everywhere at 15 miles an hour than risk appearing in court on a furious driving charge.

Mr. Tom Ellis.

All the signs are already in the House that despite all the trappings borrowed from the Mother of Parliaments in Westminister—Speaker in long wig, clerks in short wigs, a gold mace, standing orders and all the conventions of inherited parliamentary procedure—the minds of the majority of native members are already running in a very different groove.

In some ways the native politician is more devious; in some ways more direct than ours. He works at a problem from a different, strictly non-European angle and comes up with something that fits into the pattern of native, not Western, thinking—a fact that neither Canberra nor Port Moresby yet appreciates.

I think that the three bills introduced by private native members during the recent Budget session illustrate this very well.

One was the (to us) ridiculous measure designed to curb native gambling—which all native members said threatened to undermine the whole of the Territory's economic life.

They proposed to do this by prohibiting the import or local manufacture of playing cards; and of placing those packs already in the Territory in the custody of licensed gaming-houses. People who wanted to play had either to go to the gaming-houses or to hire a pack of licensed playing-cards therefrom and return it thereto as soon as practicable after the game was finished.

European members said that the legislation would make the Territory the laughing stock of the world but native members would not hear their arguments. They pushed the bill through and passed it on for the Administrator's assent. (The following week a European member introduced another bill to rescind the first).

The second piece of private native legislation was designed to force villagers to cultivate unused native land. Those who supported the bill said that many villagers could never find money to pay local council taxes while at the same time they let patches of good land lie idle.

Against sustained opposition from official and some European non-official members, they spoke for the motion all one afternoon. Even, when at the end of the debate, the Assistant Administrator got up to say that to pass the bill was useless, as it was *ultra vires* the Papua-New Guinea Act and violated international labour agreements on forced labour, and therefore would have to be disallowed, they would have none of it. The member who introduced the bill forced it to a vote.

Finally, there was the Bird of Paradise Bill. Native members argued that as these rare birds had been killed from the beginning of history to the 1920's by local people, now, in certain areas, where there was little other means of economic development, BOP shooting should be allowed under controlled conditions.

Unpopular

The bill was unpoular with the majority of non-native members and brought the nature-lovers of the world up in arms. Perhaps it was as well for international peace that this bill was defeated.

The three bills meant little of themselves but the closeness with which they were hugged to native members' hearts leaves little doubt that when New Guinea's parliament begins to speak with a truly New Guinea voice it is going to be about many things that have not concerned Western politicians since long before Magna Carta.

At the end of 1965, Papua-New Guinea finds itself in a strange period of political half-light. While Australia says, on the one hand, that the native people are free to choose their future how and when they like, on the other she acts as though she will be in the Territory for at least the next half-century.

At the same time Australia has created a situation in the Territory under which aspiring native politicians (who have been chanting monotonously for the last five years only that they "want Australia to stay"), have absolutely nothing to say next, and nothing to demand, but that one ultimate thing: A fixed date for self-government.

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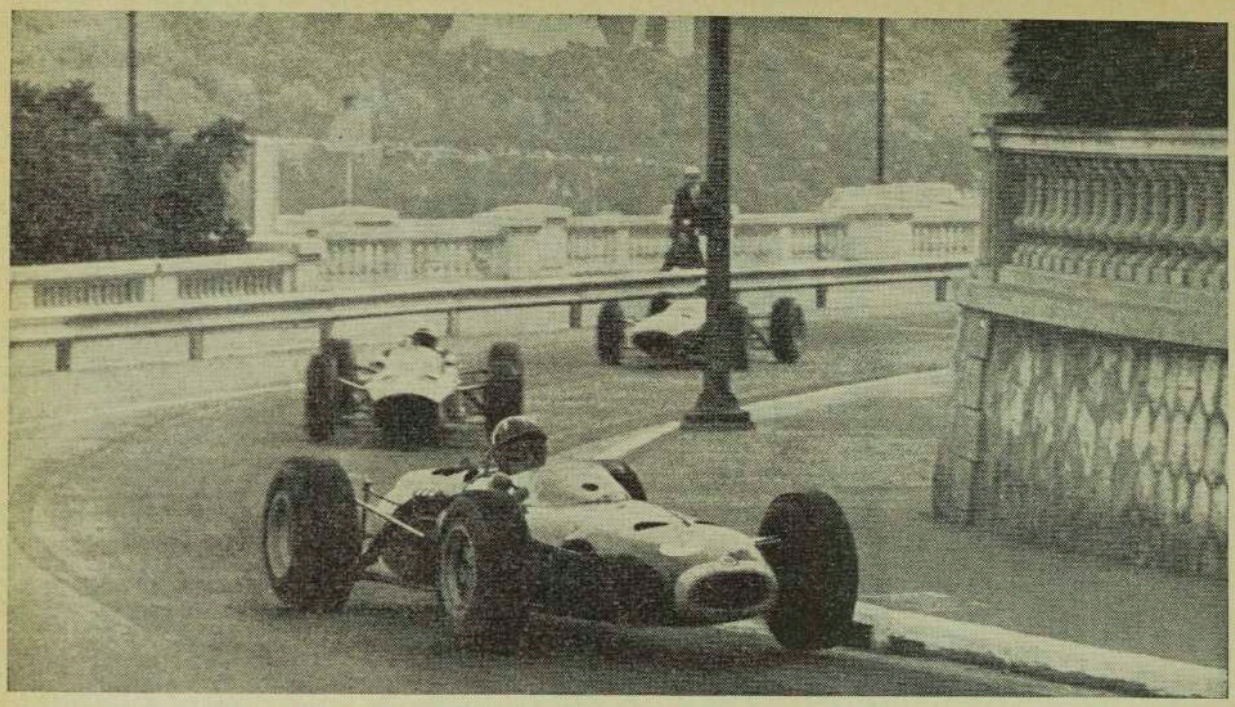

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NIUE GETS TO GRIPS WITH SOME FISHING PROBLEMS

From a Niue Correspondent

A Fish Protection Bill, designed, among other things, to eradicate the creeper known as *lakau niukini* and to prohibit its use in poisoning or stunning fish, was introduced in the Niue Island Assembly recently.

THE *lakau niukini* creeper is supposed to have been brought to Niue from New Guinea. It is capable of killing humans as well as fish.

Two other types of poison are used for "catching" fish on Niue—*kieto*, which is a fruit berry from a tree and a mild poison, and *kahuhu*, another creeper.

There is apparently plenty of fish poisoning carried out by the people, especially at the back of the island where it can be done more easily unobserved.

The plant or fruit to be used is steeped in water and then poured into a pool.

Such poisoning often affects a wide area, for the tide takes the poison out to sea and poisons fish which will never be scooped up for food.

However, fish poisoning isn't always frowned upon, especially when big fish are scarce and the people want fish to eat. Then a mass fish-poisoning is organised, using the mild *kieto* poison.

At high tide, just as the tide starts to leave the reef, people gather on the edge of the reef and beat the water to keep the fish on the reef and in the pools, and then at low tide, they poison them.

Probably the last mass fish poisoning on Niue was organised by Alofi village on the reef at Utuko in Alofi in 1951.

Bait Fish

During the Assembly's discussion on the Fish Protection Bill, concern was expressed with the fishing times for the *ulihega*, which is a small fish used for bait.

In some villages, it was said, the old custom was not being observed of waiting for most or all of the fishermen in a particular area to arrive before everyone moved out to the *ava ulihega* (fishing grounds for bait fish) to start fishing at the same time.

Some fishermen were going out to the grounds before the others, and people coming late from the bush where they had been working on their plantations, or government workers who didn't finish until 4 o'clock, were angry.

Three quarters of an hour before sunset is apparently a reasonable time to start catching bait fish, but if somebody goes out too early, the bait fish are well fed by the time the late comers arrive, and the late comers get no bait.

It's a serious situation on Niue. Fishermen have come to blows over bait fishing, paddling ashore in their canoes and then fighting it out with fists.

To have some sort of control over this problem, the Assembly agreed that a provision be added to the bill for consideration when it comes up for a second reading.

WIDESPREAD CONCERN OVER ISLANDERS' FISHING PRACTICES

The use of poisonous plants, explosives and small mesh nets to catch fish is a matter of serious concern in several Pacific territories because these practices have created a fish shortage.

At the South Pacific Conference in Lae in July, a BSIP delegate, Mariano Kelesi, said: "If we do not do something to protect our fish from dynamiting and the use of local plants to stupefy them, our reefs will be outfished" (PIM, Aug., p. 30).

He said that besides dynamite, Solomon Islanders used fire-crackers to stun fish. The plant they used to stupefy them was derris root.

Ratu K. K. T. Mara, Fiji's Member for Natural Resources, told the Lae conference that Fiji had had legislation prohibiting the use of explosives and derris root in fishing for about 10 years.

But several months ago, he had had to move the passing of legislation banning fishing over a large area to enable fish to build up in numbers again.

A Tongan delegate at the conference, Masao Soakai, told me that fish were now scarce in Tonga because Tongans had "abused their natural resources" by using dynamite and small mesh nets to catch them.

—ROBERT LANGDON.

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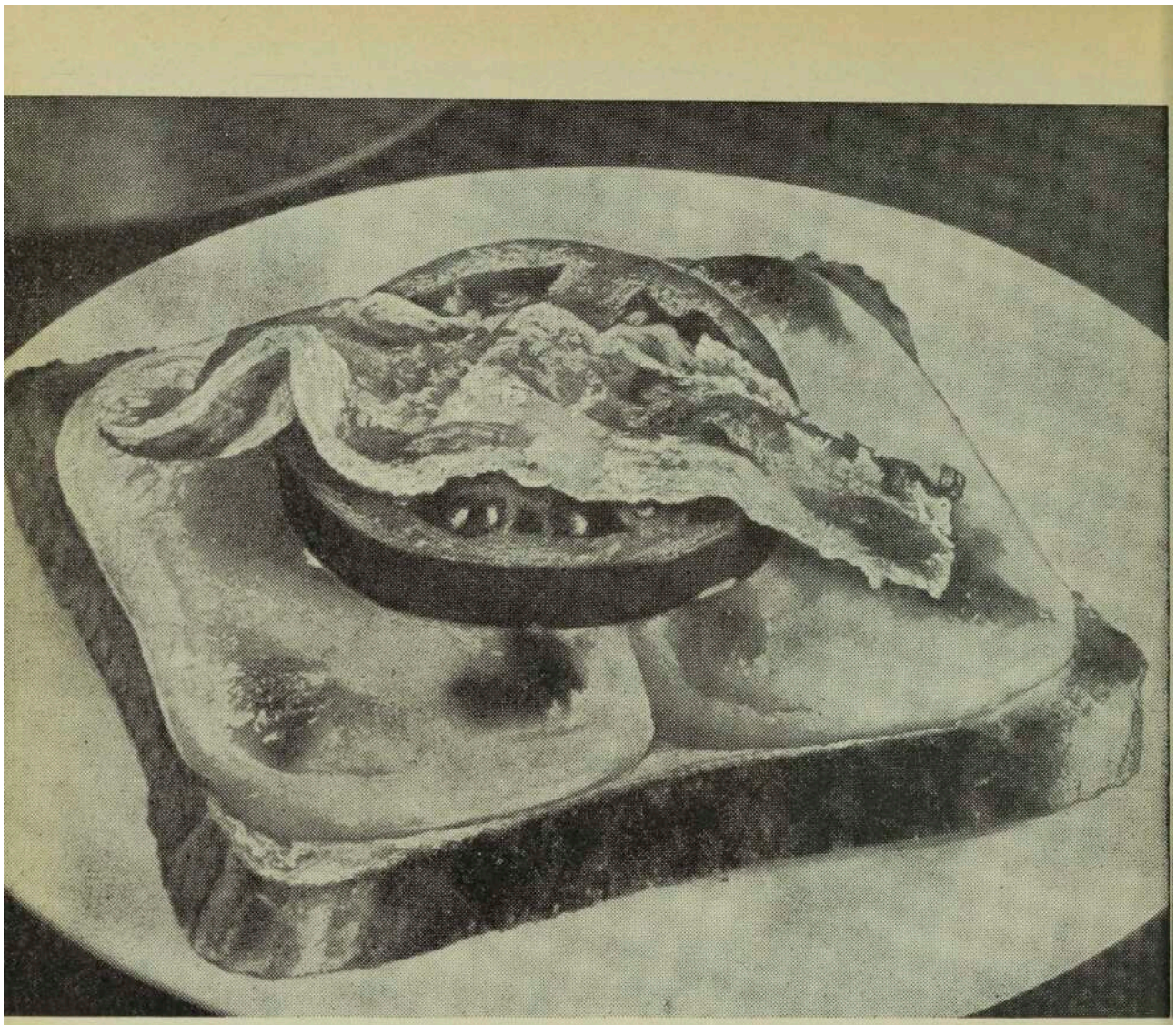

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High Commissioner's View

G.E.I.C. "READY FOR CONSTITUTIONAL STEP FORWARD"

The Gilbert and Ellice Islands Colony has reached the stage in its constitutional development when it should take another step forward towards more representation and more responsibility, according to the High Commissioner for the Western Pacific, Sir Robert Foster.

SIR ROBERT said this in a talk over Radio Tarawa at the end of August after making a two-week tour of the Colony, which took in eight islands.

Sir Robert said there were a number of things that could be done, but that any constitutional changes were a matter for discussion between the Resident Commissioner, the people and the Colonial Office.

The first thing to do was to deal with the new development plan for the Colony which would be discussed in the Advisory Council at the end of the year, and which would stress the importance of better communications.

"If we are to get on and progress, it is essential that people should be able to travel about much more freely than they can at present," Sir Robert Foster said.

"Very Generous"

"Good communications not only allow Government officers to get round and do their work, but also the people on the different islands will get to know each other better."

Sir Robert went on: "When you see the development plan, I think you will agree that the United Kingdom has been very generous over the amount of money which it will give for the plan. It rests with the Government to try to make the money go as far as possible. Three particular ideas will be stressed. The first is that the money should be used in the main for the benefit of the Colony as a whole and, in particular, for those things which are expensive or which need a lot of skill.

"The second idea is that island local government shall be strengthened by training for the staff, by defining more clearly what the island responsibilities are, and by providing the means to carry out those responsibilities.

"The third idea is that the central government should first help the islands which are prepared to help themselves."

Sir Robert Foster said that after the development plan had been dealt with, the constitutional advances could be tackled.

"When we come to that," he said, "I hope everyone will bear in mind the need to knit together all these islands so that the people on them will feel that they all belong together to a country rather than to separate islands.

"That may take a little time, but it is essential if progress is to be sound and solidly based."

● An American ethnologist, Dr. Margaret Mead, will arrive in Papua-New Guinea on October 6 to inspect progress of a five-year anthropological project she is directing at Manus. The project is being sponsored by the American Museum of Natural History, New York. Dr. Mead spent two months on Manus Island late last year, and expects to return several times during the next few years.

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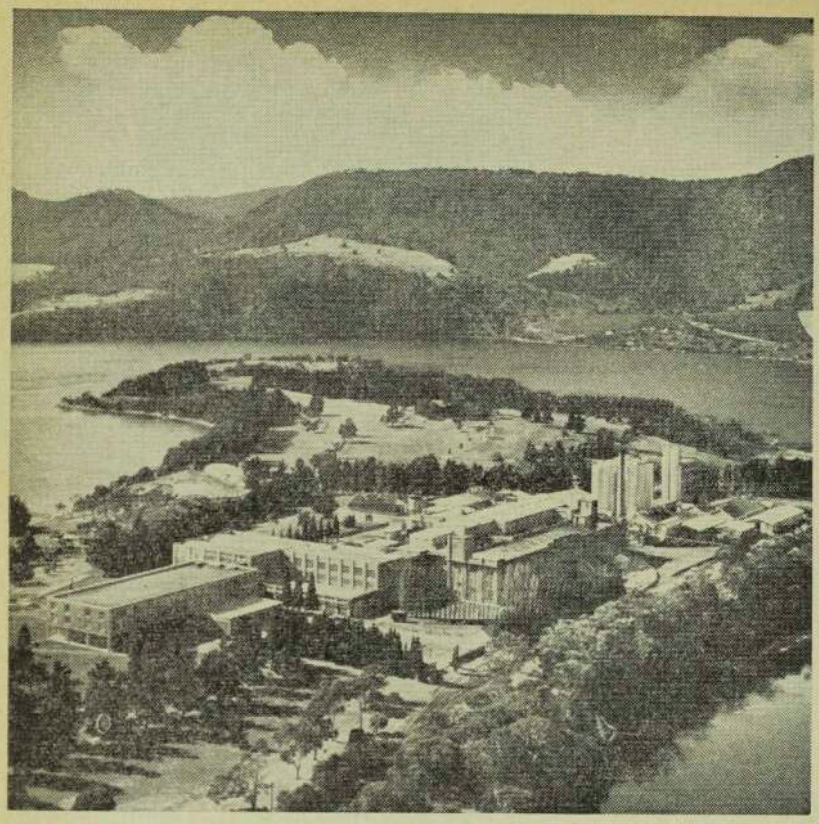

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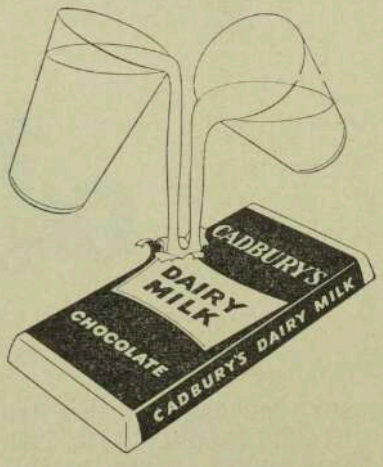

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Territories TALK-TALK

With Tolala

When you are bedridden (as I was recently) there is nothing so good for company (at my age) as a good book. And I was fortunate in having a copy of Keith Willey's *Assignment New Guinea*.

IT was described in August *PIM* "Tropicalities" as a "light-hearted romp through the country". The country, of course, being Papua-New Guinea. I found it a delightful hotchpotch of what has been happening in this paradoxical country which has been so much neglected, and yet over-publicised by Pressmen of various capabilities and differing motives.

Keith Willey appears to be an honest bloke. Well, he has to live up to his Walkley Awards; but, judging from his writings (I have never met him) I should say that wouldn't bother him a great deal.

He reminds me of Bobbie Burns' "a chiel amang you takin' notes and, faith he'll prent it". And that's exactly what Willey has done.

If some of his informants have swerved a bit from the path of veracity; well, it makes a good tale. And what country, which has neglected to tape-record its every event, does not find a divergence of opinion when critics browse through these same yarns and get out their yard-sticks (or maybe micrometers) to test veracity?

No Abstract Daub

On the whole I found Keith Willey's selection of yarns, legends, folklores—call them what you will—as handed on to him by pioneers, pseudo-B4s and Behinds, fairly successful in painting a true, traditional picture (all noses in the right place, thank you), and not an abstract daub.

There are one or two statements which I feel I must challenge in view of what I am pleased to call my more authentic information.

On page 79 he refers to the three-masted brigantine *Samoa* as being "the flag-ship of the New Guinea Company". This vessel, skippered by Captain Peters, was owned by the "Long Handle Firm", or the DH&PG, whose NG headquarters were placed on Mioko Island. It was a Samoan firm and for years used New Guinea as a source for recruiting native labourers for the plantations in Samoa.

His reference to Boluminski as "Lieutenant-Governor" of New Ireland elevates that gentleman a little bit. Not for a moment would I deprive him of any credit or prestige which surrounded him on New Ireland. I know what he did; I know how the natives honoured him.

His first lieutenant was Capt. Doellinger for a number of years, then Doellinger was appointed Commissioner at Kieta down in Bougainville and it was there I met him and we became good friends.

He used to navigate his own little wood-burning steamer, *Buka* (a sister ship of *Nusa* which belonged to the New Ireland district) fuelled by the local natives with heaps of firewood stacked at strategical points in the district. (Can you imagine our present government being so frugal?)

Older Natives

Willey's quoting of Luander saying it was a "good time before, long time belong Germany", was a very true statement of opinions held by a great number of the older natives. (This is a topic I hope to touch on later).

But I cannot accept all that Willey's friend Dave Herbert told him as being gospel; I will give him full marks, however, for his evaluation of Errol Flynn as a "nasty little sod".

But Dave damns himself (assuming Willey has correctly reported him) by calling the natives "niggers".

Rabaul had its aristocracy, again presumably quoting from Herbert: "Captain Rondahl owned most of the Gazelle Peninsula".

This unassuming, gentlemanly, Swedish seafarer made no assaults on Rabaul's aristocracy at any time; he married a half-sister of Queen Emma, possessed Kabakaul plantation, which certainly included *Cape* Gazelle—but not the *Peninsula*.

And as for another Dave statement that "Franz Patz" owned a plantation. Well, poor old Paatzsch, as everyone in Rabaul in the 1930's knew, worked for Gottfried Furter in Rabaul.

The nearest plantation he ever owned was when he was manager for Hernsheim & Co., of Bougainville plantation, Arawa, before World War I.

Incidentally, "Rabaul's Great Strike" was on January 3, 1929; not in 1928 as Willey quoted—presumably from Dave.

Notwithstanding all my pragmatic dotting of "i's" and crossing of "t's" I really enjoyed Keith Willey's book. As you read it, you feel he is writing exactly what he wants to write and has no stuffed shirt standing over him telling him what to say in the interests of This or That or Something Else.

MORESBY WEDDING

Mr. Denis Gulliver, son of Mr. and Mrs. W. Gulliver, and Miss Lana Yip, daughter of Mr. and Mrs. Yip Kang, formerly of Rabaul, were married at United Church, Port Moresby, recently. The couple will make their home in Goroka in the New Guinea Highlands.—Photo: Chin H. Meen.

DOYEN OF THE B4s

FOR the last few months I have been able to dig up a photo, taken in the past, of old-time identities. This month I have a present-day photo of an old-time

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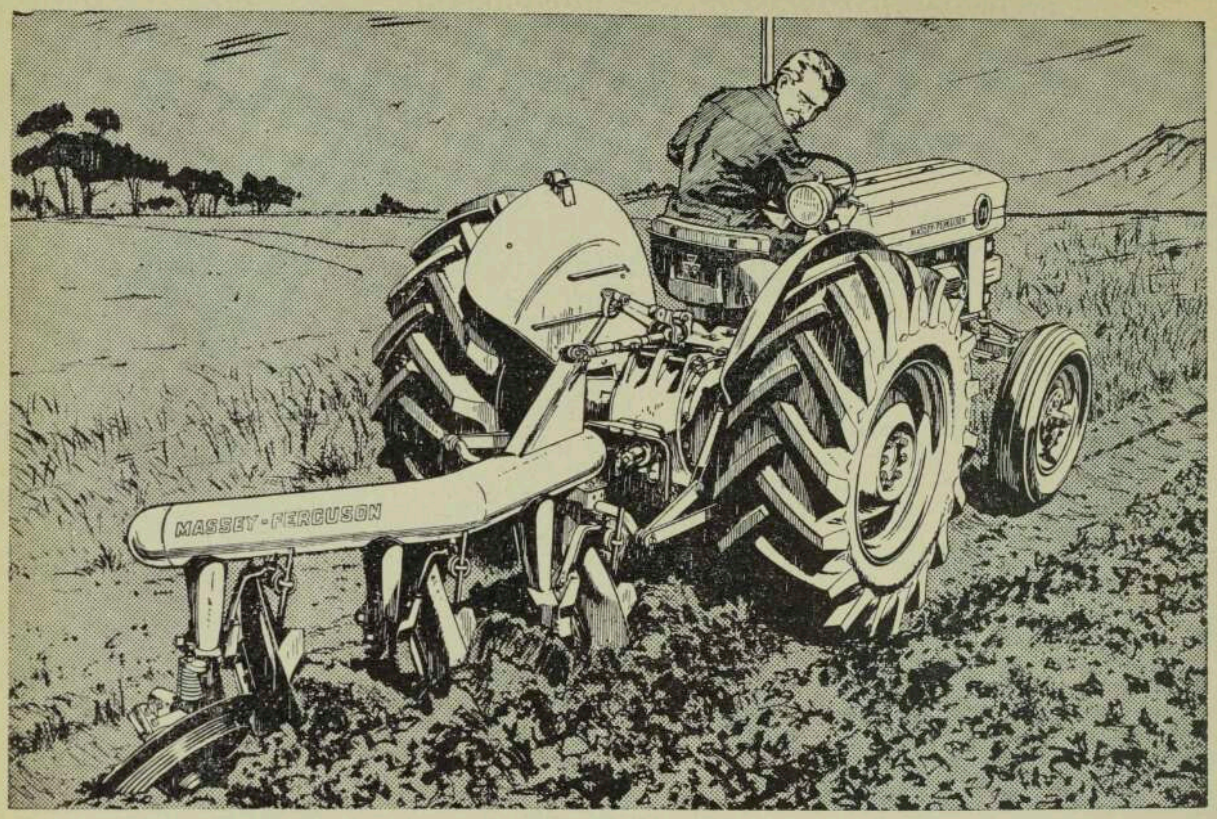

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dentity, and I do think that Rudolf anke is about the oldest European n New Guinea. Perhaps I should ualify that and say "lay" resident. here could be one or two priests r brothers in the missions who beat udolf's record, which is now at ast 60 years in the Territory.

The St. Paul Massacre. It was e massacre of missionaries at St. aul in the Baining country in 1904 at was indirectly the cause of the anke family going from North ueensland and settling at Neinduk here old man Janke and the two oys, Rudolf and George, carved out very nice coconut plantation.

There was a daughter, Dora, after hom they named their neat ketch. ll too soon came World War I nd then later expropriation. . . .

Rudolf Janke and his wife Johanna.

Inducements

The St. Paul massacre brought a umber of German farmers from ueensland to settle along the Bain- g coastline in response to the ducements offered by the German olonial government for creating a oser settlement of Europeans djacent to an area which had been bjected to such tragedy through tive treachery.

From the eastern tip of Massawa, Ataliklikun Bay, to Cape Lambert the west, the coastline and hinter- nd was cut up into small "peasant oldings" (under 1,000 hectares) for ttlement by these specially- onsored farmers.

As time went on plantations be- me known at such places as Neu obisberg, Neu Kauern, Lassul, pper and Lower Seeberg, Neinduk, avanakus, Galtum, Gavit, Lilinakaia, unambere, Rangarere.

The names of the planters have r the most part been forgotten by e. I do recall the Jankes, the erners on Galtum, the Batzes on linakaia, and the Bolten Brothers, o ran the Nambung sawmill. And ere was Till and there was Porteau, t I don't think the last-named two me to the Bainings under the Land heme.

Rudolf Janke's wife, Johanna, s a daughter of Ernst Till. He d his wife survived the Jap in- sion for I met them in the RC mp at Ramale, following the mistice in 1945. He died a couple years later.

Then there was Guntershohe tate, up in the hills, managed at e time by Alex Ortloff, a member the syndicate that owned the ace. Alex later managed the okopo Hotel; he was a brother-in- w of Wilhelm Mirow, and Mirow, in turn, was big social and commercial tonnage. Despite the hard times of expropriation and general austerity, Mirow retained his status; he had been brought up in the Wahlen School, than which none could excel.

There was another interesting feature as a result of the St. Paul massacre, a tragedy organised by a discontent, To Maria, who was for some time the "trusted" shoot-boy of the Mission station.

For years it had been the custom with Europeans to send out a "shoot boy", holding a government permit, to shoot pigeons or pigs for the larder. The St. Paul Mission had To Maria as "shoot boy" and he performed his task quite well. There was, however, no check on the ammunition taken out and that expended.

Tragedy

It came out at the inquiry that To Maria had been gradually building up a stock of cartridges from the ammunition given to him for his daily shoot and which he later used in the massacre.

A regulation was then introduced making it compulsory for all employers of "shoot boys" to count all cartridge shells before and after expeditions.

All this seems a long way from our photo of Rudolf Janke and his Johanna, but it isn't really. Rudolf was the quiet, solid type. I don't remember ever seeing him flustered.

Unlike his brother George, who was one of the lads of the Village and the owner of one of the few motor cars in Rabaul in the early 1920's, Rudolf has plodded steadily on and, I think, he is happy that way.

He is a good practical planter and is an asset to the Territory with his detailed knowledge and experience.

ONE SCORE YEARS AGO

THERE is always a glow of happiness and gratitude around my heartstrings at this time of the year.

On September 13, 1945, Major Charles Bates, of ANGAU, with other members of the unit, including Major Fairfax Ross and Lieut. John Gilmore, came striding down the hillside of the Ramale Mission Concentration Camp, in the Kokopo area, and we knew for sure then that World War II was over and we could relax.

It was only a matter of time then before we passed through poor, old beshambled Rabaul, on to Jacquinot Bay, then Lae, and eventually embarked on the good ship *Marella*, with Skipper Donaldson (whom I had travelled with in *Matunga* in 1915).

Calling at Cairns, we made Sydney on October 26 where the inimitable Bert Gaskin took us under his wing and so all was well. We were home again.

I had a reminder a few weeks ago of the day when the four of us Rabaul internees (Creswick, McKechnie, Ellis and myself)—on August 19 to be exact—were transferred by motor lorry from the headquarters Japanese Tunnel Town of Namari (located back up in the hills behind Kurakakaul), to the Catholic Mission camp at Ramale.

Well do I remember greeting, in

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A Harbourmaster For Vila, At Last

The Superintendent of Public Works in the New Hebrides Condominium Government, Mr. J. Monteil, has been appointed Vila's first harbourmaster.

Mr. Monteil's duties already include the supervision of the Condominium airfields.

His appointment as harbourmaster follows criticism in a judgment given in Vila several months ago by Mr. Justice Trainor, in the High Court of the Western Pacific, that Vila had no pilot nor harbourmaster "in spite of legislation enacted seven years ago establishing these posts" (PIM, Feb., p. 103).

The number of overseas ships calling at Vila each year is about 150.

e Tolai dialect, several parties of
tives along the roadside as we sped
ong in the Jap military truck.
These greetings of mine, picked up
the natives, who naturally knew
thing of the armistice terms, be-
me the foundation for a rumour
at a *Talatala* (Methodist mis-
nary) was still alive in the district
d had not boarded the prison vessel
ontevideo Maru. I believe it
ated several vain hopes.

Postscript: In "Yesterday" in Sep-
nber's *PIM* (p. 87) I note a
erence to men of the Australian
th Division landing at Rabaul on
ptember 10, 1945, and a Captain
yce Morris, RAN (presumably
m HMAS *Vendetta*) going ashore
d seeing "a group of eight
ite prisoners. . . . Later he took
m to Jacquinot Bay". An un-
nfirmed report at the time gave a
of the prisoners and included
Till and "two men called
ndnagel". The others mentioned
re Ellis, Creswick, McKechnie
d Thomas.

None of those named was a
isoner" but an internee and all
re in the Ramale Roman Catholic
ssion camp at the time mentioned.
None of them, so far as I am
are, ever met Capt. Morris. The
ernees left Rabaul on September
for Jacquinot Bay, flying by
talina.

Capt. Morris probably got his
minal rolls mixed and those whom
met were the military POWs who,
nderstand, were kept on Watom
nd by the Japs.

QUEEN EMMA

JUST as I was closing down along came R. W. Robson's welcome book, *Queen Emma* and I must say that *PIM's* Chief Executive deserves full marks for a stupendous research job, well done.

Emma Kolbe has become almost a legendary character of the Pacific; the main topic of hundreds of articles, short stories and historical reviews, written for the most part by people with little knowledge of the woman, her times or her surroundings.

So far as New Britain in the early part of the century was concerned, Emma was even then shrouded in a good deal of mystery. She held her cards close to her ample bosom, to use a modern phrase.

But now, even the quick glance of the book I have been able to have shows me that RWR has given the world a collection of authenticated data which should dispel many of the fantasies which have surrounded the lady for these many years.

Future writers on this Queen of the South Seas will have no excuse now for inventing fantastic tales about her; her life was quite exciting enough without embellishments from the pens of imaginative writers.

More of *Queen Emma* anon.

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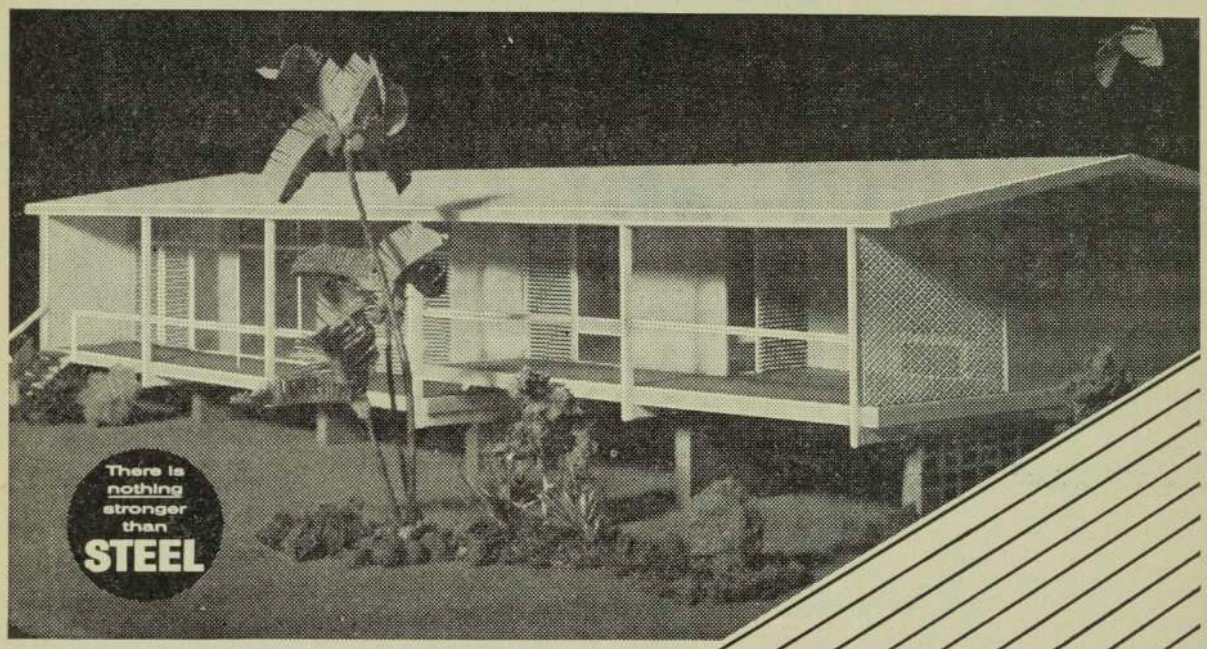

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CO-OPERATIVE SOCIETY HAS BROUGHT CHANGES

ON ROTUMA, THEY'RE NOT "IN HOCK" SO MUCH NOW

From a Suva Correspondent

When the Rochdale Pioneers, that small but big-hearted group of Lancashire cotton workers, scraped together their hard-won pennies, saved £28 and bought a small slum store in Rochdale's Toad Lane where the modern co-operative movement was born, they little dreamt that their ideas would, 120 years later, help to free Pacific Islands communities from economic pressures.

THE co-operative movement, born as a constructive alternative to competitive industry, has spread so successfully throughout the Rotuman Group of Fiji, 400 miles from the Colony's capital of Suva, that the whole community, once virtually "in hock" to the big trading companies of Burns Philp and Morris Hedstrom, are now partners in their own trading business.

In the middle 1950's, a group of Rotumans, viewing with dismay, like the Rochdale weavers, their increasing dependence on the local stores, decided to do something about it.

The new Pioneers, headed by Wilson Inia, headmaster of Malhaha Secondary School, surveyed the Rotuman scene.

The trading companies bought their copra, charging them freight rates to get it to Suva. The Rotumans' bread and butter, their meat, their sugar, their milk, canned goods, clothing, all came from village stores run by the companies.

The firms, Morris Hedstrom and Burns Philp, had divided the islands into respective spheres of influence, with the influential men of the villages acting as storekeepers for commission, which eventually reached a figure of 2/6 in the £.

The stores were firmly entrenched, and their turnover was so large that frequently the storekeepers' commission exceeded the manager's salary.

Isolated

And Rotuma is so isolated, so far from regular shipping routes, that Suva might as well have been at the other end of the world. The odd ship came and went, but it was always a BP's ship, or an MH's inter-island trader, and freight was £10 a ton between Rotuma and Suva.

Money came hard but ebbed away easily. The Rotumans love a great occasion. It is nothing to spend £200 on a funeral, plus another large handful of money for a tombstone.

Morris Hedstrom's store on Rotuma.

Weddings are expensive but popular events.

The Rotuman has a new-born liking for a concrete house.

The money was always forthcoming from the trading companies, but this meant that whole communities were "in hock" to the companies.

Wilson Inia and his friends approached the Government-run Co-operative Department and on March 4, 1957, was born the Rotuman Co-operative Association. It became the parent of a host of small village co-ops which mushroomed almost overnight.

One of the first jobs of the new movement was to obtain independent shipping. They chartered the old *Kurimarau* from Alving Berg, which was a great success. Today, with the

It's Like The Old Convict Days All Over Again

Sixty-six acres of wheat, the largest area sown since the convict days, are now flourishing on Norfolk Island.

The wheat is being grown with the encouragement of the island's Administrator, Mr. Roger Nott, who is a former New South Wales Minister of Agriculture.

The seed for the crop was especially imported by the Administrator from his own farm in New South Wales.

Mr. Nott said recently that the Norfolk wheat, at this stage of the season, was equal to any that he had ever grown.

He estimated that the locally-grown wheat would be produced at half the cost of imported grain, the bill for which, over the past 12 months, has been more than £3,000.

Mr. Nott has also arranged for the importation of hybrid sorghum seed from the New South Wales Department of Agriculture, and this is expected to arrive soon.

Nine farmers have intimated that they are interested in growing sorghum, which has the same food value for pigs and poultry as wheat, and can be harvested with the same machinery.—MERVAL HOARE.

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Kurimarau gone, the Rotumans charter the Tongan Government ship *Aoniu*, at a price which works out at £2/13/4 a ton for freight and £1/10/1 a ton for lighterage at Rotuma—less than half what they paid the trading companies.

They decided to handle their own copra marketing. Once again they were successful.

Last year, the Rotuman Co-operative Association, which in 1963 grouped all the individual village societies into one large association, handled 1,620 tons of Rotuman copra, which produced an average gross price of £58/14/8 a ton, a few pounds more a ton than the price paid to producers who sold to local crushers.

The association turned to other commodities. Provision stores were opened and the villagers' necessities began to come from those stores instead of along the previously well-beaten tracks of the company stores.

Good Customers

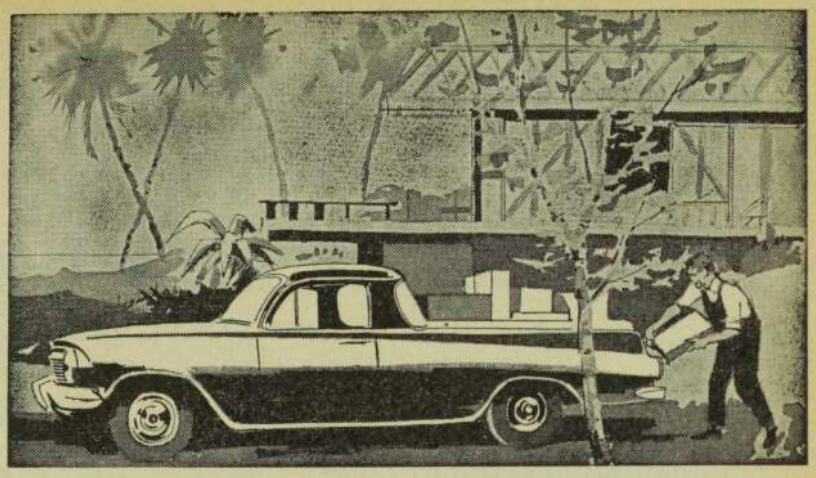
The RCA stores became good customers of the Suva Co-operative Association, which now eschews the trading companies and buys direct from overseas, except where locally-produced goods are concerned.

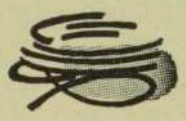
(With co-ops springing up all over Fiji, the Suva Association has now assumed the role of a Co-operative Wholesale Society similar to the giant co-ops abroad. It acts as a regulator of prices, preventing exploitation, and, buying in its own chosen markets, it passes the benefits of free trading to the Rotuman and other societies.)

Last year the RCA's merchandise turn-over amounted to £83,000. Indebtedness is disappearing. The association has set up its own savings deposit section and at the end of 1964, in spite of withdrawals, in spite of funerals, weddings and other money-spending efforts, deposits amounted to £5,900. The association has 599 members representing about 599 families, about two-thirds of the Rotuman community.

And last year the Rotumans received from their co-operative £9,000 in bonus and dividends.

● Three postage stamps marking the 20th anniversary of the signing and ratification of the United Nations Charter will be issued in Papua-New Guinea on October 13. The denominations will be 6d., 1/- and 2/-.





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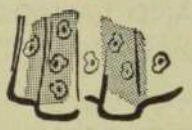

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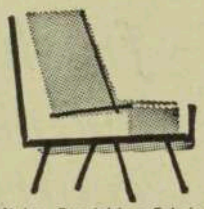

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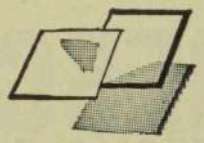

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The Editors' Mailbag

POLYNESIAN ORIGINS

Sir,—Mention has been made more than once in your magazine that the Caucasus is the original home of the Polynesians and that "most scientists accept this theory". It would be of great interest to me, and, I am sure, to many of your readers, to read a resume of this latest explanation.

This theory, to my recollection, has not been exposed in *PIM*. However, if it has, I would certainly like to have a copy of the issue wherein it made its appearance.

Our local museum is also unware of this latest approach. On their behalf, could you kindly give me a list of books, articles or brochures covering the matter?

ALEXANDER TARAN.
Papeete, Tahiti.

Editors' Note: The theory that the Polynesians are of Caucasian origin (i.e. are members of the white race) is not new. It was first put forward by some of the early South Seas explorers and was later adopted by such Pacific scholars as Bopp (1842), Fornander (1870), Gill (1876), MacMillan Brown (1907) and Peter Buck (1938). In 1908, A. H. Keane wrote in a book *The World's Peoples*: "That they [the Polynesians] are an Oceanic branch of the Caucasian division is now admitted by all competent observers". An article on the "Races of Man" in *Collier's Encyclopedia* (1961) indicates that present-day experts are still agreed on the Caucasus theory. What the experts do *not* always agree on is how the Polynesians got from the Caucasus to where they are now. For a full list of books touching on this subject, reader Taran is referred to the early pages of Thor Heyerdahl's *American Indians in the Pacific*.

NEW HEBRIDES DICTATORSHIP

Sir,—Those of us with "humble thoughts" on Santo enjoyed immensely the August *PIM* and would wish to add our comments on various topics therein. The article on page 9 headed "End May be Near for New Hebrides Dictatorship" particularly interested us.

Sometimes "dictatorship" is necessary for swift progress when placed in the *right hands*. Unfortunately, the human element is too self-seeking and unpredictable to be permitted to hold the destiny of any one country in its dictatorial hands.

The pre-war years offered the New Hebrides a few French and British leaders who remained long enough to understand the people and its customs. Progress may have been slow then, but at least there was harmony coupled with a sense of security when these islands were guided with wisdom in true family-style.

War's aftermath brought along a series of fast-changing Administrators, some with a devil-may-care attitude. Taxes were imposed fast and furiously, and spent just as quickly. Local opinions were considered superfluous and in 1957 an Advisory Council was tolerated with nominated members as a cover-up measure. (Just now, six elected members have been included whose voices would barely be audible in a roomful of stand-over tacticians).

Any old or long-standing resident in the New Hebrides will agree that anyone who dares criticise the "smooth and comfortable" running

He Raised Them, Then Married Them All!

Pastor R. A. Millsom, of the Seventh-day Adventist Church's Central Pacific Union Mission in Fiji, was the minister at three wedding ceremonies with a difference in Australia in August.

The ceremonies were for his three children, Miss Fay Millsom, a nursing sister, Dr. Reginald Millsom, a doctor, and Miss Ruth Millsom, a school teacher.

The three weddings took place on consecutive Sundays.

Miss Fay Millsom was married in Sydney on August 15, to Mr. B. Whelan, a salesman; Dr. Millsom was married in Sydney to Miss G. Allen, a nurse, on August 22; and Miss Ruth Millsom, was married to Mr. C. Fisher, an accountant, in Melbourne, on August 29.

Pastor Millsom and his wife returned to Fiji after the third ceremony.

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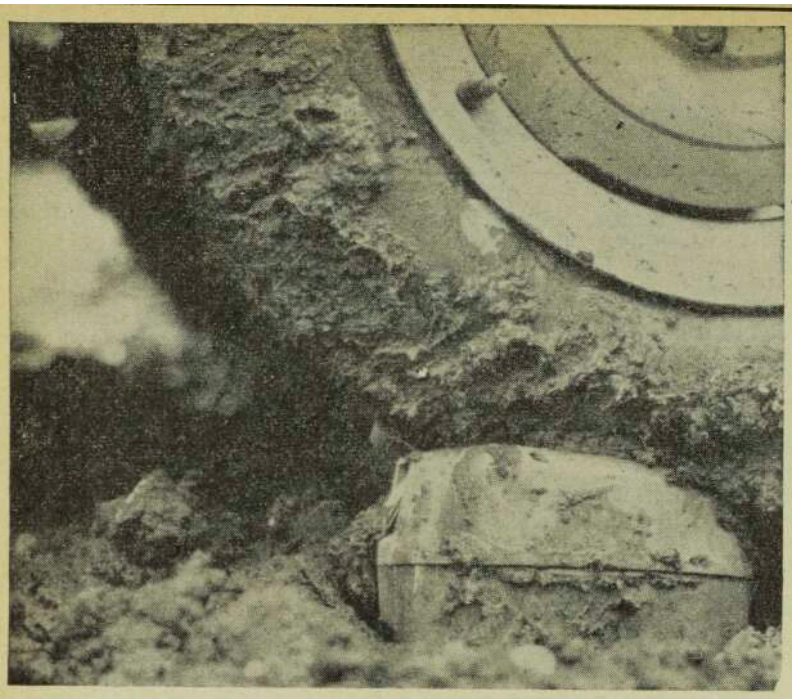

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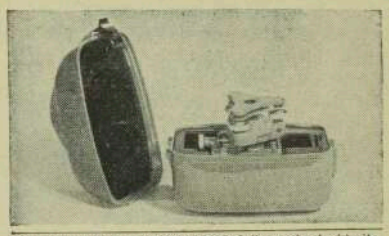

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of the Administrations will be listed in the "Black Book" and morally "gunned-down" for the rest of his days. Those who wish to make progress must resort to flatteries, etc. —a manner of activity distasteful to anyone with an atom of pride.

If a Legislative Council is in the offing, the majority of Joint Rules and Regulations, with their multiple Joint Decisions, will have to be scratched, as, most of these laws are irregular since police forces of both nationals are inadequate to enforce them. In most cases they cannot even keep up with the 10 Commandments!

The article, "UK May Ask NZ, Australia to Take Gilbertese" (p. 10) also prompts comment.

Already a resettlement plan for the overpopulated Gilbert Islands has taken place in the Solomons. It appears that these new settlers are being served on a golden platter (to the dismay of Solomon Islanders) and that the British Government sends out Government vessels to catch fish for them!

It's about time that overpopulated places were taught the rudiments of work to survive, as molly-coddling them is painfully ridiculous.

New Hebridean natives are fortunate to be in a land of plenty (fertile soil, regular rainfall) and consequently do not feel the urge to work, except occasionally to earn enough for clothing and liquor.

In order that plantations and general industries may survive for posterity, we, in the Group, must rely on imported labour for stability and continuity in our work.

Why is it that our local governments make it tedious for us to import Gilbertese workers if they lack space and food at home? The few already here on plantations have settled in quite well. More would care to come but, unfortunately, are the victims of Red Tape.

MADAM X

Santo,
New Hebrides.

THE REASON WHY

Sir.—In your August issue (p. 15) you ask why it is that South Australians make good chairmen, and therefore get themselves the job of Speaker in the Australian Parliament more often than men from other States?

The answer is quite simple, and lies in the fact of South Australia's geographic location with respect to the other States of Australia. On the one side there is the "Golden West", the pride of all who live in Western Australia, and on the other the more centralised "Industrial East", concerning which a similar pride exists. So the role of the South Australian, wedged in between, is that of mediator, and thus men emerge of the calibre of Mr. R. S. Swift [chairman of the South Pacific Conference in Lae in July] when it comes to taking charge of meetings and the like. South Australians acquire this cast, which in this respect sets them aside from other Australians.

JOHN MILNE.

Apia, Western Samoa.

● It was unusually cold in several South Pacific territories in August. Suva had its coldest August since 1945, with a minimum of 61.6 on August 4 and a mean temperature of 72.4. On Niue, the temperature dropped to 59 degrees on the night of August 6—a registration below 60 being of rare occurrence on that island. And on Rarotonga, the thermometer registered 49.7 degrees on one occasion—the lowest old-timers could remember.

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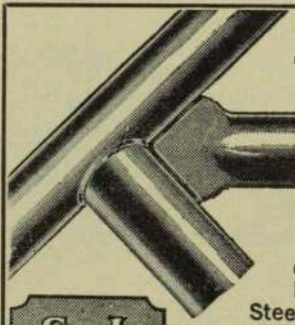

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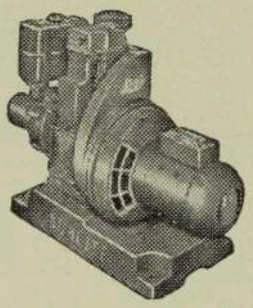

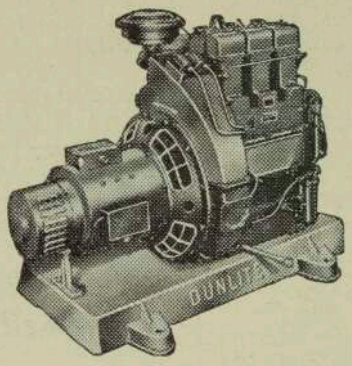

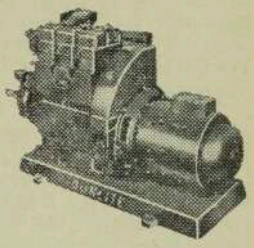

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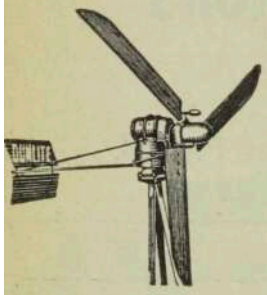

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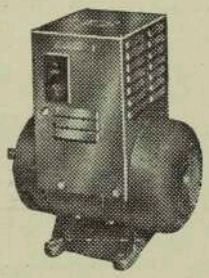

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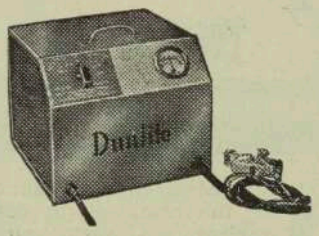

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NEW CALEDONIANS REJECT FRENCH MOVE ON EDUCATION

From Fred Dunn in Noumea

New Caledonia's Territorial Assembly has turned down an offer by the French Metropolitan Government to take control of secondary education in New Caledonia.

THE Assembly decided not to accept the offer at a special session in late August. Voting was 16 to 13—the majority Union Caledonienne Party swaying the decision.

The offer was subject to the condition that the money saved by the Metropolitan Government's proposed take-over would be devoted to primary education in the territory.

In turning down the offer, the Union Caledonienne took the view that the Metropolitan Government's move might be one more step towards making New Caledonia just another department of France, which would leave the local government with little power, and would make the country automatically subject to all laws passed in France, including income tax.

Key Posts

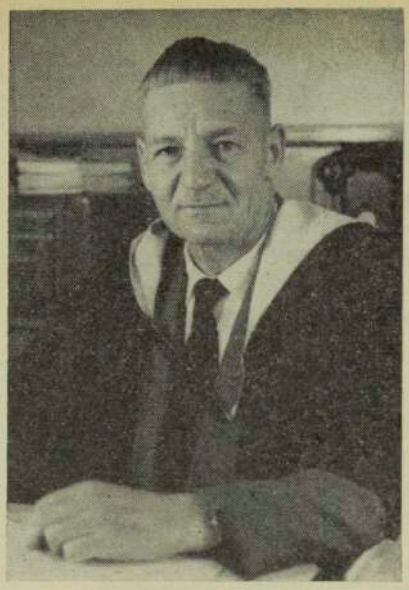
Earlier, New Caledonia's Governor, Mr. Jean Risterucci, told the Assembly what has often been said before—that New Caledonia is not producing enough men or women of sufficient education to take over key posts in the local administration.

Mr. Risterucci said the fault lay with primary education, in that the ill-equipped and under-staffed schools were unable to prepare all scholars for higher education.

There was only one remedy for this, and that was for New Caledonia to accept the Metropolitan Government's offer.

In a few years, 60 per cent. of the country's revenue would be needed for education and New Caledonia would find itself in a desperate situation.

Mr. Risterucci said France was not trying to deprive the local Assembly, of any of its powers. It was only natural that, as France and New Caledonia were both members of the big French family, the stronger member should wish to lighten the burden of the lesser member.



Mr. C. J. Williams.

WESTERN SAMOA'S SCHOOLING IN "STATE OF CRISIS"

From R. F. Rankin in Apia

Western Samoa's Director of Education, Mr. C. J. Williams, made a blistering attack on the state of education in Samoa in his annual report for 1964, which was tabled in Parliament at the end of August.

HE claimed that education in the country was "in a state of crisis" and that the limit had been reached to what could be done on present resources without lowering standards.

Progress had been made, he said, but it had not been fast enough to keep pace with the rapidly-rising school-age population and the urgent needs of the country for more and better-trained personnel.

"The major difference now from the position of a year ago is that this crisis has now reached a climax," he said.

Mr. Williams blasted the inaction and lack of understanding of politicians, claiming that his report for 1963, which contained a careful and detailed statement of the problem, had not even been discussed by the Assembly yet.

There was no doubt that the people wanted more and better education, and that higher standards, particularly at the secondary level, were essential to the success of the country's future development.

"The costs will necessarily become higher each year, but, in the long run, the costs of not providing the means to further educational advancement will be even higher," Mr. Williams said.

"The Government has accepted as policy, that education should continue to develop, and that within it, secondary and vocational education including teacher training, must have priority. But the basic question of where and when sufficient funds will be available remains unanswered."

Mr. Williams said each year more and more children in the primary age group alone were eligible for elementary education.

Without finding additional funds for staff, buildings, etc., for secondary education, there was no hope of providing qualified local staff for even junior secondary education, much less for senior levels and other professions.

The Government had almost reached the generally recognised level of expenditure of 25 per cent. of the total Budget, and while demands were rising, revenue was virtually static.

Mr. Williams added that neither the Education Department nor the Treasury could reconcile the repeated demands of the people and the Assembly for more and better education with the inability to match these demands with sufficient funds to implement the measures desired.

Commonwealth Scheme

Since Mr. Williams presented his report, the first teachers to serve in Samoa under the Commonwealth Education Scheme—two Canadian secondary school science teachers—have arrived in Apia.

Samoa, an associate member of the British Commonwealth, was admitted to the Commonwealth Education Scheme at a conference in Ottawa last year attended by its Minister of Education, Papali Poumau.

Under the scheme the teachers' basic salaries are paid by the Canadian Government, with Samoa providing certain allowances and housing. It is hoped to get more teachers under the scheme from England and Australia next year.

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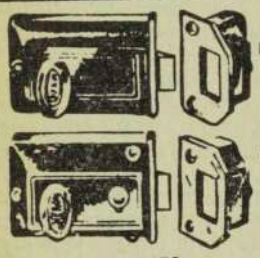

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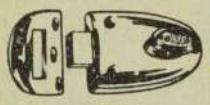

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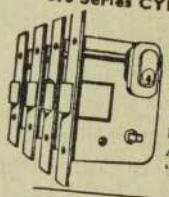

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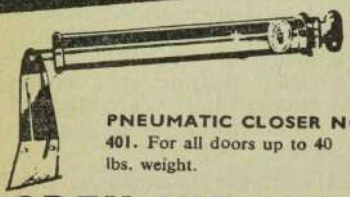

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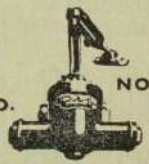

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PACIFIC PLANTERS' DIGEST

COMBATING AVOCADO PEAR DISEASE

RICH in Vitamin A (56.8 i.u. per ounce), the delectable avocado pear is among the most nutritious (and fattening) of Island fruits.

Some trials are currently being carried out in the Islands with the use of fungicides to control the pear's most destructive disease, avocado foot rot (*Phytophora* root rot). This disease, a fungus, can also affect many other crops including pineapples and papaws.

The fungus attacks the small feeder roots turning them black or brittle, and finally killing them. Leaves of affected trees are smaller and paler than normal, often wilted and drop easily. Little, if any growth is produced, and, as the disease advances, the branches die back. The fruits are reduced in size and number. The fruit is not infected while on the tree, but this may occur if the fruit falls on infected soil.

Until fungicide trials have been completed, the best means of preventing the spread of the fungus is by using clean and treated seed (place in a hot water bath at 120 to 130 deg. Fahr. for 30 minutes before planting), and also by growing seedlings in clean or fumigated soil. Trees should be planted in well-drained areas, and not over-irrigated.

MINERAL SUPPLEMENTS

LIVESTOCK which eat dirt, bones, wood and other assorted materials are in search of mineral elements lacking in their normal food intake.

This search-feeding has been noted in many areas of the world. Nowhere is it more pronounced than in tropical regions where the absence or limited availability of elements is marked.

Deprivation of these necessary elements affect meat and milk production, and when lacking in the extreme can result in death.

To determine what mineral elements are missing from stock diets, the ideal is, of course, a laboratory analysis of grass, grain, silage and all feed consumed. This is not always feasible, however, particularly in Island territories.

A quick way to overcome the problem has been made with a completely new type of mineral supplement now being introduced into Fiji, Samoa and the New Hebrides.

The minerals are being fed, each one separately (free choice) to stock in each of these areas. Stock will make their own selection, concentrating on that particular nutrient lacking, or not available, in sufficient quantity in normal pasture.

The advantage of free choice intake over the previous idea of holus-bolus mixed mineral dosage is that, with the latter, stock receive elements already in ample quantities in the diet.

Excessive intake of any one mineral can complicate problems. For example, feeding an excess of iron will tie up the phosphorus and produce iron rickets.

There are 13 assorted mineral supplements and they cover a wide range of necessary elements including phosphorus, iodine, magnesium, calcium, vitamin A, potassium and sulphur.

WEED CONTROL IN PAPAWS

WEED control between papaws has always presented difficulties. Power-drawn or power-operated weeding implements leave strips along the sides of the rows which must continue to receive constant attention with hand chipping.

Regular hand chipping is costly and time-consuming, hence weed control in papaws by chemicals has been investigated.

A large number of weedicides have been tested in established papaws at varying rates and times of application. These include PCP, monuron, diuron, simazine, atrazine, SES, chloro-IPC, and dalapon.

With the exception of dalapon, all have been applied as pre-emergence sprays to initially weed-free, moist soil using from 120 to 200 gallons of water to the acre, depending upon soil moisture at the time of application.

All of the pre-emergent weedicides tested have given reasonable control.

However, it was found monuron, diuron, atrazine and PCP gave best control, for periods varying from 11 to 18 weeks after application.

Interested growers wishing to try either moruron, diuron or atrazine as pre-emergence sprays should apply the chemicals at the rate of 3 lb to the acre of the commercial product, calculated on the sprayed row area.

These materials should be applied as evenly distributed spray to weed-free moist soil, using from 120 to 200 gallons of water.

The aim is to achieve even distribution over the soil and, by holding the spray nozzle reasonably close to the ground, to avoid spray drift on to the foliage. Spraying should cease if weather conditions are found to be too windy.

In trials, dalapon produced a scorching and curling of the leaves of broad-leaved weeds but this was only temporary and the weeds soon recovered. On the other hand, it gave good control of grasses, particularly when they were in active growth at the time of application.

If grasses are the problem, dalapon at 20 lb to the acre applied as a spray in a similar quantity of water should provide control.

Weedicides will have no adverse effect on the growth of the papaws if the chemicals are applied correctly.

TONGA SHOWS THE WAY

TONGA is currently setting a high standard in banana production which most South Pacific banana producing areas could well follow.

The kingdom has got down to tin-tacks with its agriculture. An all-out war on pests and diseases is being waged, and strict fertiliser programmes are being followed.

The old-time "ranching" method of banana planting is of the past. Every available area of land is being utilised, and Tonga now insists that its growers follow correct planting methods.

Gratifying results are becoming more and more evident, and Tonga stands much to gain from its efforts.

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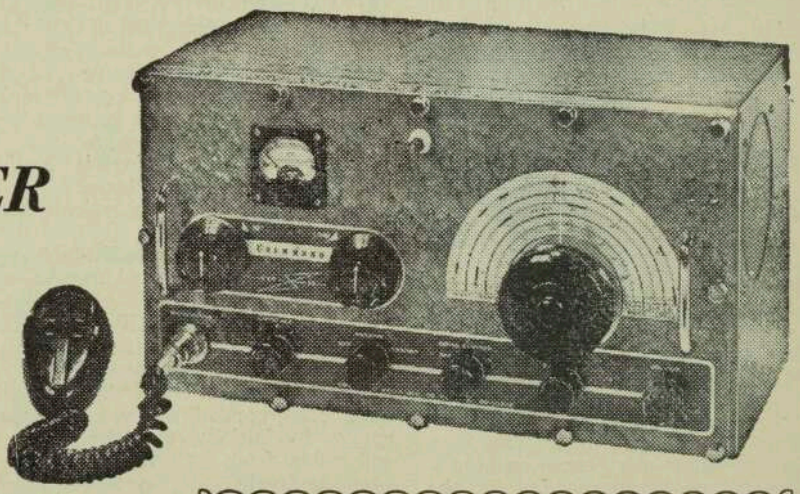

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Mr. Spence.

INFLUENTIAL U.N. MAN BOWS OUT IN W. SAMOA

From R. F. Rankin in Apia

An era of vital import to Western Samoa's development came to an end in mid-August when the regional representative of the United Nations Technical Assistance Board, Mr. Harry L. Spence Jr., left for retirement in the United States.

HE represented the United Nations Secretary-General at Western Samoa's attainment of independence on January 1, 1962, and has been intimately associated with the development of Samoa during the 3½ years since.

In the second month of independence he drew up the guidelines for development that resulted in the Stace-Lauterbach economic survey of human and natural resources, and recommendations for development; the Elvins report aimed at bringing the administrative structure more in line with the needs of the country; FAO assistance; and the greatest UN Special Fund aid per head of any country in the world.

There are now about 20 UN experts working in various fields in Western Samoa.

In the years since independence Mr. Spence probably affected political attitudes and trends within Samoa more than any other man.

The wide acceptance now of the need for tourism, foreign investment, and internal and foreign loan capital largely springs from his efforts, backed by the Technical Assistance Board.

However, Mr. Spence and the UN programme came in for their share of criticism and there are some who claim the UN is ruining the country.

Mr. Spence, himself, admits facing difficulties, but claims that Western Samoa has used UN aid to greater effectiveness than any country he has seen—and after 15 years as a senior UN official, he has seen most of the developing nations in the world.

"The United Nations greatest contribution has been as a catalytic agent in the introduction of new attitudes and new ways," he told me.

He said some of the achievements of Samoa since independence were: The establishment of Alafua Agricultural College; the setting up of a statistical department; the completion of a fiscal survey and the establishment of an economic development secretariat; the yaws, tuberculosis and filariasis campaigns; fellowships in various fields and assistance in teacher training; the establishment of trades training; increased efficiency in Public Works, with harbour projects, and a new trans-island road; electrical expansion; town planning; furniture manufacture; agricultural extension—the sugar mill, rhinoceros beetle project, bunchy top campaign and timber research; new schools and hospitals; greatly improved airline and communication facilities; new biscuit and soap factories; the setting up of a UN regional office in Apia, and the joining by Samoa of ECAFE and the South Pacific Commission.

"No one can deny that this country has achieved a great deal in the short

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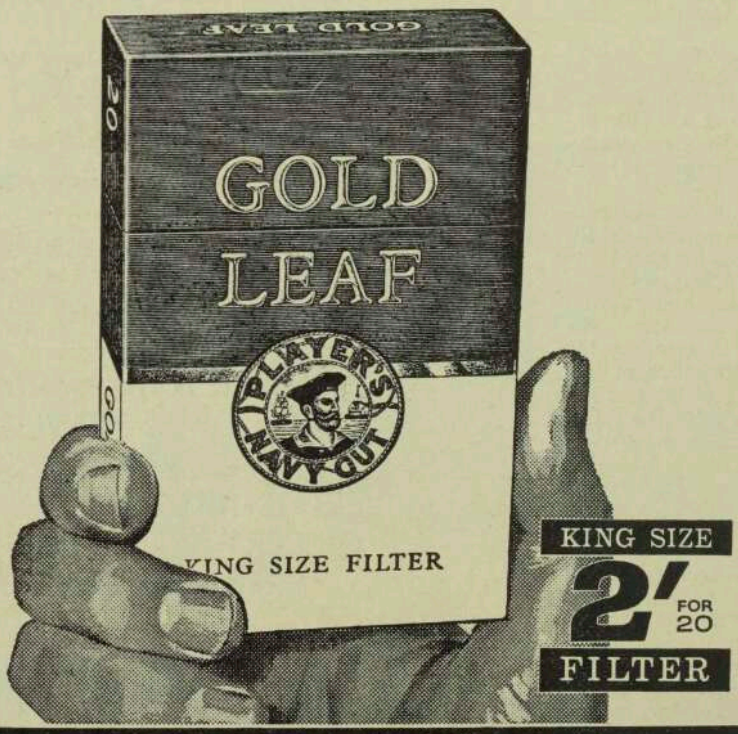

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Earthquakes Alter Coastline Of Malekula

The coastline of Malekula Island, New Hebrides, has risen by as much as three and four feet in places, following the series of earthquakes that shook the group early in August (*PIM*, Sept., p. 15).

Captain Harry Kirkwood, master of the RCS *Euphrosyne II*, says that ships will have to go carefully in these waters until the anchorages have been re-surveyed.

The British Resident Commissioner, Mr. A. M. Wilkie, said after a tour of Malekula at the end of August that stretches of reef and large outcrops of coral, which had not previously been exposed, were now standing clear of the water.

On parts of the coast, he added, the sea receded for a considerable distance, leaving sea snakes and a large variety of other marine life stranded in rock pools and on the coral.

pan of 3½ years since independence," Mr. Spence said.

His greatest disappointment, he vent on, was in the field of agriculture.

There was not sufficient political ppreciation of the need for expanded gricultural extension services, and he UN project had run up against ome unexpected personnel difficulties.

However, the basic problem was leeper than this.

"To work hard, people must have he incentive for a better life, and hey must be sure of enjoying the fruit f their production in fulfilling their lesires," he said. "This is denied hem under the traditional *matai* ystem."

Mr. Spence said he had great admiration for the Samoan social ystem, and he believed the good hings of the *matai* system could be alvaged as the country moved ahead.

But there was a great need for lexibility in the social structure, and or greater willingness at the top to nake decisions and follow them hrough.

He added: "Despite the problems ow and ahead, I leave the country vith the good feeling that it is fol-owing the right path to success that omes only through economic independence that makes political independence a reality."

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From the Islands Press

PERHAPS the biggest problem for Fiji in the near future will arise from the land. There will not be enough of it for the population of Fiji. . .

What we thought would not happen so soon to Fiji is now beginning to happen. *Matanqali* [tribal] lands, which used to be leased to immigrant [Indian] farmers are now being disputed.

The owners of these lands, at the expiry of the lease, want the lands to be returned to them for their own use. On the other hand, the immigrant farmers have been profitably using their leased lands.

Fiji cannot side-step the problem now facing her unless immediate steps are taken to search for ways to counter the crowding of Fiji and the scarcity of land available for use.—*Editorial in "Volagauna", Fijian-language weekly, Suva.*

OWNERS of dogs are reminded of their total liabilities and responsibilities in ensuring that their dogs are kept under proper control at all times. An extract from the present Niue Island Dogs Amendment Ordinance of 1958 reads:

(a) If any dog, in any place, rushes at, attacks or startles any person whereby the life or limbs of any person are endangered, such dog may be immediately killed and the owner or keeper of the dog may be liable to a fine;

(b) Any person, who sees a dog being at large in any place, biting or attacking any person, or who is himself bitten or attacked by such dog, may destroy the same without being answerable to the owner for any damage occasioned thereby.—*Public notice in the "Niue Newsletter".*

THERE appears to be general agreement that this country [Western Samoa] is committed to tourism by economic necessity if not by personal preference. But there are few who think that this potential is so hard to see that it is necessary to pay out £4,000 to experts to define it. There are even fewer who believe it is necessary to build a half million pound hotel with government funds in order to capitalise on this industry. But perhaps the experts can prove the doubters wrong.

Any wise man listens to the voice of experience, but when all boiled down, the best of advice is merely plain commonsense, and this is not, as many of our politicians seem to think, a monopoly of overseas experts. The essence of leadership lies in the recognition of this commonsense.—*Editorial in "Samoana", Apia.*

LAST night was truly a beautiful evening. The moonlight—just right, the air—balmy, the sky—clear, the stars—bright, the aroma of flowers—pleasant, an overall impression of a travel-folder tropical night.

All this lulls one into a sense of goodwill and serenity provided you don't find yourself near the Hotel. The shocking stench from the stream brings one back to earth with a bang.

What a foul smell right at Rarotonga's front door! The juicing factory has a waste products disposal problem—but at the moment they are far too generous in sharing it with the rest of Avarua.—*Letter from Neil Mortimer in the "Cook Islands News".*

IN what way shall Papuans and New Guineans learn better about the modern way? The best way is to ask questions. Many Papuans and New Guineans are too shy to ask questions. This is not good enough. The more you ask questions the more you learn better.

We hope that all Europeans who work in the Territory will be prepared to answer such questions.

I went to the rugby ground at Boroko. Above a gate there is a notice put up: "Members only". I read the notice, but I said to the man who collects money, "I want to pay 2/- and go round and sit under the *kunai* house".

The man shouted, "Members only". I asked him to explain to me why he said, "Members only". I asked him what is the difference if I paid 2/- and go and sit in the *kunai* house through that gate. He shouted, "Go away, this is for the members only".

I went away learning nothing from the question I asked. This shows me that some Europeans do not want to educate us or teach us to be like them.—*Letter from James Anum, Teachers' College, Port Moresby, in the "South Pacific Post", Port Moresby.*

SEMESA SIKIVOU has done a service to his fellow Fijians by pointing to one aspect of the London constitutional conference agreement which could seriously affect the nature and quality of future Fijian representation in the Legislative Council.

It is the proposal, apparently pressed on the conference by Mrs. Eirene White and her Colonial Office colleagues, that any Fijian civil servant who is elected at the first election under the new constitution must immediately resign, and that, in future elections, any Fijian civil servant must resign on declaring himself a candidate for election. This proposal, unless modified by some saving provisions, is both unrealistic and unreasonable.

It fails to take into account the fact that, in the past, the principal avenue of employment open to Fijian scholars and those who, by tradition or achievement, have been accepted as leaders has been in the Government service.

This situation applies to a very large extent even now, and will certainly continue to do so.—*Editorial in "The Fiji Times", Suva.*

ECONOMICALLY and socially, there is every indication of a new dawn, especially in the South Pacific. . . . Both American Samoa and Western Samoa are about to acquire a tourist industry. French Polynesia is undertaking an ambitious programme of public construction. Fiji continues to progress. The list of these indications is almost endless, but certainly one of the most important is the gradual raising of the educational level in South Pacific countries. — *Editorial in the "Samoa Times", Pago Pago.*

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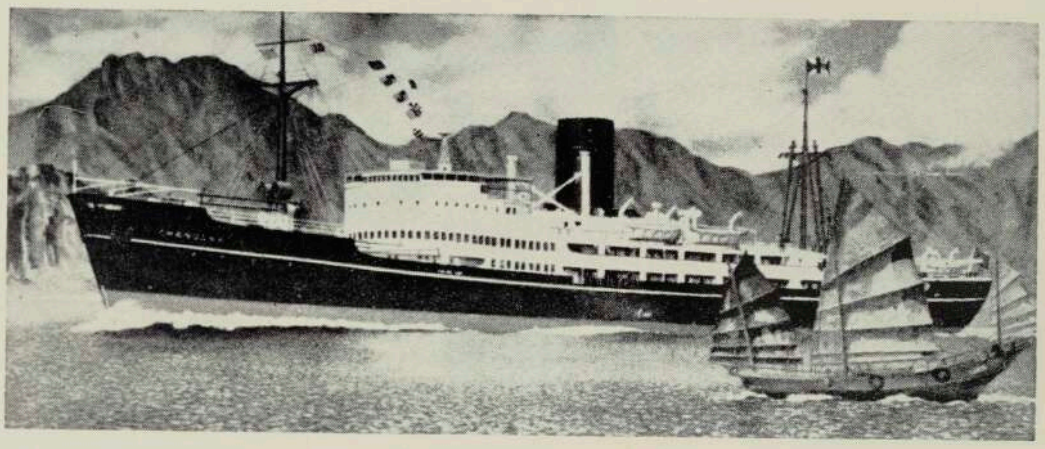

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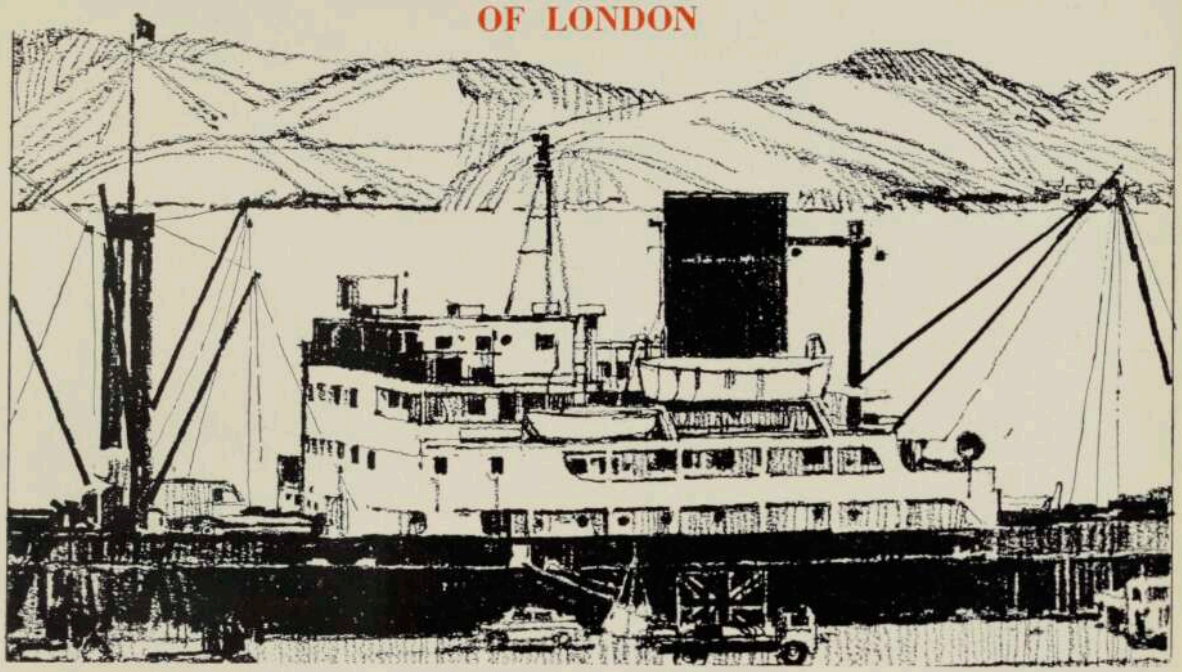

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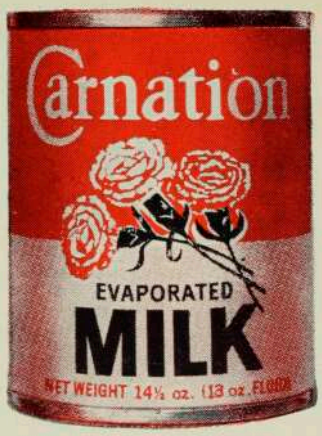

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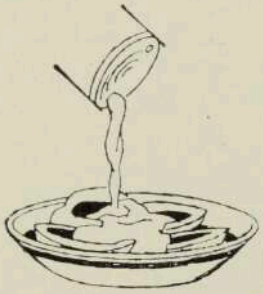

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New Habits Are Modern And Distinctive

FIJI NUNS SHOW THE WORLD A THING OR TWO ABOUT FASHION

From Beryl Cates in Suva

Until now Fiji women could scarcely be regarded as pacemakers in the world of fashion. In most matters of design they've been content to leave it to overseas countries to set the trend.

Hence it comes as something of a shock to learn that a local group of women has designed—and what is more, is wearing—clothes which will cause comment right around the world.

In design there is nothing startling in the new fashion. The reason it will cause world-wide interest is that its wearers are nuns—Fiji's own order of the Sisters of Our Lady of Nazareth, an autonomous congregation since 1952.

● The two nuns on the left are wearing the old-style habits for Fiji's nuns; those on the right, the new. The Fijian and other Islander members of the order wear white dresses and sulu underskirts. The two Indian nuns (one is pictured at top, right) wear draped white saris and white blouses. As the all-white Indian habit does not photograph distinctly, the picture below of sari-clad Indian girls is published for comparison.

Photo: Stan Whippy.

FOR nuns the style is revolutionary. Gone are the veils, the voluminous skirts, the capes and the vinctures of the old days.

Now the uniforms or habits are neat comfortable dresses. Sulu underskirts accompany the dresses for the Fijian and other Islander members of the community, and draped saris cover those of the two Indian women in the order.

The change was made quietly and without hesitation by local nuns to comply with continual urging from Rome to nuns all over the world to modernise their dress.

In making the change, Fiji's nuns became one of the first orders in the world to modernise completely. Others in other countries are still wondering uncertainly where to begin.

Bishop Approves

The Fiji sisters' action gained the enthusiastic approval of the Vicar Apostolic of Fiji, Bishop Victor Foley. It was the bishop himself who told the sisters of the current ecclesiastical desire for change.

Almost immediately on hearing of this, the Mother Superior of the order, Sister Mary Martina, and her council of four sisters set about to design new clothes suited for tropical conditions.

Modern and distinctive, the new habits enhance rather than detract from the modesty and spirituality of the wearers.

The dress itself is a simple button-through; the bodice is collarless; the sleeves are short and cuffed, and the skirt is knife-pleated and mid-calf in length.

For domestic work the nuns wear frocks of fawn haircord with brown sulus beneath and brown sandals on their feet.

When teaching, nursing or studying, a cream terylene frock replaces the fawn, and the brown sulu is retained.

On Sundays and for formal occasions, the dress is cream and a matching cream sulu is worn with white sandals.

Suspended from the neck on all occasions is a silver chain and cross.

The reluctance of overseas orders to modernise is understandable when viewed in the light of tradition and the desire for emulation of early foundresses who lived and worked in other centuries.

Yet, shorter though the tradition of the Sisters of Nazareth may be, it stretches further back than most people realise.

It began in 1882, when a young Fijian girl expressed to a newly-arrived group of missionary nuns her desire to become a sister. By 1888

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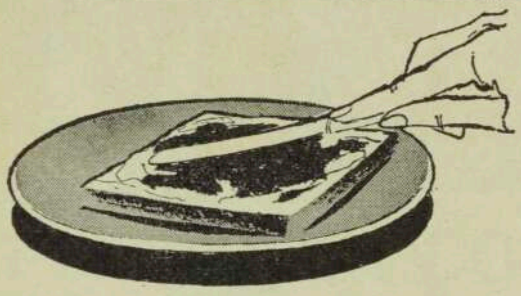

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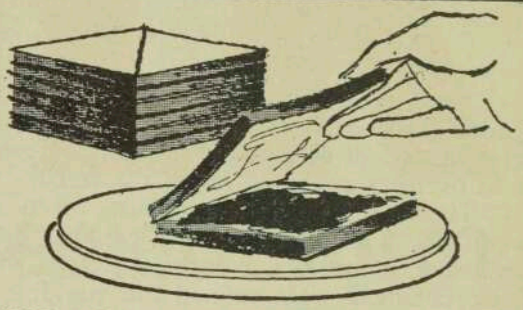

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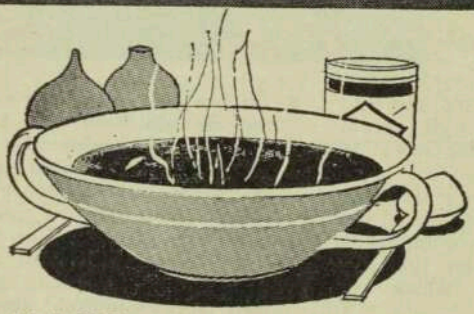

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ere were several young girls, living religious, though not wearing a abit nor bound by any promises or ows.

Known as *vukevuke*, they worked ith nuns at mission stations assisting ith cooking and laundry, super- sing classes in sewing and local afts, and helping with medical work.

Seeing the valuable work these rls were doing, and their devotion d perseverence, Bishop Vidal cided in 1891 to form a religious mmunity of Fijian sisters.

Temporary Vows

At first only simple annual omises were made, but in 1901, shop Vidal convinced of the lidarity of the vocations, allowed e first sister to make temporary ows. The *vukevuke* grew in num- rs and strength. Its members dertook every task willingly and mbly, with no thought of material ward. The *vukevuke* asked only be allowed to serve.

During the early years of forma- on and establishment, the Fijian nguage and customs predominated.

In 1933 Bishop Nicolas made the st attempt to educate the sisters, d although he met with some ccess, it was left to Bishop Foley, ter his succession in 1944, to bring fulfilment the earlier hopes of s predecessors.

From the beginning, Bishop Foley ged that the sisters learn English, lopt cultural pursuits and begin rious studies.

Nuns were sent to religious houses New Zealand and Australia to ain as teachers and nurses. To cilitate and accelerate the educa- on of the sisters in Fiji, the bishop vited the Sisters of Charity from dney to teach novices and pro- ssed sisters at Cawaci.

Emphasis on education has con- nued for members of the congrega- on, which now includes 136 embers, scattered among 10 ations in Fiji and one in Rotuma. Of these members, 106 are Fijians, are Rotumans, two are Indians, o part-Chinese, two Gilbertese, ght Tongans and five Samoans. In e novitiate, there are 15 novices d three postulants.

Now many of the nuns have re- rned from overseas education and e teaching or nursing, and others ve been sent away to replace them NZ or Australia.

As well as the student nurses and achers overseas, six others are oing domestic work and studying ome economics in NZ and four thers are at Canberra studying nglish, and commercial subjects.

A BRETT HILDER PROFILE

His Territory Days Go Back To 1922

John Charles Mullaly, OBE, who celebrated his 70th birthday last month, is a New Guinea planter of many years' experience.

BORN in Melbourne in September, 1895, he went to Christian Brothers' schools, then on to the university to read Law.

While still in his first year, he enlisted in the AIF in October, 1915, and saw action in the Middle East, though not at Gallipoli.

He was in the 3rd Light Horse Brigade to start with, but later transferred to the 43rd Battalion to fight the rest of the war in France. He had an inside view of all the great battles, was wounded, and was commissioned in the field.

On returning to Australia, Jack found it hard to settle down, and jumped at a chance to go to New Guinea in 1922 as audit inspector of the Expropriation Board. This job required him to travel all over the Territory, inspecting plantations and their books.

He then transferred to Native Affairs, and became District Officer at Kavieng in 1925. Next he married Ruth Saunders, and bought and settled down on Natava Plantation, New Britain. This plantation, 15 miles north-west of Rabaul, is still in his possession, although he now lives mostly in Sydney.

Mr. Mullaly.

Jack became a member of the Territory's Legislative Council in 1933, and also a member of the Executive Council.

In 1937 he was awarded the OBE for his work during the eruption at Rabaul; and in 1939 he joined the NGVR.

General MacArthur appointed him Director of the Combined Operations Intelligence Centre in 1942, a post he held until 1944 with the rank of lieutenant-colonel. He then became CO of the Training Battalion of the Pacific Islands Regiment.

At the end of the war, he got back to his plantation as fast as he could. In addition to copra, he planted a lot of cocoa as a secondary crop.

He has seen the good job done by the Copra Board since the war, and now is keen to see a Cocoa Board set up with the same purpose.

Jack and his wife Ruth now live in a large home at Mosman. They have one daughter, Ann Barbara, who is married to Dr. Russell Cole.

—BRETT HILDER.

BSIP Discoveries Are New To Science

Two discoveries new to science have so far been recorded by the Royal Society Expedition to the British Solomon Islands, which began work in the Protectorate in June.

One discovery is a type of iguana lizard which originated in the South American tropics. These lizards have been recorded previously in the Galapagos Islands, Samoa, Tonga and Fiji, but not in the Solomons.

The other discovery, made near Wainoni Bay, is of an entirely new species of pandanus.

The leader of the expedition, Mr. E. J. H. Corner, says this discovery alone has justified the botanical side of the Royal Society expedition.

Mr. Corner says there are three kinds of plant in the pandanus family, and that the new species is unusual in that it flowers from the trunk, below the single head of leaves, like a betel nut palm.

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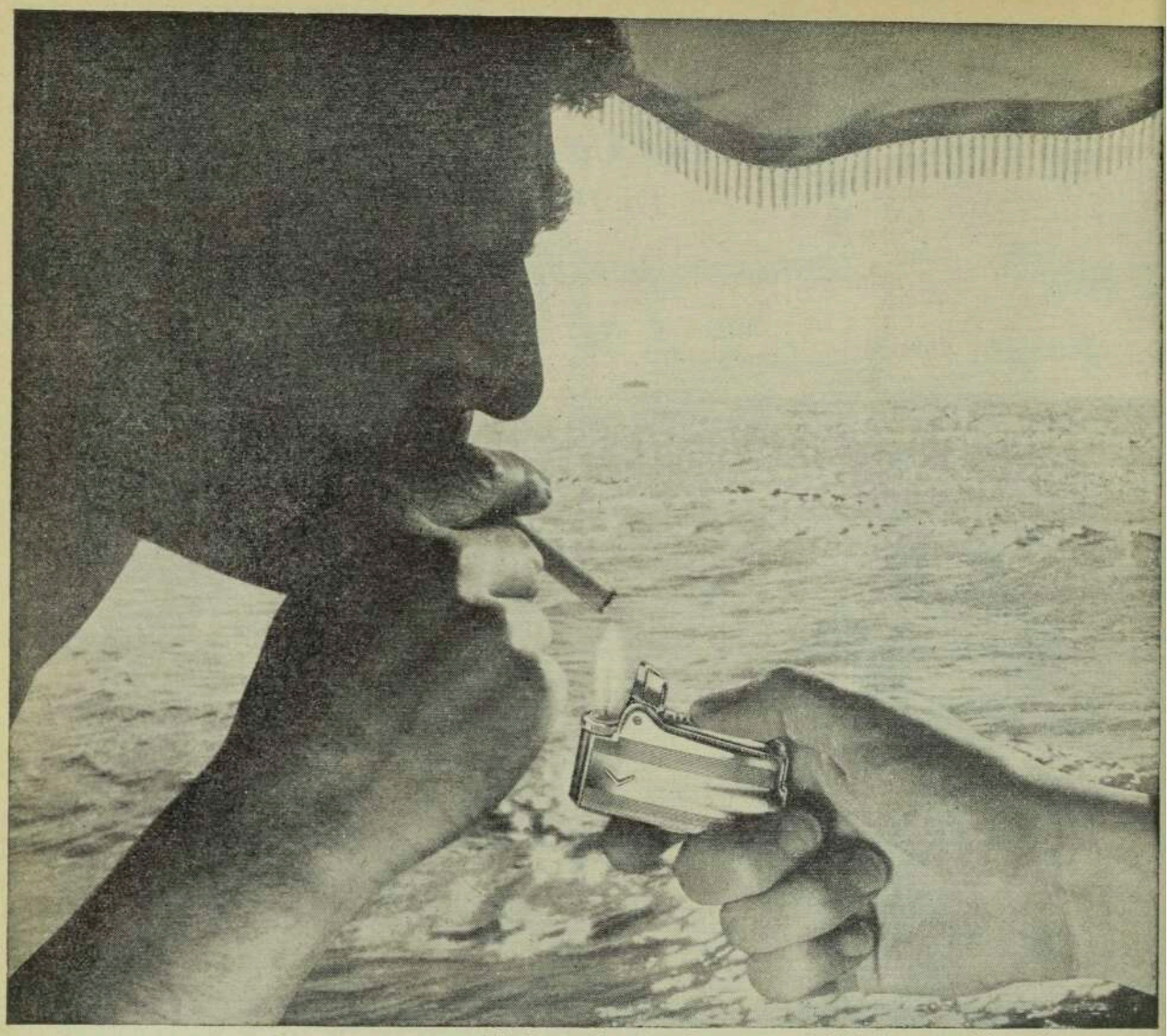

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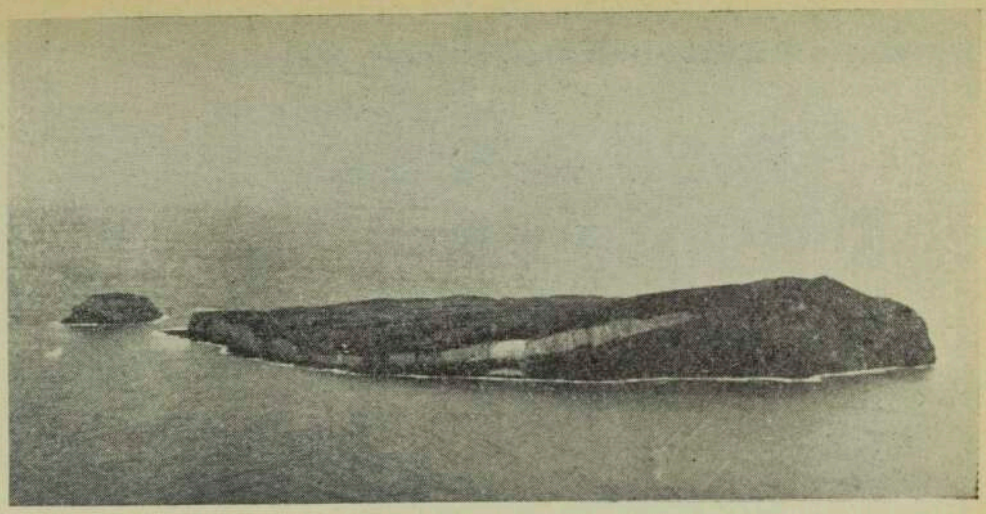

auley Island, which rises a height of 780 ft, has area of 764 acres. It is e 600 miles north-east of Auckland.

So there were rats and mice Macauley Island in 1788! ch was the verdict of the ster and mate of the convict nsport vessel *Lady Penrhyn* en they found and surveyed s pocket-size and precipitous mber of the Kermadecs on ay 31 of that year.

An Explanation For Those Macauley Island Rats

From Gordon Russell in Wellington

HIS we know from the published account of the voyage by utenant John Watts, who was passenger in the ship, and also m the unpublished journal of the 's surgeon, Arthur Bowes, as ught to our notice by Robert gdon in *PIM* for May, 1964 (p. .

n spreading over the continents this globe, rats and mice made ir own arrangements; but in cross- the Seven Seas they looked to devices of man and were not w to use these as sailings offered.

A Dollar Apiece

We are assured of this from the tings of Pigafetta, a "noble gentle- n" who accompanied Magellan on first European crossing of the ific in 1521.

He recorded how rats were fetch- a Spanish dollar apiece among starving, scurvy-ridden zealots oard Magellan's ship *Trinidad*.

The forebears of all the tightrope- lking scavengers that now beset lands of the Pacific in the form the ship's rat (*rattus rattus*) and common brown rat (*rattus rvegicus*) arrived in European sels, and so it was with the mmon mouse, a European pro- ct.

When, therefore, Western mariners of the 18th century came upon an unrecorded and uninhabited Pacific island, they did not expect to find it overrun by the old familiar rodents, and the concern of Arthur Bowes at the presence of rats and mice on Macauley Island in 1788 is understandable.

Poser For Naturalists

He would not concede that anyone had preceded them, but, he wrote, ". . . how these vermin could possibly come there where no ship had ever before been, and situated as this island is in the midst of a prodigious ocean, is a matter to be considered by future naturalists".

The year 1788 is an early date in European maritime history in the Pacific, early enough to make it fairly easy for us to probe this mystery.

The *Lady Penrhyn* was one of the 11 ships of the First Fleet to bring colonists to Botany Bay following its discovery by Captain Cook in 1770.

After discharging her freight of 102 female convicts, the *Lady Penrhyn* reached Tahiti via Macauley Island three months before the arrival of Bligh in the *Bounty*.

It is not difficult to account for the movements of the handful of ships that could have preceded the *Lady Penrhyn* to Macauley Island, assuming that our maritime records are complete.

We can eliminate all Spanish vessels for a start. Despite the Spanish obsession with *Terra Australis*, there has never been any suggestion that a Spanish vessel ever reached as far south as the Kermadecs in the southwest Pacific.

This leaves only Abel Tasman, in 1643, Captain Cook on his second voyage in 1773, and three Frenchmen, Surville in 1769, Dufresne in 1772 and La Perouse in 1787.

As far as we know these were the only explorers to log positions anywhere near the Kermadecs before 1788, and none reported the sighting of any island in that vicinity.

It is just possible, of course, that both rats and mice could have drifted to Macauley in a boat washed away, or a pork or biscuit cask jettisoned from one of these vessels.

Polynesian Voyagers

Failing this rather remote possibility, the only other explanation would seem to be a missing chapter in the annals of Pacific exploration.

Let us suppose that the master and mate of the *Lady Penrhyn* saw rats only; that the mice described by Bowes were, in truth, baby rats.

It is possible to give a reason for

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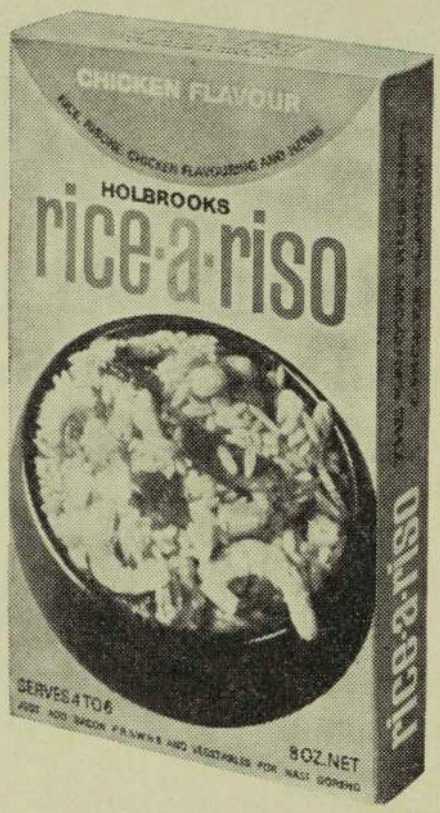

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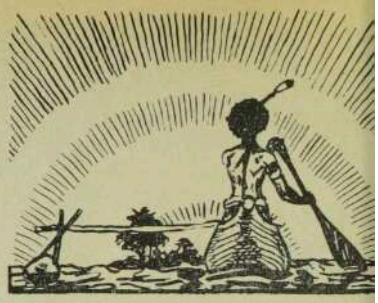

the presence of one type of rat Macauley Island in 1788, in quanti

No doubt Captain Sever familiar with Captain Cook's fi ings on the Polynesians and his bel that they had been great voyag in their heyday.

But he would not have kno that the Polynesians had brought little *rattus exulans* into the Pac many centuries before his day; th this apparently succulent and ju vegetarian was a staple food theirs; and that they had deliberat conveyed it by canoe from cent Polynesia to New Zealand.

Such is the traditional eviden It is also a recorded tradition th the canoe *Kurahaupo* of the Ma "fleet" was wrecked in the Kermade some 700 years ago, en route New Zealand.

The finding of stone adzes Raoul Island confirms the ea settlement of Polynesians in th group.

Raoul, the main island of t Kermadecs, was sighted by D'Ent casteaux in 1793, five years after t discovery of Macauley Island, a in time it became a favourite hau of the whalers.

The Polynesian rat *exulans* w common on this island up to 19 but it has since been exterminat by the European rat *norvegicus*.

Visitors Rare

Some day, perhaps, we may fi on this lonesome isle some clue as its first human visitors. Not ma people have scaled its precipito shores since the master and the ma of the *Lady Penrhyn* made it 1788.

But last November it looked for moment as though we might lea something of interest. A party New Zealand scientists were land that month on Raoul, and th planned to make a thorough vestigation of Macauley Islan weather and shipping permitting.

But Raoul chose to erupt violen at this intrusion, and the scienti were evacuated in a hurry.

As Robbie Burns had it, "the b laid schemes o' mice and men ga aft agley".

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On December 10, 1941, three days after the Japanese had attacked Pearl Harbour, some 20 Japanese bombs were rained on the British Residency at Ocean Island, headquarters of the Resident Commissioner for the Gilbert and Ellice Islands Colony. This was the result — the photograph of it being published in PIM for July, 1942. Later, when the Japanese captured the island, they patched up their own damage and used the Residency as their headquarters. An item an the recapture of Ocean Island is published below.

Several reports on the brutal and tragic deaths of Islands people while in the hands of the Japanese were among the features of PIM for October, 1945. This was the first post-war issue of the magazine. Here are some extracts:

Yesterday

WHEN a force of 250 Australians took over Nauru from a Japanese garrison on September 13, 1945, it was discovered that seven Europeans, who had remained on the island to care for the natives, had been murdered by the Japanese in retaliation for an air raid by the American Air Force. Only a few Nauruans were found on the island. Most of them had been transferred to the Carolines in 1943.

IT was also revealed that more than 1,000 soldiers and civilians who had been taken prisoner by the Japanese in Rabaul in 1942 had been lost when the *Montevideo Maru*, a small freighter which was taking them to Japan, was torpedoed off Luzon, Philippines. Only a few score civilians (mainly missionaries) had been found alive out of about 350 believed to have been imprisoned by the Japanese in New Guinea.

A FRENCH novelist, Maurice de Kobra, had prepared a will leaving his library of 17,000 volumes and works of art to the town of Papeete, Tahiti, because he regarded Tahiti as "one of the remote places of the earth", and one least likely to be destroyed by an atomic bomb. (How times have changed!)

CELEBRATIONS had been held in all parts of the world to mark the 150th anniversary of the London Missionary Society which sent the first Protestant missionaries to the Pacific (Tahiti) in 1797. The LMS was formed when representatives of various Protestant churches met in London on September 23, 1795.

MR. E. J. WARD, Australia's Minister for External Territories, said in the Australian Parliament that Port Moresby would be the seat of the provisional Administration of Papua and New Guinea. He said that civil administration would be restored by October 1, 1945, and that natives would be given better conditions and eventually the opportunity to share in their own government.

LIEUTENANT-COLONEL F. W. Voelcker had been appointed Administrator of Western Samoa in succession to Mr. A. C. Turnbull.

MEMBERS of the Pacific Territories Association (evacuees from Papua and New Guinea) had decided to appeal to Australia's Governor-General, the Duke of Gloucester, for assistance in returning to their homes and interests in the two territories. The evacuees claimed to have encountered indifference from Ministers and high officials in seeking to return.

THE Japanese garrison on Ocean Island had formally surrendered to the GEIC Resident Commissioner, Colonel V. Fox-Strangways, and Brigadier J. R. Stevenson aboard the Australian frigate *Diamantina* on October 1, 1945.

MR. W. H. WATSON, Rarotongan businessman and Island Council member, had returned to Rarotonga after being the first private citizen to make a round trip by air to New Zealand via Aitutaki, Samoa, Tonga and Fiji. During the tour Mr. Watson made arrangements for the installation of a small clothing factory in Rarotonga, and for improvements in the already established footwear industry.

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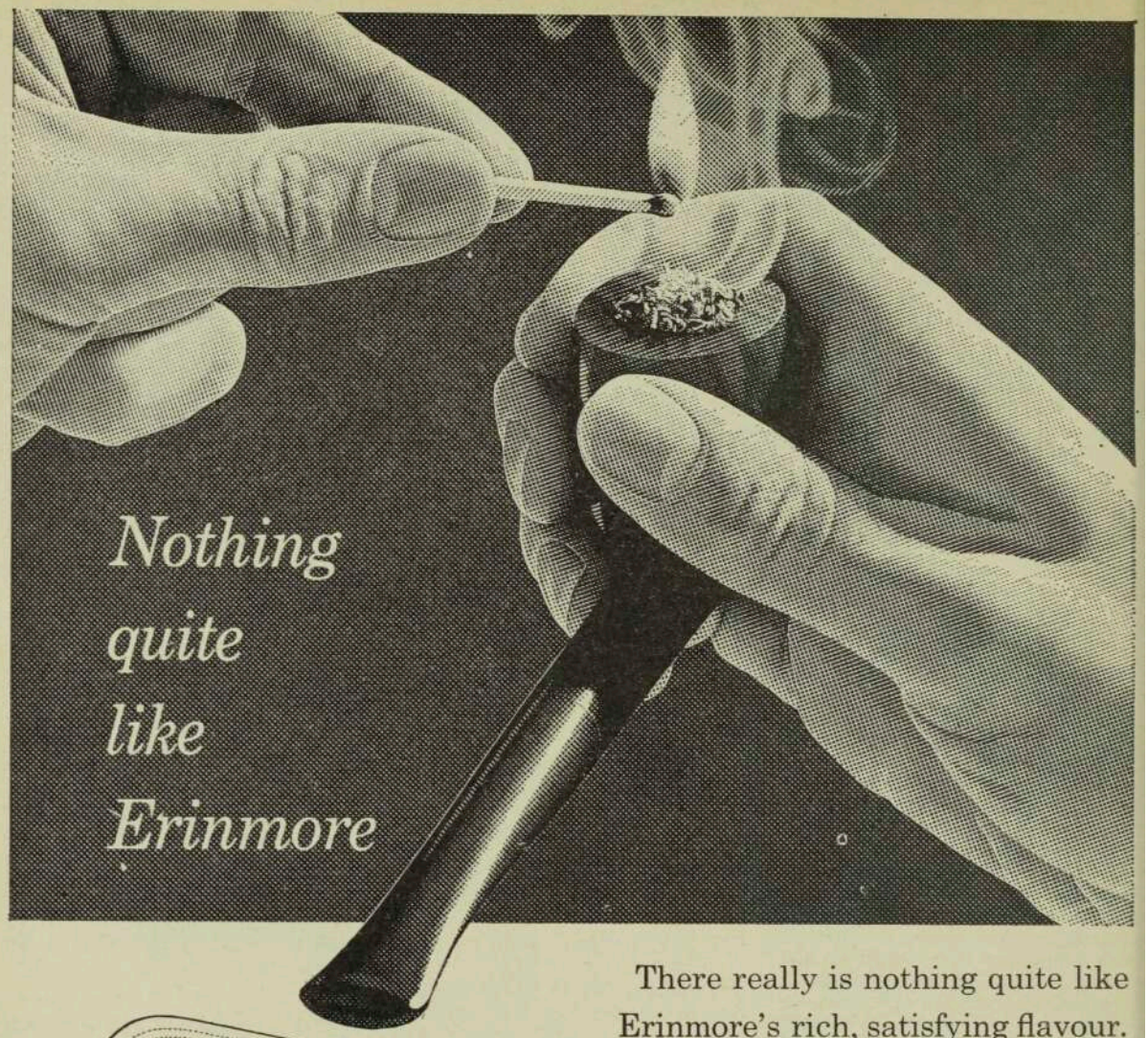

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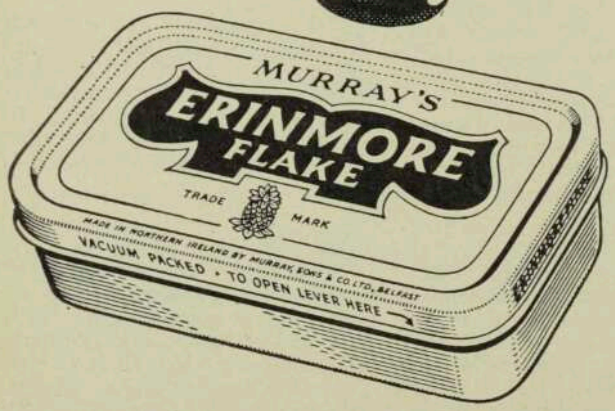

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FLAKE AND MIXTURE IN VACUUM TINS

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IEY'RE A JUMP OR VO AHEAD OF APUA-NEW GUINEA

By a Staff Writer

The United States Trust ritory of the Pacific Islands icronesia) is the latest terri- in the Pacific to adopt cially a flag of its own.

IE flag became official on August 19 when the Territory's High missioner, Mr. M. W. Goding, ed into law a bill that had been ed by the Congress of Micronesia s first session in Saipan in July. nother bill signed into law at the e time designated July 12 as ronesia Day to commemorate the guration of the Congress of ronesia.

he new flag has a circle of six e stars centred on a field of light

he six stars represent the six ricts of the Trust Territory—iana Islands, Marshall Islands, ape, Truk, Yap, and Palau. The background symbolises freedom loyalty.

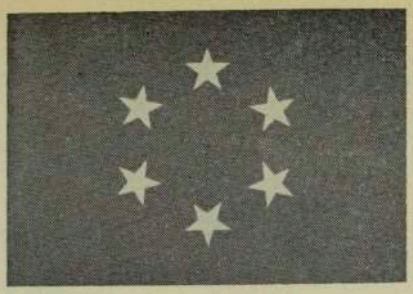
he Trust Territory, which is scat- d over three million square miles cean, comprises three archipelagos e Carolines, Marshalls and ianas—with a land area of only square miles. It has a population 31,000.

he Micronesian islands, along 10 other territories, became teeships of the United Nations 1947, and were placed under ted States administration. All but of the other trusteeships—ru and New Guinea—have now eved self-government.

Still Dithering

adopting a flag and national of their own, the Micronesians e put themselves a couple of ps ahead of the people of Papua the Trust Territory of New nea, who are still dithering about t to call themselves collectively, who are still looking for a onal emblem, anthem and flag.

he latest efforts to make some dway in these fields have been le by John Guise, Leader of the cted Members in Papua-New nea's House of Assembly. He written to hundreds of schools, l government councils and or- isations asking for suggestions.



The United States Trust Territory's new official flag was designed by Gonzalo Santos of the Marianas, in a contest sponsored by the former Council of Micronesia in 1962.

This follows recent recommendations of the United Nations Trusteeship Council, which urged the territory to adopt a national flag and anthem as a step towards greater unity.

Suggestions for a name and flag, and the words and music for an anthem, will be considered by a House of Assembly select committee on constitutional and political development, of which Mr. Guise is chairman.

The committee, which will make recommendations on the Territory's constitutional development, is due to report to the House by 1967, and will also make interim reports.

"Urgent"

In his letter to schools and organisations calling for suggestions for a name and flag, Mr. Guise said, "We all realise that such matters must be decided as soon as possible, if the country is to become unified, and your urgent co-operation is requested."

Papua was called British New Guinea, before it came under Australian control in 1906.

The present Trust Territory of New Guinea was originally Kaiser Wilhelmsland and later Deutsch Neu Guinea under German rule. After World War I, it became the Mandated Territory of New Guinea

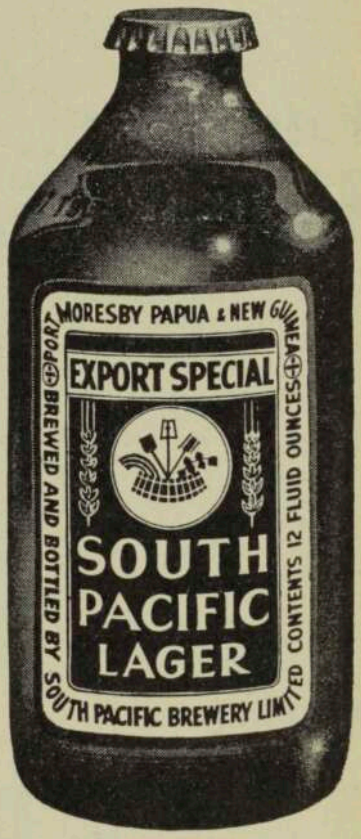
Apart from plain "Papua" or "New Guinea", a number of suggestions have been made recently.

These include Paguinea, Papuaguinea, Pagini, Newpanea, Melapang (Melansesia, Papua and New Guinea), Papanga, Nugini, and Papgini.

One suggestion, incorporating the territory's bird of paradise, is to call the country Paradesio. The people of the territory would be Paradesians.

One New Guinean has even suggested "New Paradise".

The new look for an old friend —



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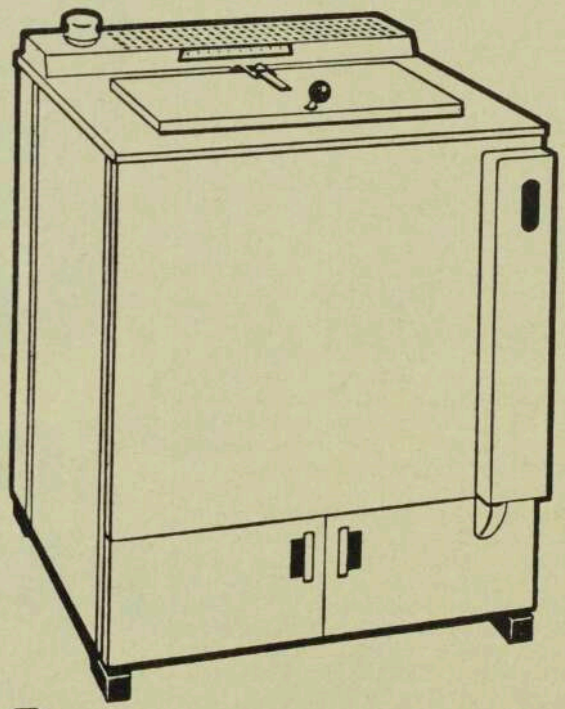
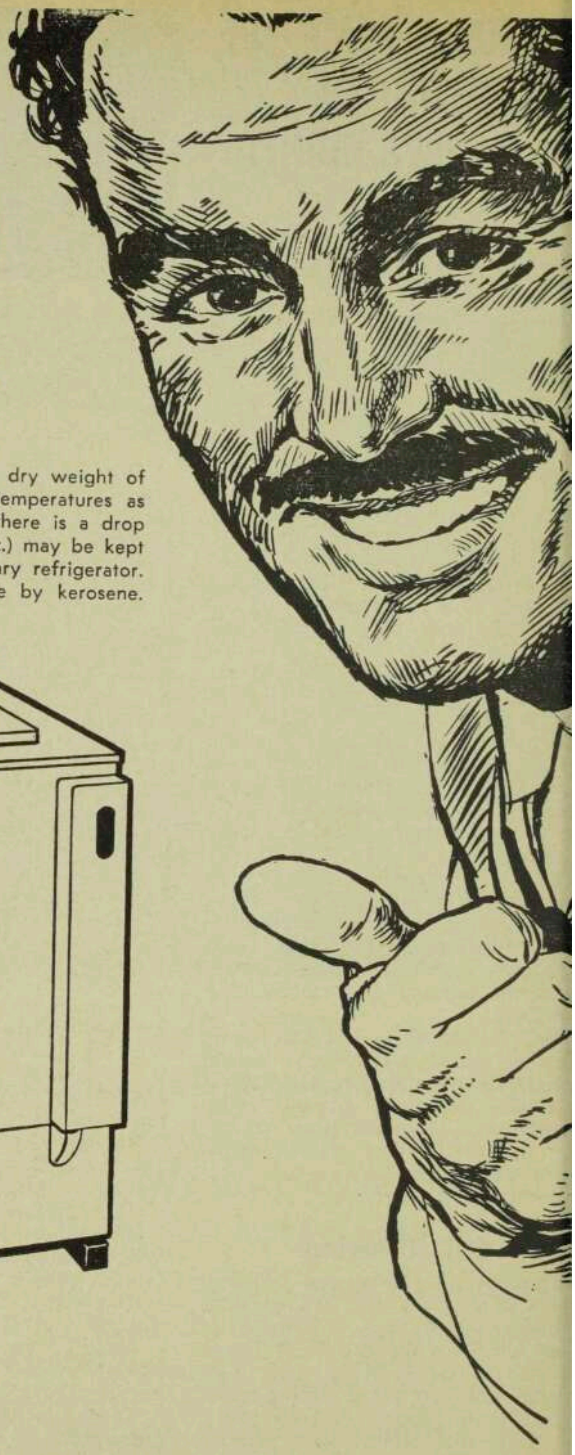


Anywhere in the Tropics . . .



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THE MONTH'S NEW READING

TWO ASPECTS OF AUSTRALIA'S ABORIGINES

It is hard to keep up with the proliferating literature about he Australian aborigine, but at least it ensures that no visitor ieed depart without being able to read up on scores of ispects of the subject.

VO new books treat two popu- lar subjects with professional rtise. The first, *Ayers Rock*, is Charles P. Mountford, a well- vn Australian ethnologist; the nd, *Dawn of Art*, is by Karel ka, investigator and collector for ppean museums.

lmost every tourist to Australia's ntre" visits Ayers Rock, the con- nt's biggest boulder. It rises 0 feet above the flat desert, 200 s south-east of Alice Springs, and ¼ miles around its perimeter. Its s are steep and it has no soil ring. Its vivid colouring, particu- in the morning and evening, ufficient to drive most colour- era enthusiasts into transports of ght.

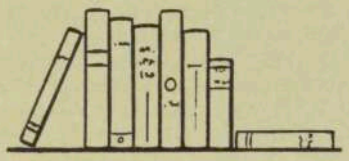
oday, of course, regular tours are ducted to the Rock, and there motel of sorts there to ac- modate tourists overnight. But before it became a tourist nick, Ayers Rock was important he life of the aborigines of the ndjara tribe, and it is on this ct that Mountford concentrates.

Water-Holes

ven non-anthropologist types nt gain a better appreciation of significance of what they are ing at—or climbing over—by ing this book.

here are 11 water-holes at Ayers k, some of them permanent; and in the driest season the rigines obtain water from the on the western side of the Rock digging in the sand. Numerous s in the base of the Rock give n, dry shelter, and, before the val of the white man, it was a l place to hunt the wild game came to drink at the water-holes.

ecause the bare Rock sheds all rain that falls on it, it is ounded by a fertile belt—fertile



for that part of the world—in which tubers, grass-seeds and berries grow well in their seasons.

For all these reasons, Ayers Rock was a place of resort for the Pitjandjara—a place where it was possible for comparatively large numbers of people to stay long enough to carry out the complicated rituals of tribal life, particularly that of initiation.

Mr. Mountford does not give the geographical reason why Ayers Rock is there—presumably it is a relic of the last ice age or a survival from the time when this part of Australia was an inland sea.

The aborigines themselves are, however, under no such geological restrictions. They believe that the Rock rose miraculously out of a large flat sandhill at the close of the creation period, and that 10 different totemic mythical beings created its topography.

A large section of the book deals with the Pitjandjara myths relating to the area. There are also detailed descriptions of the carvings and cave-paintings found at Ayers Rock.

The book has five colour plates and a large number of black-and-white photographs and drawings. It is printed throughout on art paper.

Four Visits

In the course of 12 years, Karel Kupka, author of *Dawn of Art*, visited Australia four times. He was "looking for an art, living and practised in our own times, yet still related to the most primitive artistic expression".

For this he settled on Arnhem Land, the vast aboriginal reserve in the Northern Territory where, despite some missionary and government influence, man still retains more of his original primitive nature than probably anywhere else on earth.

Most of Kupka's book deals with painting of various forms and sculpture; and although Kupka writes as an artistic observer and not as an anthropologist, this very fact, from the narrative point of view, makes it far more interesting and intelligible to the layman than more scientific treatises that frequently confuse with their highly technical data.

The most typical of Arnhem Land art forms is the bark painting for which there has been an increasing demand in "civilised" Australia and the outside world since the end of World War II.

There is no indication yet, however (or not, according to the author) that this has become commercialised.

Most bark paintings come from

Why Angels Have Haloes And All That

All quiz-masters, amateur and professional alike, should rejoice at "How Did It Begin?" by Rabbi R. Brash, Chief Minister of Temple Emanuel, Sydney. Its 350 pages are packed with the origins of everyday customs and superstitions.

As well as being a Rabbi, Dr. Brasch is well known on radio and television shows in Australia, as a contributor to magazines, and as a preacher and lecturer all the way from Ireland to Alice Springs. He has spent years of research all over the world for the material for this book.

It is a fund of information about such things as why Christians, Jews and Mohammedans alike say "Amen" at the end of prayers; why brides wear veils: men button their clothes on a different side to women; why a pawnbroker's sign is three brass balls. It also tells about the origin of writing; a doctor's red lamp; Christmas cards; hotcross buns; and haloes for angels.

(HOW DID IT BEGIN. Longmans; paper-back, 22/6; Cased edition. 49/6.)

Page 97
nla.obj-325927325
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traditional sources and the techniques are as old as time.

The colours used are natural red, brown and yellow ochres, pipeclay white and black made from crushed charcoal. The artists' brushes are made from frayed bark, splinters of wood chewed at one end, or twigs to which hairs, fibres or feathers are attached.

Paints are mixed with water—a fact that makes conservation a difficult problem for collectors.

Largely Symbolic

The artist, in his natural element, having painted and expressed himself, takes no particular care of his painting and few survive more than a few months in the tropical climate of Arnhem Land.

The aboriginal artist uses his painting to reflect his personal beliefs and innermost thoughts, but, at the same time, such painting is largely symbolic.

Every dot and line can have real meaning that can be recognised by the initiated, says the author. It is a sort of rudimentary pictography that serves not only a ritual but a practical purpose. It is also the means whereby the youngsters can be educated in the history—and the myths—of their tribe.

Although most of the book concerns painting on bark, one chapter is devoted to aboriginal sculpture in wood and other materials.

The book is lavishly illustrated with over 30 colour plates and others in monotone and black and white.—JT.

(AYERS ROCK, 65/-; DAWN OF ART, 70/-. Both published by Angus and Robertson, Sydney.)

RECAPTURING THE FLAVOUR OF EARLY SYDNEY

The second volume of Australia's first newspaper, the *Sydney Gazette and New South Wales Advertiser*, covering the 12 months from March, 1804, to February, 1805, has been produced in facsimile. The first volume appeared in 1963.

THE reproduction has been by modern offset lithography, but the task has been formidable.

Sometimes the original copies of the newspaper from which the reproduction was made have deteriorated in the 150 years since they were printed.

Sometimes the copies were poor even when fresh from the Press, because the type had been unevenly inked, or some letters were broken or missing altogether.

Nonetheless the reproduction not only has great curiosity value but is a mine of information for the historically minded. The newspaper was Government-owned and George Howe, its first printer-editor, was an ex-convict.

The background of the life of the infant colony is laid bare in its pages of uneven type where advertisements, Government proclamations and news items appear side by side, without any apparent order.

Payment In Kind

Serjt. Packer, of Pitt's Row, advertises a great list of goods from "best tea" to "fancy cambrick", and intimates that although a liberal allowance will be given for "ready money", good wheat will be accepted in payment.

The Government, on the other hand, announces that so many swine have been received in payment of Government debts that no more will be received until further notice.

William Thomas Evans, of brown complexion, dark brown hair (tied), and Joshua Glover Maude, of yellow complexion and light brown hair (cropped), both of South Wales, have deserted their ship *Calcutta* and respectable residents are warned not to employ either of them.

A convict, committed on a charge of stealing a parcel of buttons from the dwelling house of John Holt, was examined and sentenced to 1(lashes and work in the Gaol Gan

Appropriately, just above this ite (culture not being entirely neglected appears a verse called *The Visic of Melancholy*.

The use, in the body type, of th letter "f" where we would use "s makes the old newspapers eve quainter. "Passion" spelt "Paffion surely has a more raffish look tha George Howe intended.

The second facsimile edition has modern index and like Vol. I published under the Dixson Found tion by the Public Library of NSW association with Angus and Rober son Ltd.

(THE SYDNEY GAZETTE—VOL. I 63/-.)

The Fountainhead Of Niue's Heads

Books entirely devoted to Niue Island are so rare that when one turns up for review, it is worthy of special notice, no matter how small it is. Such a book (40 pages) is "Henry Head of Niue Island", by Joye Taylor, a grand-daughter of the book's subject.

Henry Head, patriarch of one of Niue's best-known families, was an Englishman who, after serving in the British Navy and working on the Western Australian goldfields, took passage in the missionary ship "John Williams" and was shipwrecked on the coast of Niue in 1867.

After the wreck, he was cared for by the missionary, Dr. John Lawes, and his wife, who were then the only Europeans on the island. He later turned down an opportunity to return to Australia, and settled down to help Lawes in his missionary and Bible translation work.

Head married the High Chief's daughter and had 15 children; was appointed Deputy Commissioner for Niue in 1879; and wrote the letter to Queen Victoria asking her to make Niue a British protectorate.

He died when he was well into his nineties, but Joye Taylor's book—which has been published for the New Zealand Department of Island Territories—does not say when.—RL.

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Islands Life

WITH ROB WALSH

oted Artist ooks Back To is "Bully" Days

As one of the foundation embers of the old Sydney *lletin*, probably no one is tter qualified to write about early contemporaries than togenarian, artist-writer Nor- n Lindsay who has himself ver ceased to be a figure of ntroversy.

IS *Bohemians of "The Bulletin"*, just published, is illustrated with own black and white drawings, medium that first gave him ree to that Australian weekly gazine that was then "the only tural centre this country sessed".

The Sydney *Bulletin* today is ned by a daily newspaper group bears not even a distant re- blance to *The Bulletin* created dominated by J. F. Archibald il he died about the end of World r I. He is mostly remembered ay by the Archibald fountain in ney's Hyde Park and the annual hibald Prize for portraiture.

When Lindsay joined its staff in 1, *The Bulletin* was in its hey- . It was the spiritual home of ry Australian who ever wrote a agraph or made a drawing.

t was, says the author, the means reby the Australian national ego fulfilled, for *The Bulletin* was only the national Australian rnal; it was Australia in concrete n.

Wandering In Limbo

Up to its appearance, the Aus- ian-born were wandering in a bo begotten by a nostalgia in the y settlers who called England ne'. *The Bulletin* initiated an ized discovery that Australia was ne' and that was the anvil on ch Archibald hammered out the gh substance of the national ego, n to the crude device of making Englishman in Australia a comic re."

n the first story in his book, dsay describes how *The Bulletin* e, in Lower George Street, was established meeting place on rday mornings for all contributors lived in Sydney.

hey gathered before the ground- r counter with clippings of their contributions in their hands and were paid on the spot at space rates. Out of town contributors had to clip their contributions from the paper and post them in.

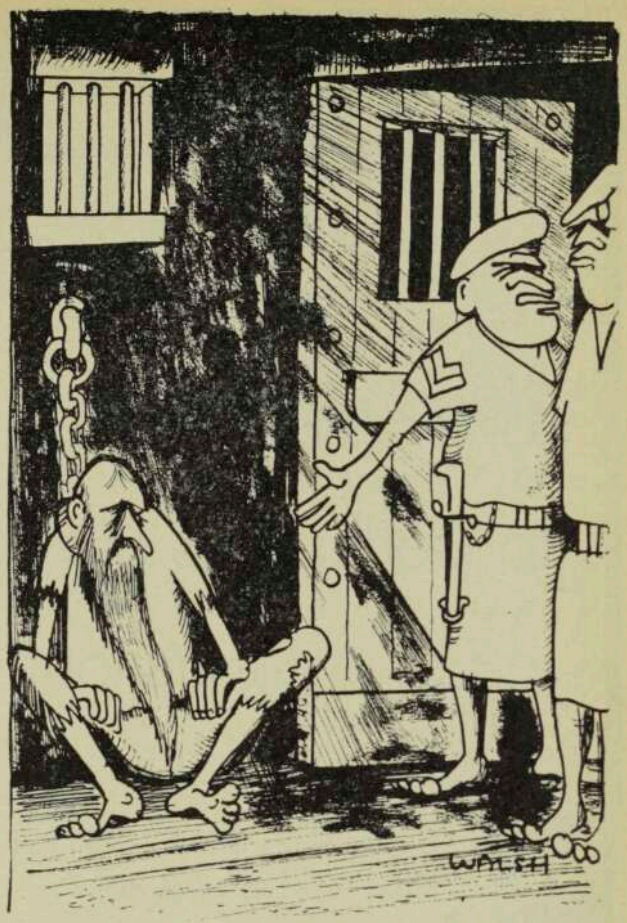
Lindsay regarded this practice as an "astute device" as it forced each contributor to buy a copy of the paper to see whether his contribution was in; and a great many casual contributors—he estimated it at about 50 per cent.—did not claim payment at all.

This unorthodox method of paying contributors prevailed in the old *Bulletin* virtually up to the time, only a few years ago, that it was taken over by larger interests. The rule remained: no claim, no pay.

The subjects of Lindsay's 17 pen sketches range from Steele Rudd of *Dad and Dave* fame to Banjo Patterson whose verses about the *Man from Snowy River* have become part of the Australian language, although Lindsay's portrait of him depicts him as a person who remained a somewhat exclusive aristocrat.

These portrayals of famous literary and artistic Australians of the past are—just as the author says—sketches; an artist's impression. They are by no means standard biographies. In some cases Lindsay's contact with the subjects was slim, yet what he has to say about each of them turns them into human individuals and removes them from the myth that is already gathering around them. At 84, Norman Lindsay has outlived them all.

(BOHEMIANS OF "THE BULLETIN". Angus and Robertson. 37/6.)



"Circumstantial evidence—no cards, but someone heard him say, 'God Save The Queen'."

An "Annotated Bibliography of Select Government Publications on Australian Territories", which is intended to present "a reasonably comprehensive list" of publications issued between 1951 and early 1964 by the Australian Department of Territories and the six Australian Territory Administrations, has just been issued by the Territories Department.

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Best of the Paperbacks

ar

BEHIND BAMBOO, by Rohan ivett, is a personal war diary. The ithor was a war correspondent in ngapore and was captured there 1942. He spent three years as a OW of the Japanese on the island id on the notorious Burma-Siam ilway. (Pacific; 7/6.)

THE DESERT COLUMN, by Ion Idriess. This is one of the early oks from this author—first printed 1932—and one of the best. Idriess as a trooper with the 5th Aus-alian Light Horse in Gallipoli and alestine in World War I and is very personal diary of a typical ustralian "Digger" covers the period ay, 1915 to January, 1918 when was invalided home unfit for rther service.

BOLDNESS BE MY FRIEND, by chard Pape, is the autobiographical count of the capture and escape empts of a British airman in rman-occupied territory in World ar II. Author Pape is currently rking in Port Moresby with the NG Administration and recently t back his Military Medal, award-for the exploits recorded here, cause the Beatles were given the BE. (Pan, illustrated, 6/-.)

STRIKE HARD, STRIKE SURE, Ralph Barker, is a collection of e accounts of British (including stralian) bomber expoits in World ar II. (Pan, illustrated, 6/-.)

stralian

THE BECKONING SHORE and REVER TO REMAIN, by the E. V. Timms, is part of his a of colonial Australia. The first el covers early Sydney; the ond, early Perth, WA. (Pacific oks; 7/6 and 6/- respectively).

THE SENTIMENTAL BLOKE & HER VERSE, by C. J. Dennis. is author was in his hey-day at time of World War I and to extent, perhaps, he is dated. vertheless, his verse, especially t concerning the Bloke and reen, is part of the country's folk-e and near the heart of every Aus-ian. (Pacific Books; 6/-.)

BUSHRANGER OF THE SKIES, Arthur W. Upfield—an early poleon Bonaparte detective story of the Australian outback. (Pacific Books; 6/-.)

BRIGALOW, by R. S. Porteous. One of the best novels of outback cattle station life to come out of Australia. It has humour, romance and authentic background. (Pacific Books; 7/6.)

THE SILVER CITY by Ion Idriess, is the story of Broken Hill and the huge mining industry that provides the reason for its existence. (Pacific Books; 7/6.)

Fiction

SHABBY TIGER and its sequel, RACHEL ROSING, are two novels by Howard Spring that have seen many reprintings since they were first published in the mid-thirties. Also by the same author, THERE IS NO ARMOUR, a first-person story told by Edward Pentecost, RA, who begins with his childhood in suburban Manchester and ends it, in 1946, after his personal holocaust of World War II. (Fontana; 6/-; 6/-; 8/-.)

NIGHT SONG is a first novel by Negro writer John Williams who takes New York's jazz-world as his background and draws his characters from the interracial society that inhabits it. (Fontana; 6/-.)

THE PRETTY ONES and WHISTLE FOR THE CROWS, both by Dorothy Eden, are romances that border on being thrillers. The first concerns Emma and her new husband about whom she soon begins to hear rumours—of a disappearing ex-wife and a disappearing governess. There are equally mysterious deaths and scandals in the second novel, plus a background of southern Ireland. (Hodder; 6/- each).

FROM HERE TO ETERNITY, James Jones, famous bestseller (six million copies) about US Army life, with a fair whack of sex and four letter words thrown in. This new reprint makes a whopping paperback of 800 pages. (Fontana; 9/-.)

THE THIN RED LINE, by James Jones, almost as fat (500 pages) is available as a companion volume for the first time. More Army (this time on Guadalcanal) and more four-letter words. (Fontana; 8/-.)

DANISH VIEW OF THE PACIFIC

Back in July, 1961, when the Danish schooner "Noona Dan" (pictured) was in Suva at the start of a scientific expedition in the Pacific, PIM reported that there was a film photographer on board by the name of Arvid Klemensen who planned to write two books on his experiences with the expedition.

Well, Mr. Klemensen has now produced the first of his two books. It is called "Strange Island" and it describes life among native people in the Philippines; at Mussau Island, in the Bismarck Archipelago of New Guinea; and in the Bainings area of New Britain, etc.

The book is a most attractive production with 31 beautiful illustrations in colour. But like many such productions, the text does not match up to the book's appearance, and it is seriously marred by numerous errors in the spelling of proper names.—RL.

(STRANGE ISLAND. Ure Smith, Sydney. 49/6.)

Thrillers

GO AHEAD WITH MURDER, by Michael Halliday, prodigious writer of thrillers who now has a couple of score to his credit. Cliff Benyon, expatriate American living on the Riviera, has not been back to his family for 20 years. But within minutes of learning that he has inherited $3 million he is murdered and an imposter takes his place. (Hodder; 6/-.)

LORD EDGWARE DIES and THE MIRROR CRACKED FROM SIDE TO SIDE, both by Agatha Christie. The first was originally published in 1933 and the second in 1962. (Fontana; 6/- each).

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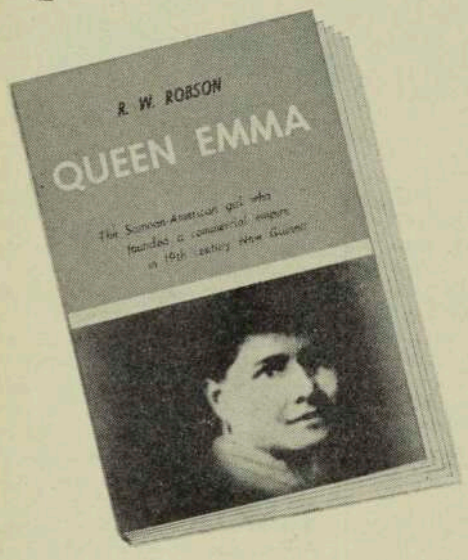
Two New Books about the Pacific Islands

QUEEN EMMA by R. W. Robson



The Samoan-American Girl Who Founded a Commercial Empire in 19th Century New Guinea

This is the true but colourful story of Emma Eliza Coe, born in Apia, Samoa, in 1850 of an American father and a Polynesian mother. She was high-spirited, eye-catching in the sultry way of part-Polynesian girls, proud of her royal Malietoa blood; well-educated in Sydney and San Francisco.

She had, too, her full share of Yankee shrewdness, and even while she engaged in love affairs that shocked the more sober elements in Samoa, she became deeply involved in commerce and politics.

After her first marriage (in Samoa) ended, she joined an Australian, Tom Farrell, in a trading enterprise, and arrived in then savage, primitive New Guinea in the late 1870's as his **de facto** wife.

In New Britain she got possession of rich areas before Germany annexed it as part of New Guinea; Farrell departed; and her Dalmatian lover and her brother were murdered by natives. Later, she married a German officer and just before World War I sold her planting and trading empire for a huge sum. In 1913, in Monte Carlo, in mysterious circumstances, she and and her husband died within hours of each other.

This is not only the story of how a part-Samoan girl entered a man's world, but also the history of an era when European empire-building was accounted a virtue.

PRICE: 30/- $A3, $U.S.4.25

Illustrated; 240 pages, cloth bound.

PIM's PACIFIC

—Stories from the South Seas

Navigators and painters, poets, writers, sailors, traders, idealists and scallywags have drifted across the Pacific, largest of all oceans, in the last 150 years. Some paused briefly; others stayed to blend their culture with that of the original inhabitants. All have had some part in producing that Pacific **mystique** that still intrigues the romantic.

Much of this still remains although the Islands are now changing, along with the rest of the world. Thirty-seven of the people who know them best have contributed to PIM's PACIFIC. They come from all walks of life—from ex-Governors to pub-keepers; from journalists to cruising yachtsmen. But all have worked, lived and sometimes have been born in the Islands.

Their subjects range through personal experience, adventure, discovery, history and travel; there is something about each author in the biographical notes that introduce each of the stories, all of which appeared in the **Pacific Islands Monthly** between 1950 and 1965.

PIM commenced publication in August, 1930, with the idea of letting the people of one Islands Group know what went on in the next Group and thus the magazine has always taken a different —and often amusing—view of Islands life.

PRICE: 27/6, $A2.75, $U.S.4.00

Illustrated; 224 pages, cloth bound.

Order direct from: PACIFIC PUBLICATIONS, GPO Box 3408, Sydney, NSW; or the following agents:

● "Fiji Times" Office, Gordon Street, Suva ● Desai Book Shop, Suva and Lautoka ● at all booksellers and stores in all Pacific Islands ● New Zealand—Mr. J. D. Whitcombe, C.P.O. Box 2229, Queen Street, Auckland ● United Kingdom—S. R. Warman, 73 Cheapside, London, E.C.2. ● United States—Mrs. A. L. Craib, 1631 80th Avenue, Oakland 21, California. ● Booksellers in Australia.

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Life Story Of Former Fiji Governor

Although he had one of the ıortest terms as Governor of iji—from 1945 to 1947—Sir lexander Grantham is con-dered by many residents of the olony to have been one of the ɛst.

ΜHOSE who remember him thus . will like to read his autobio-aphy, *Via Ports*, recently published a limited edition by the Hong ong University Press.

Sir Alexander began his Civil rvice life in Hong Kong, as a det, in 1922; it was back to Hong ong that he was transferred, as overnor, in 1947—probably be-use the Colonial Office considered at HK needed his abilities more an Fiji.

Nearer His Heart

He remained there until his retire-ent in 1957, and it is obvious that s China postings were a great deal arer his heart than any of the hers—although they included the en well-worn path to Governor-od—the Pacific, West Indies and frica.

Nonetheless, he has some pleasant ings to say about his sojourn in e Pacific made at a time when e Governor of Fiji was also the igh Commissioner for the Western acific. The office was split after r Alexander left, the HCWP now ing in Honiara, BSIP.

In his role of HCWP, Sir Alexander d American-born Lady Grantham visited all the territories—BSIP, the New Hebrides, the Gilbert and Ellice Islands and—as the relationship with Tonga was then more direct—Nukualofa.

They probably regarded those two years as something of a respite from the more pressing problems of West Africa, from whence they came in 1945, and those of war-mangled Hong Kong to which they went two years later.

Fiji they found pleasant, and Government House, Suva, well laid out but much in need of re-furnishing. It had, according to Sir Alexander, been built to replace another destroyed by a hurricane. Its exterior design follows closely that of the museum in Colombo, which took the fancy of Fiji's Governor at the time GH was being re-built. So that there could be no doubt, he sent a picture-postcard of the museum, and HM contractors had it faithfully carried out—which accounts for the slightly wedding-cake air Fiji's Government House presents to the world.

Both Granthams took keen delight in their touring, both by small vessels and by RNZAF flying-boats, and thus gained a first-hand knowledge, not only of how the indigenous people of the Islands lived, but of what Britain's overseas public servants had to put up with in bringing government to them.

Dog Kennel

He describes how Mrs. H. E. Maude (at the time that Mr. Maude was Resident Commissioner of the GEIC, before he resigned to join the South Pacific Commission and subsequently the National University in Canberra), had a large dog-kennel made for herself and placed on the deck of one of the Colony small-ships. In this, says Grantham, "the cultured but practical wife of the RC . . . slept, as the only way of getting a decent night's rest and not being pitched out of her bunk or overcome by the suffocating heat in the cabin below".

The two tours that the Governor himself enjoyed most, however, were his five-day safaris on horseback across Viti Levu and Vanua Levu.

Thirty pages of this most interesting book are devoted to Fiji and the South Pacific. Except for one page, the former Governor wisely leaves Fiji's political and economic problems alone. What he does say, however, emphasises the very grave character of the politico-economic situation in Fiji, the result of racial incompatibility, and the high birth-rate of the Indian community.

When it came time to leave the South Seas he did so with regret: "The reality (was more) enchanting than the dream, and exceeding all my expectations. The memory of the Islands and the charm of their peoples will ever remain with me."

Sir Alexander's story is told attractively in simple and chatty style. Perhaps it over-simpifies the job of Colonial Governor in the uncertain times we are living through, but his account of the private and public moments of a top public servant will offend no one and entertain quite a few. The book is of 208 pages; illustrated and indexed and with map endpapers.

(VIA PORTS. Published by Hong Kong University Press, distributed in Australia by Oxford University Press. 68/-).

FOR SHIPLOVERS

The 22nd "Annual Dog Watch", the journal of the Shiplovers' Society of Victoria, has just been published (at 5/6) with its usual quota of articles about old ships and seafaring incidents. Unlike the last few issues, the current issue has little about the South Pacific in it apart from pictures of the old TSS "Levuka" and SS "Suva" which used to run between Sydney and Fijian ports half a century ago, and which may stir a memory or two among old-timers.

AUSTRALIA'S STARS OF THE STAGE AND SCREEN

A large-sized book at a large-sized price called "Stars of Australian Stage and Screen" is enough to put any non-Australian completely off; to make him ask: Are there any? Strangely enough there are.

They extend from such luminaries as Diane Cilento, Peter Finch, Cyril Ritchard and Robert Helpmann, back into grandfather's day of Marie Lohr and Nellie Stewart and even beyond.

The book is written by Hal Porter, novelist and playright.

Australian theatre began in the late 18th century when the Colony of New South Wales was a feeble infant. June 4, 1789, is the date fixed for the event—a production of "The Recruiting Offcer" in honour of George III's birthday, in which the cast was composed of soldiers of the garrison and convicts, in almost equal parts.

Since then affairs have looked up considerably and although it is still true that youngsters have frequently to go abroad to become famous in their own country, a few expatriates became famous in Australia before they went on to bigger things overseas.

The book is composed mainly of the biographies of the stars themselves, interspersed with the history of the theatre and theatres in Australia. As such it is something that should be enjoyed equally by people of all generations who are interested in the dramatic arts.

(STARS OF AUSTRALIAN STAGE AND SCREEN. Rigby Ltd. 45/-.)

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Pacific Shipping And Cruising Yachts

HIGH COSTS HIT ISLANDS SMALL-SHIP OWNERS

From a Suva Correspondent

Early in September, a small inter-island cutter, *Adi Kabukeigau,* slid down the slips at Charles Whippy's boatyard in Suva and rode gently on the swell in Walu Bay. It was the newest addition to Fiji's merchant fleet.

7EARS ago, such launchings were fairly common. Nowadays they e rare, as few Islands shipowners n afford the high cost of a new ip, or even a refurbished old one ch as the *Adi Kabukeigau,* which an ex-naval craft, ex-whaler, con- rted into a cargo-cum-passenger ip for the Gau and Labasa trade. Figures were not available when is was written to demonstrate the ect on Fiji's shipping of the world- de price spiral which is hitting at economy of every country.

But it is safe to say that Fiji's erchant fleet of 50-ton, 80-ton and 0-ton ketches, cutters, schooners d motor vessels has been more an halved in the last 30 years.

The *Adi Kabukeigau* (Mist of the au) is the third "secondhand" vessel to enter Fiji's inter-island service within the last 12 months.

The first was Carpenter's copra ship, *Komaiwai;* and the second was the *Fijian Princess II,* the former Japanese fish catcher which local shipping owner Arthur Evans wrested off the reef at Nairai earlier this year.

Museum Pieces

Additions, however, are few and far between, and the day is coming, some local salts prophesy, when small insular vessels—the top-heavy-looking Somerset Maugham-type of craft—will be almost museum pieces.

On the other hand, there are those who say that the small coastal vessel will always be at hand in Fiji waters, and the Government must also think so, because plans for Suva's port expansion include more berthing space for local shipping.

But one thing is certain. The owner-skipper—the small firm running one or two ships—will be blown to the sea wall by economic stringency.

On this subject, Captain A. A. Visser, formerly shipping manager for Morris Hedstrom's and now in the New Hebrides (see p. 103), says: "You will always have round the coast some sort of small cutter, but the trend is changing.

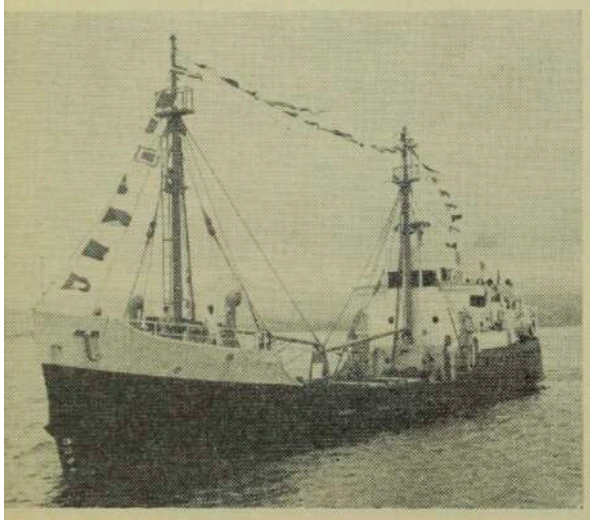
"It is gradual but it is coming, and the small man will go. Prices are increasing so rapidly in the shipping world that only the larger firms will be able to carry on.

"Even the big firms are having to rely on obtaining secondhand ships. The largest firms in Fiji, Carpenters and Burns Philp, would think twice of acquiring a really first-class new ship.

"For a comparatively small vessel right off the stocks—the 250 to 300-ton type—the price in Europe is anything round £stg100,000. Even secondhand, maybe 10 years old, the price would be about £stg30,000.

"What small trader can afford that?

"I designed an island trading ship



Carpenter's copra ship "Komaiwai", formerly the Australian coastal trader "Parndana", has been operating in Fiji since 1963.

In The News This Month

Adi Kabukeigau
Australasia
Aoniu
Awahnee
Bario Vento
Blue Shark
Bounty
Braeside
Canaima
Damala
Darega
Dau Keli-Keli
Dove
Extended Adolescence
Felix J
Fidelis
Fijian Princess II
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Komaiwai
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Mahati
Malaita
Malaysia
Mariposa
Matua
Meisei Maru
Monterey
Morning Sun
Namhae
Neophyte
Nivanga
Norfolk Whaler
Nuivakai
Paisano
Pakeina
Princess Persephone
Ranadi
Rehu Moana
Roulette
Spree
Tamure
Taonui
Tofua
Tovalea
Ululani
Waiana
Waimate
Wakaya
Windswift

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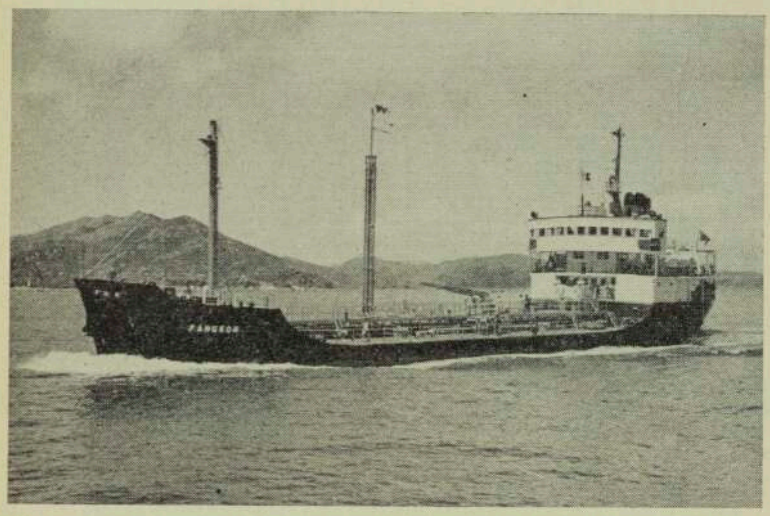


LEFT:—

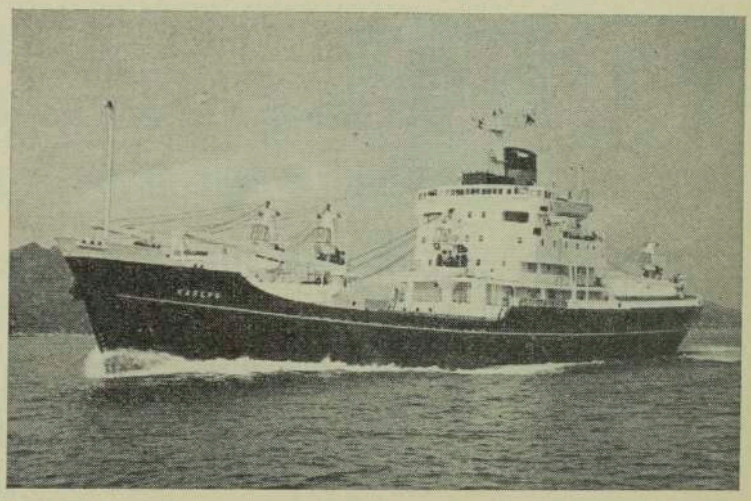
M.T. "PANGKOR"

BUILT FOR THE KRIS SHIPPING CO. OF MALAYSIA, UNDERGOING TRIALS PRIOR TO BEING HANDED OVER TO OWNERS.

RIGHT:—

M.S. "KAREPO"

ONE OF TWO CARGO SHIPS BUILT FOR UNION STEAM SHIP COMPANY OF NEW ZEALAND LTD.



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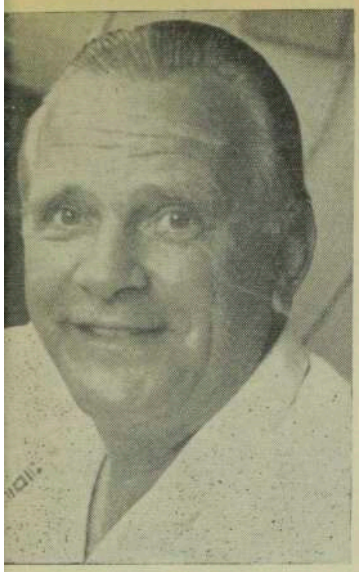


Captain Visser.

bout 300 tons nearly three years and sent off to Europe for a ation.
was given a price of £75,000. year I asked for a quotation for same type of ship. It had in- ed by more than 20 per cent.
uch a rise in prices has not confined to Europe. Prices in South Pacific have been affected ne upsurge of trade in Europe, e Common Market and by other ences, such as the big rise in cost."
ptain Visser said the small wners were also hampered by g too few ships.
n essential part of shipping," he on, "is to be able to give a ar service. In the Islands, pos- more than anywhere else, you to operate on a regular schedule, ing out cargo to your consumer mers in the outer islands and ing back his copra.
e expects you on a certain date if you fail to turn up, well, the end of your trade there. can't go freelancing with your like the tramps of old.
time, the only people who will ble to keep up a regular service e the big companies who operate than one vessel and have also handise to sell.
rading firms which have stores arious islands use their ships to port stocks and supplies to their s and bring back copra from islands. That keeps down the of running and they don't have n with empty bottoms.
he small man can't always get es for both journeys."
r. Arthur Evans, a partner in the Princess Shipping Company, whose salvage of a reef-gripped Japanese fishing vessel added a fine ship to his company for only a fraction of the cost of a secondhand ship, thinks the small man will have to struggle to keep afloat.

"A few years ago," he said, "you could build an inter-island trader of between 50 and 80 tons for from £10,000 to £12,000. Today it would cost you £30,000—if you were lucky."

Mr. Evans said small shipowners relied solely on income from passengers and freight, which they did not always get. Running costs had risen and they were the same whether the ships were full or empty. Very often they ran half-loaded.

Freight rates went up 12½ per cent. in 1962 but they had to be dropped again in 1964 because of "consumer resistance".

"At the moment most of the small companies are using old ships, but the time will come when they will need replacements," Mr. Evans said. "Prices are very high now but if they continue to rise, most small shipowners will find it impossible to get replacements."

Mr. Evans also spoke ominously of a new marine ordinance being prepared for Fiji which would insist on higher standards among local shipping, various safety devices and radio, which many cutters do not now have.

"All those things will put up the cost, and make it impossible for the small man to compete with the big companies," he said.

"BRAESIDE" TO BE REPAIRED IN HONG KONG

Burns Philp's passenger-freighter *Braeside* will go to Hong Kong for repairs after her next voyage to Papua-New Guinea, beginning in Sydney in late October.

Some of the *Braeside's* plates were damaged when she went on a reef near Port Moresby about 18 months ago.

The owners could not send her to either the Newcastle State Dockyard, or Cockatoo Island, Sydney, for the repairs because those yards have too much other work.

The repair work in Hong Kong is expected to take about two weeks.

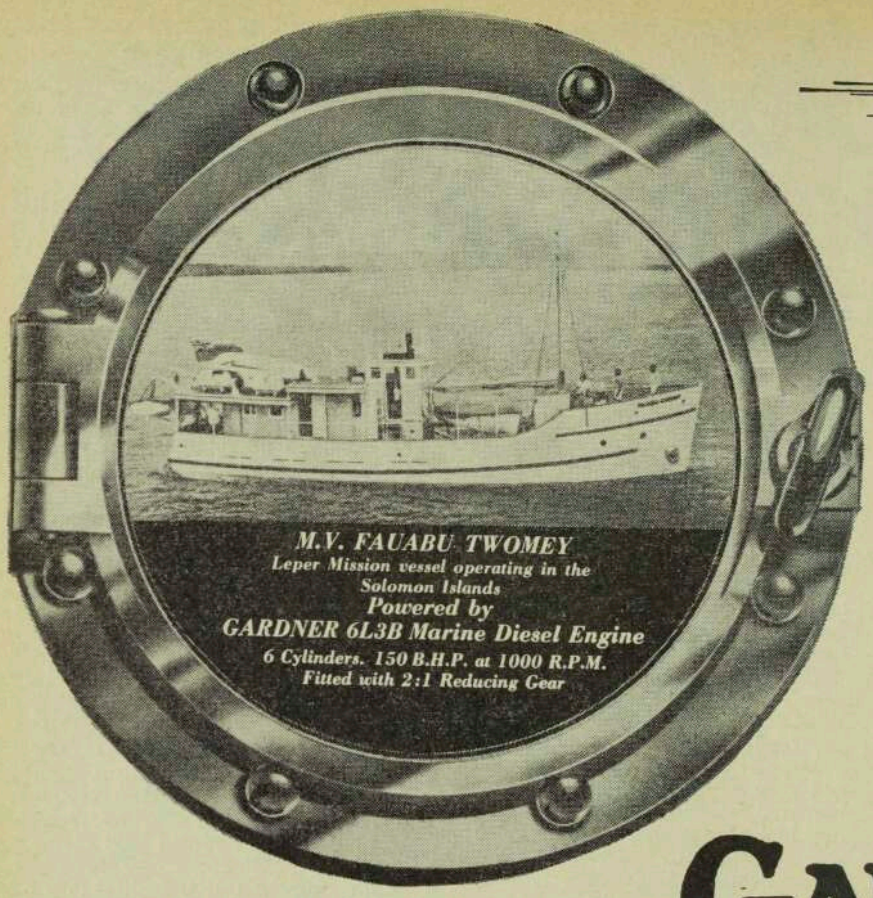
The *Braeside* will probably miss only one of her normal voyages, and should be back on her regular service early in 1966.

JAPANESE SHIPS TO TOUCH AT MORESBY

One of the largest shipping companies in Japan, the Kawasaki K Line, is to route ships through Port Moresby on the Japan-Australia run.

The first of these, *Meisei Maru*, which has a deadweight of 12,260 tons, was expected in Port Moresby on September 12. She was then to go to Brisbane, Sydney, Port Kembla, Adelaide, Melbourne, Newcastle, South American and Caribbean ports before returning to Japan.

A spokesman for the ship's agents in Port Moresby said that for her maiden voyage, the *Meisei Maru* had



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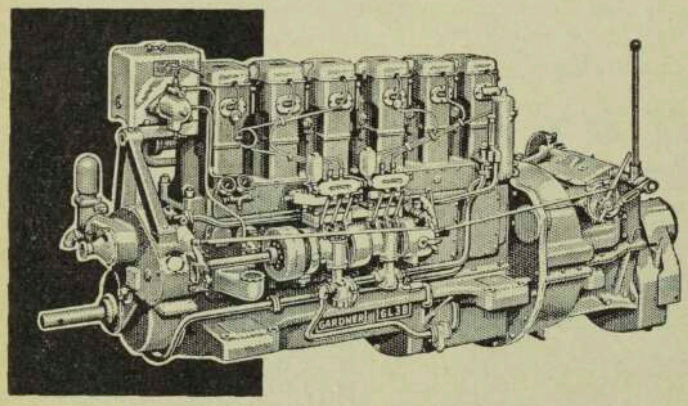

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o for Port Moresby.
ort agents for the new line in
Moresby are Islands Products
ted.

ERN FISHER BASED PAGO PAGO

ne of the most modern fishing in the world, the *202-Namhae*, joined the Korean fishing fleet the Starkist Cannery, at Pago , American Samoa.
e ship is capable of cruising at nots for 50 days, and can carry 0-ton catch.
own as a long-line fisher, she es a crew of 24 and about 70 of tough fishing line, which is out in a huge circle. It takes crew 12 to 14 hours a day to the line in with its tuna catch.

IMATE" TO REPLACE IANA" ON ISLANDS RUN

e *Waimate*, 5,154 tons, built for USS Co. in 1951, will replace *Waiana* on the triangular Pacific ds service from Australia to the ic Islands and New Zealand and to Australia.
e *Waiana*, which has been on ervice for about five years, will withdrawn when she reaches land early in October.
e future of the *Waiana*, one of three pre-war ships left in the Co. fleet of 58, has not been ed.
e islands served on the trian- voyage are Fiji, Samoa and a.

STRALASIA" TO AT NEW GUINEA

e Austasia Line plans to in- ce a 12,000-ton passenger- ship, the *Australasia*, to the ralia-P-NG-Malaysia route.
e company this year introduced other new ships, *Makati* and *ysia*, on routes through P-NG.

RF STORAGE BLEM AT LAUTOKA

ade at Lautoka in Fiji has grown uch in recent years that there ow insufficient wharf storage .
sub-committee from the Lautoka nber of Commerce, which re- y investigated wharf problems, come up with a request that square feet of additional space btained immediately by acquiring abour mess hall.
e sub-committee said that as rted cargo was expected to in- e by more than 50 per cent. by 1969, a further 15,000 square feet of storage space would be required to cope with it.

The sub-committee also considered that an extra berth would be required for overseas shipping by 1969.

CAPTAIN VISSER FOR NEW HEBRIDES

Captain A. A. Visser has resigned as shipping manager of Morris Hedstrom Ltd., Fiji, to go to the New Hebrides, where he will go into partnership with Captain Athol Rusden.

However, he does not expect to cut his connection with Fiji, as he will make visits in Captain Rusden's ship *Darega*, which will be on a regular schedule between the New Hebrides and Fiji.

Before he succeeded Mr. H. O. E. Palmer as Morris Hedstrom shipping manager a few years ago, Capt. Visser was in Tonga for three years as master of the Government ship, *Aoniu*.

He went to Tonga from his native Holland, where he was delivery master in a Dutch shipyard.

An Irishman, Mike Cassidy, who was deputy shipping manager for Morris Hedstrom's, has been appointed to succeed Captain Visser.

Captain Visser was a member of the Fiji Marine Board.

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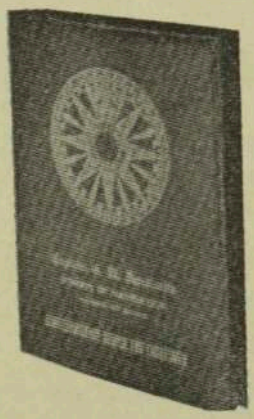

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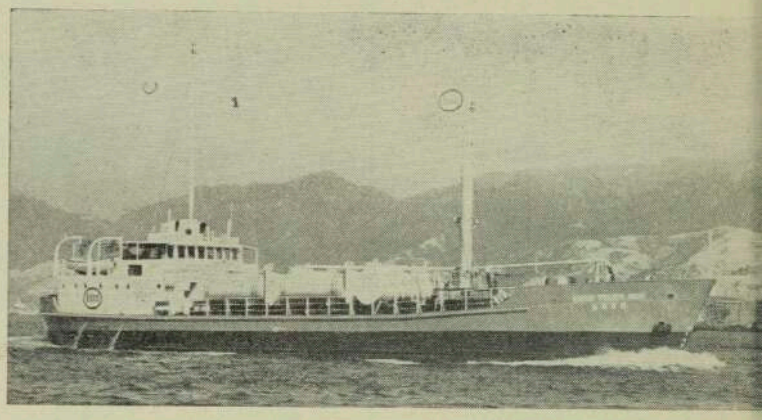

"Esso Tsuen Wan" Twin Screw Harbour Oil Tanker for Hong Kong

The Hongkong & Whampoa Dock Company has built and delivered to Esso Standard Oil (Hong Kong) Ltd. a harbour oil tanker which will commence employment at once in her local service. The vessel was constructed to the Builder's design, to Owners specification, and to the requirements of Lloyd's Register of Shipping Class + 100 A.1. The following are the main particulars:—

Length Overall	170 feet 3 ins.
Breadth Moulded	36 feet 0 ins.
Depth Moulded	12 feet 0 ins.
Draught	9 feet 9 ins.
Deadweight	890 tons

The hull is of all welded construction. The hull is shotblasted and pointed and the internals of the cargo tanks are shotblasted and treated with epoxy resin paints. Mounted on deck are five 4,000 gallon tanks for the carriage of special fuels or oil. The interior of these tanks being treated in the same manner as the cargo tanks.
Main propelling machinery comprises two Cummins LTR-6-M Marine Oil Engines, each 325 B.H.P. @ 900 r.p.m. coupled to 3.04:1 reduction gearboxes to give a propeller speed of 300 r.p.m.
A trial speed of 9¼ knots was obtained in the fully loaded condition.

Two identical marine auxiliary sets are installed, each comp a Gardner 6LX marine oil engine directly coupled to a 35 100 volts D.C. Generator, arranged for operation as single only.
Cargo Pumps comprise two horizontal Hamworthy pumps, eac 150 T.P.H. at 80 p.s.i. when operating a cargo of "Bunke oil at 90 deg. Fahr. Pumps are driven by the main eng In addition two centrifugal electric driven Lee Howl Cargo Pu each having a capacity of 200 A.G.P.M. against a head o feet, and suitable for "Low Flash Point" oil fuel and gas cargo, are fitted.
Other machinery and fittings include Emergency Lighting equip fresh and sanitary water pumping set, CO_2 system to protect machinery space and cargo oil tanks, fire and ballast pu compressed air system, and the usual navigational and fittings.
The electrical installation and wiring is specially constructe suit a tanker carrying low flash point cargo.
Steering is by an electric-hydraulic steering gear manufacture Frydenbo, Bergen, capable of operating twin rudders from over to hard over in 30 seconds. It includes automatic immediate change over arrangement at helm for emergency tra to hand hydraulic operation.

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FUA" DAMAGED BY IN AUCKLAND

ıe USS Co's *Tofua* was unable eave Auckland on schedule for September-October trip to Fiji, ga, Niue and Samoa because of which broke out in the ship September 9.

ıe fires, which burned for about hours, destroyed a large ıtity of general cargo.

ıe loss was estimated at £8,000 10,000.

TONGAN GOVERNMENT

new long-line fishing vessel for Tongan Government was launched erwick-on-Tweed, North England, August 26. Officially named *ina* by Tonga's Queen Salote, hip will be ready to be shipped onga about the end of October. ilt by the Fairmile Construction Ltd., *Pakeina* has an overall h of 73 ft 9 in., a deadweight 0 tons, and a hold capacity of ons of refrigerator space.

MER WHALE CHASER BE TRAINING SHIP

ıe *Norfolk Whaler,* a 125 ft. er whale chaser, has been ht by the P-NG Administration ıse as a training ship for officers ıe home and coasting trade in Territory.

ıe vessel was built in 1957 at na, New South Wales, at a of about £100,000.

e was used for several years by Norfolk Island and Byron Bay

The "Norfolk Whaler", which has been bought by the P-NG Administration for use as a training ship, is seen here in her early days eight years ago as a whale chaser.

Whaling Company in its operations off the Australian coast and around Norfolk Island. More recently she was under charter to the Hydrographic Survey Company.

The ship is powered by two GM engines, giving a speed of approximately 11 knots. She is of heavy wooden construction.

According to P-NG's Acting Director of Trade and Industry, Mr. N. J. Thomson, it will cost £90,500 to convert her to Administration requirements.

By comparison, a new steel ship about 100 ft in length would cost at least £200,000, Mr. Thomson said.

Mr. Thomson said the conversion would include the building of accommodation and mess-rooms and the re-arrangement of the navigating bridge to suit the training function.

When completed, the vessel would be capable of accommodating the captain, four instructor officers and 30 trainees, who would constitute the crew.

The primary function of the training ship would be to provide practical and theoretical instruction for future officers—masters and engineers.

Cadets would serve three to four years on the training ship, and would receive intensive instruction to enable them to sit for the local

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ine Board examinations for ficates of competency as masters; engineer cadets would supple- t the two years spent ashore in shop training by serving in the ing ship for a year, again under uction both in theory and in tice.

ne educational standard required cadets would be at Intermediate . When practicable the ship ld also be used for the training re-sea trainees.

r. Thomson added that the con- on of the ship was already in ress. The ship would be ered to the Administration .

NY MORE SHIPS L AT FIJI

ne number of overseas ships ng at Fiji ports increased by ap- imately 25 per cent. last year the previous year.

1964, 518 ships with a registered tonnage of 1,494,463 went to compared with 423 ships of 0,605 tons in 1963.

A KETCH IN UBLE

ne 46 ft Suva ketch *Tovalea* was centre of a sea drama early in ember when she ran out of fuel voyage from Kadavu to Suva 27 people on board. She also out of drinking water because engers and crew used it all for *na* brewing.

ne ketch was wallowing helplessly heavy swell and drifting further land when owner-skipper John On, of Toorak, Suva, and four is crew launched an outboard red dinghy and set off for Suva help.

they were attempting to ride breakers over the main reef at , their dinghy capsized. Pushing dinghy in front of them, they to the shore at Nasese.

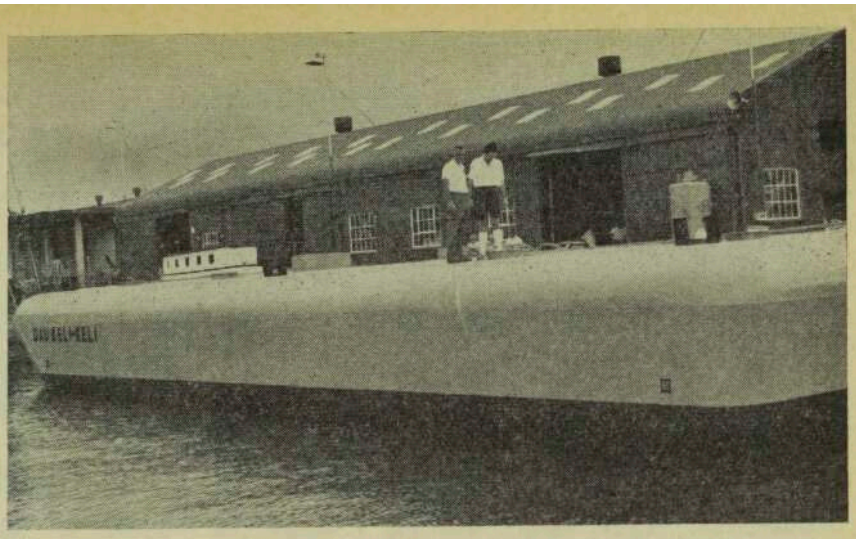
a few minutes they had reached Wharf and the Union Steam Company's launch *Ranadi* ered their SOS.

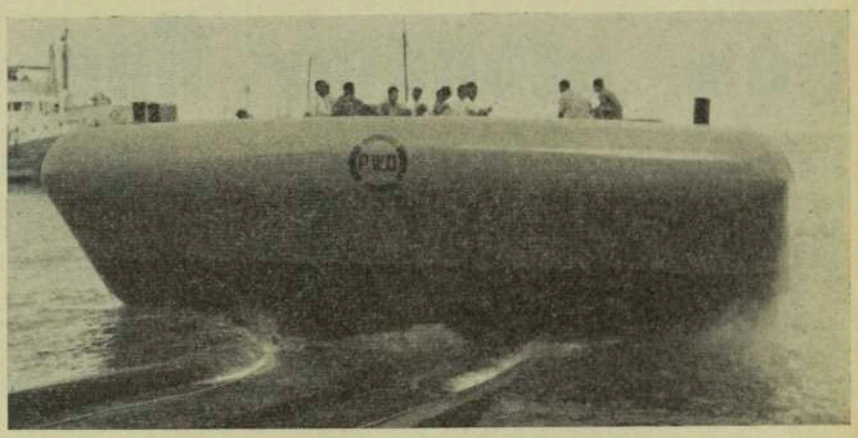
hours later the *Ranadi* was at Suva with the *Tovalea* in

L PONTOON LAUNCHED UVA SHIPYARD

ne Fiji Public Works Depart- 's boatbuilding yard in Suva the scene of two interesting nonies at the end of August.

ne first was the launching of the pontoon Dau Keli-Keli (the who digs) by Mrs. J. P. Barron, of the Director of Public Works.





Two views of the crane barge "Dau Keli-Keli" which was built by the Fiji Public Works Department. (See below.)—Photo: Rob Wright.

The second was the laying of the keel for a new steel landing craft by Mr. Barron.

The pontoon will carry a crane for dredging and other work. It is the first venture of its kind undertaken by the PWD. It is of steel welded construction, utilising ⅜ in. steel plate on three channel-iron main keels, and reinforced with angle-iron frames, with a box support of 6 in. pipe columns to support the weight of the crane.

Designed by Mr. N. L. MacKenzie, Executive Engineer, Marine, who also supervised the construction, the keel for the pontoon was laid on April 5 and local welders and steel workers were employed on the construction.

The craft, of 15 tons, has an overall length of 68 ft, with 31 ft of moulded beam, and a depth of 8 ft. Draft when fully loaded will be 2 ft 10 in., and the displacement when light will be 55 tons. The crane unit, which it is designed to carry, weighs 30 tons. There is capacity for 40 tons of oil fuel and 40 tons of fresh water.

The accommodation below is for one dredge master, and a crew of four in two two-berth cabins. In addition there is a galley, mess room, shower, and toilet facilities, making the unit self-contained.

Provision has also been made for the installation of suction dredging equipment, should this be decided upon at a future date.

The landing craft—the keel of which was laid by Mr. Barron—will be constructed on the lines of wartime landing craft. It will have a landing ramp incorporated in the hull to facilitate the loading and unloading of earth-moving equipment such as tractors, graders, etc. This will be particularly useful when new airstrips are to be built on outlying islands. The landing craft will be self-contained and powered with twin 250 h.p. Rolls Royce supercharged diesel engines.

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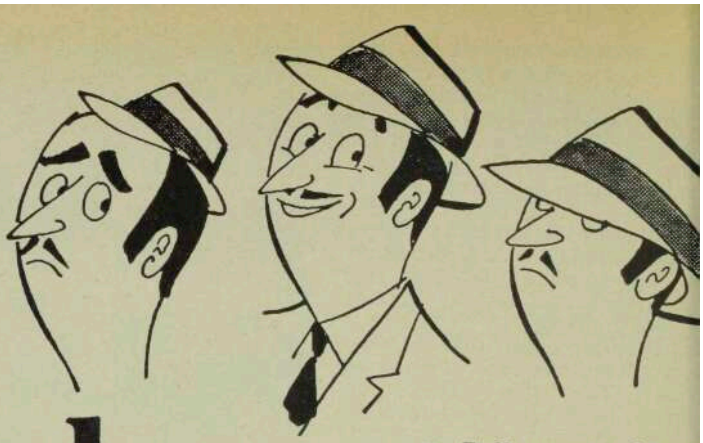

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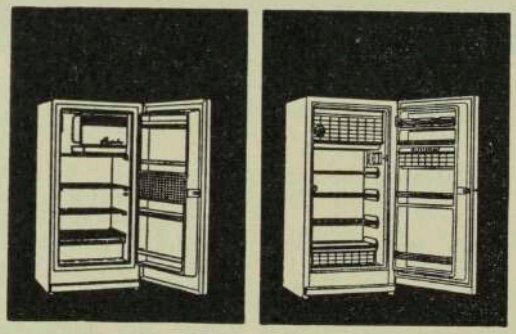

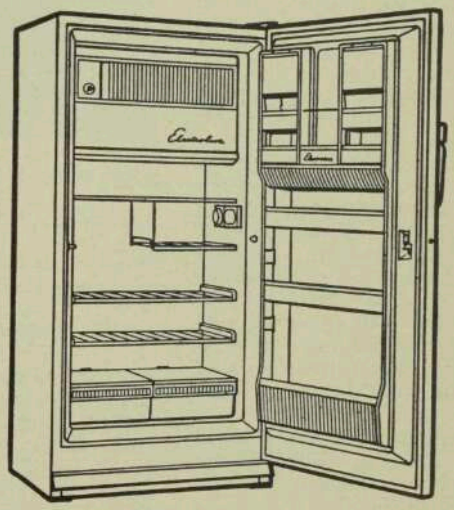

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Cruising Yachts

● *MORNING SUN,* 32 ft rmuda-rigged ketch, with skipper ian Wilson and Paul Winterhalter, th from Sydney, arrived at Fairfax rbour, Port Moresby, on August after a 22-day voyage from umea, New Caledonia.

When *Morning Sun* set sail from umea on July 28, the crew in- ded to set a course for Fiji. The t week was spent cruising around Loyalty Islands, but after battling ıtrary winds for the next three s, they decided to run before the ith East Trade Winds and head ards Port Moresby.

The crew plan to cruise the Papua l New Guinea coasts, outlying nds, then eastwards across the ific.

● *LARNTARNI,* 48 ft cutter, has n bought from Mr. W. Wakefield, Melbourne, by Lee Quinn, the erican yachting skipper, who is l-known in the Pacific for his ference for all-girl crews. Quinn's vious vessel, *Neophyte,* a 45 ft h, was cut in two by a freighter Sydney heads in June (*PIM,* July, 107).

Quinn will sail *Larntarni* under name of *Neophyte Too.* The er was being refitted at Bulimba, eensland, in early September. anwhile, Quinn, with two crew nbers from *Neophyte,* was look- for one or two new girl crew nbers. The girls who stayed with nn after *Neophyte* was sunk are bara Sodt, an American, and ny Shaddock, from Tasmania.

Quinn expected to leave Brisbane mid-September for a cruise to the rier Reef, Torres Strait islands, w Guinea and Indonesia.

● *BARLO VENTO,* 65 ft Ameri- schooner, owned and skippered Mr. and Mrs. Hardie Wright, Tonga in mid-September for a. *Barlo Vento* has spent the last years on a round the world trip ch is expected to last more than years.

For the past 2½ months, the ghts have been filming Tongan toms and crafts and following whaling boats.

From Suva, *Barlo Vento* will sail Vanu Mbalavu, Fiji, to film the drive, an unusual ceremony ried out on a fresh water lake.

● *KAIROS,* a 32 ft West German steel sloop, arrived in Pago Pago from Tahiti on August 26. Since leaving Hamburg on May 27 last year, she has called at Falmouth, Vigo, Lisbon, the Canaries, the West Indies, the Panama Canal Zone, the Galapagos, the Marquesas, Tahiti and Bora Bora.

Owner Ernst-Jurgen Koch, of Hamburg, is accompanied by his wife, Elga. "Everything was interesting and we have had no troubles on the trip", Koch told a *PIM* correspondent in Pago.

● *DAMALA,* 35 ft trimaran, owned and skippered by Emile van Bommell, which left Nelson, NZ, for Tahiti early in August (*PIM,* Sept., p. 107), was forced to put into Auckland on August 26. Her plywood fairing between the hull and two floats had been damaged by heavy seas while going up the east coast of the North Island.

● *SPREE,* a ketch from New Zealand, sailed back to Rarotonga in early August suffering severe storm damage to the coach deck after a huge wave broke over her about three days out from Rarotonga en route to New Zealand.

On board were owner-skipper Hugh Grigg, Pat Tuxford and Reuben Marsters, a Cook Islander, who was going to NZ to join members of his family.

● *GANNET,* 20 ft Bermuda sloop, sailed by Ron Russell, of Great Britain, arrived in Brisbane in early September after a 16-day crossing from Suva. Since setting out from Britain in May, 1961, Russell has covered about 17,000 miles in *Gannet*—sailing solo almost all the way.

He sailed first to the Mediterranean, then to the West Indies—making the Atlantic crossing in 40 days. Since then he has called at a number of Islands ports.

He plans to stay in Brisbane for some time.

● *REHU MOANA,* 40 ft British catamaran, skippered by Dr. David Lewis, arrived in Tahiti in early September, nearly seven weeks after leaving Easter Island.

With Dr. Lewis are his wife Fiona, daughters Susan and Vicky, and a woman friend, Miss Priscilla Cairns. They are on a cruise round the world from Britain.

The voyage started last summer, when Dr. Lewis sailed from Plymouth to Newport, Rhode Island, in the trans-Atlantic single-handed race. His family joined him in the United States for the passage down through Magellan Straits to Valparaiso.

From Tahiti, the catamaran will sail for New Zealand, where Dr. Lewis spent his childhood and did his first sailing.

UP FOR SALE

After having been battered by the elements on the high seas for more than four months, David Meigs' 35 ft trimaran "Extended Adolescence" was put up for sale in Pago Pago at the end of August.

"Extended Adolescence", with Meigs, a 23-year-old American, sailing solo, put into Pago on August 20 after Meigs had virtually been given up for lost on a voyage to Honolulu. Meigs had left Pago for Honolulu on April 12 but bad weather and contrary winds forced him to backtrack after he reached the vicinity of Kingman Reef. Nothing was heard from him until he returned to Pago four months and eight days later. (PIM, Sept., p. 11.)

Our picture of "Extended Adolescence" was taken before Meigs' attempted voyage to Honolulu.

● *PAISANO,* a 56 ft Marioni ketch, skippered by John Hazlehurst, a stockbroker of Colorado Springs, USA, left Port Moresby on September 14 for Thursday Island.

With crew members Chuck Nettuno and Marshall Lubin, both of California and John's attractive Tahitian wife Jeanne, *Paisano* will then go on to Darwin, Cocos Island, Seychelles, Aden, the Red Sea, Mediterranean and across the Atlantic to New York. They expect to be in New York by September, 1966.

The Hazelhursts liked Moresby very much especially the hospitality of the yachting fraternity.

Paisano means "fellow countryman" in Spanish and was bought by

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an Hazlehurst in 1962. She was merly named *Aurelia* and was ilt in 1924 at Massachusetts, USA. *Paisano* left New York early in 63 and sailed through the Panama nal and reached Port Moresby via main Pacific Islands.

● *AWAHNEE*, 53 ft ferro-cement ter, arrived in Suva on August from Pago Pago, Apia, Wallis l Futuna. She had earlier sailed m Auckland to Niue.

Carrying owner-skipper, veterinary geon Dr. Robert Griffith, his wife l their son, Reid, aged 10, and rew of three, *Awahnee* stayed in va until mid-September when she ed for Rotuma, the New Hebrides, Solomons, Papua-New Guinea l Australia.

The Griffith family hope to go on England, and return to their native ifornia in about two years.

Using a blueprint drawn by Uffa , the famous yachtsman friend the Duke of Edinburgh, Dr. ffiths built *Awahnee* in 10 months Auckland, using two tons of ent, five tons of sand, two tons steel, 3½ tons of ballast steel and tons of lead.

The wire, reinforced with steel s laid from keel to gunwale and to stern, was shaped into a l and the cement "plastered on". ferro-cement hull needs no sup- ts so that there is 30 per cent. e living space inside the vessel.

● *BOUNTY*, 34 ft wooden ketch, ved in Pago Pago, American oa, on August 28 from Niue. On rd were owner-skipper Desmond ott, his wife Dorothy, son Alan, l 10, and Luman H. Moody, of olulu who joined *Bounty* in iti, where the original NZ crew nbers signed off.

The Elliotts left their home in NZ May 5. They sailed to Rarotonga Tahiti, then, with Luman Moody crew, cruised the Society Group Aitutaki, Niue and American oa.

● *ULULANI*, 63 ft ketch, skip- d by Ray Jones, reached Auck- from Sydney on September 3 riding out eight gales in the nan. She left Sydney on August on a four-month cruise to the amas (*PIM*, Sept., p. 109).

● *SARI MARAIS*, Royce ert's 45 ft ketch, arrived in the helles (Indian Ocean) from apore in late July—after a long in South-East Asia. *Sari Marais* n a cruise round the world in the Virgin Islands in May, 1960, and spent many months in the South Pacific. From the Seychelles, she was to head for Madagascar, Mombasa and the Suez Canal.

● *CANAIMA*, 38 ft ketch from Venezuela, left Suva for the New Hebrides on September 9. The ketch, which is on a voyage round the world, had reached Suva from Apia on September 1.

On board are Antonio Moreno, 29, skipper; Joaquin Garcia, 28; Jose Redondo, 31; and Jose Fort, 24.

● *WAKAYA*, 42 ft ketch, arrived in Nukualofa from Tahiti at the end of August with Auckland as the next port of call. *Wakaya* was built from kauri by skipper/owner Ted Hay, of New Zealand, who sailed her to Tahiti from Auckland with a crew of three. At Tahiti, Ed Zitnik, an American, joined the ketch, but he plans to make for Suva when she leaves Tonga for Auckland.

● *WINDSWIFT*, 34 ft ketch from Wanganui, NZ, called at Norfolk Island en route to Noumea early in September. Owner-skipper is Mr. Jack Nightingall.

● *JINNI*, 40 ft American ketch, owned and skippered by Reemes Mitchell, which cruised extensively in the Pacific last year, sank in about 70 ft of water after striking a sand bar off Moreton Island, near Brisbane, Queensland, on August 31.

A Brisbane diver, Mr. J. Engwirda, has contracted to salvage and slip *Jinni*.

● *FELIX J*, a 30 ft converted junk, sailed solo by Felix John Noble, a 63-year-old American of Polish descent, was wrecked on the south-east point of Christmas Island, in the Central Pacific, on the evening of August 17.

Noble had set out from San Diego, California, 60 days earlier "to see the world".

A report from Tarawa says that Noble is no stranger to shipwreck. He has been wrecked three times previously, and was once towed into Honolulu having lost his rudder.

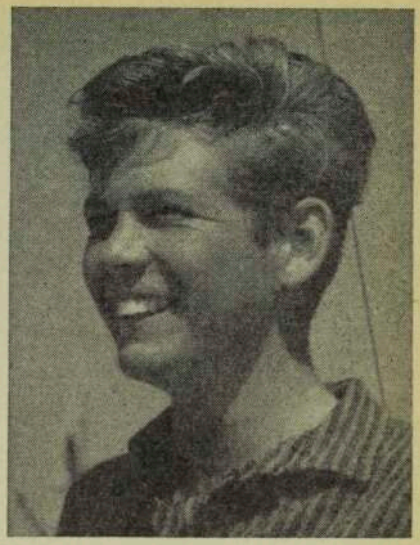
Noble, a vegetarian, who is retired and does a little painting, said that as he approached Christmas Island he calculated his position accurately, but in his excitement used the chart of Christmas Island in the Indian Ocean, and so turned north to round the south-east tip instead of south. He was caught in an on-shore tidal current and when his vessel would not answer the helm, he threw out anchors.

They held long enough for him to get through the breakers before the cables snapped and his boat was driven over the reef on the high tide and on to the beach on the edge of the Bay of Wrecks. This area is barren and waterless, with a shale and salt pan surface.

Noble spent two days salvaging what he could from the wreck. He then set off with three quarts of water to follow a tar-sealed road from the south-east end of the island.

He walked for 36 hours and while resting under a bush he heard a vehicle pass on the road. He put his pack in the middle of the road and the next vehicle, a 10 ton truck full of labourers from Poland Village, saw it and stopped.

Noble had intended to water at Fanning Island, but was driven south by severe storms.



Schoolboy Sailor Resumes Trip

Sixteen - year - old American schoolboy Lee Graham (pictured), who is sailing his 24-foot sloop "Dove" round the world, left Honolulu on September 15 for the South Pacific.

His only companions are Suzette and Joliette, his cats.

Graham expected to reach Canton Island in about 10 days. From there he will go on to Fiji.

He reached Honolulu from San Pedro, California, on August 18 after a voyage of 25 days (PIM, Sept., p. 99).

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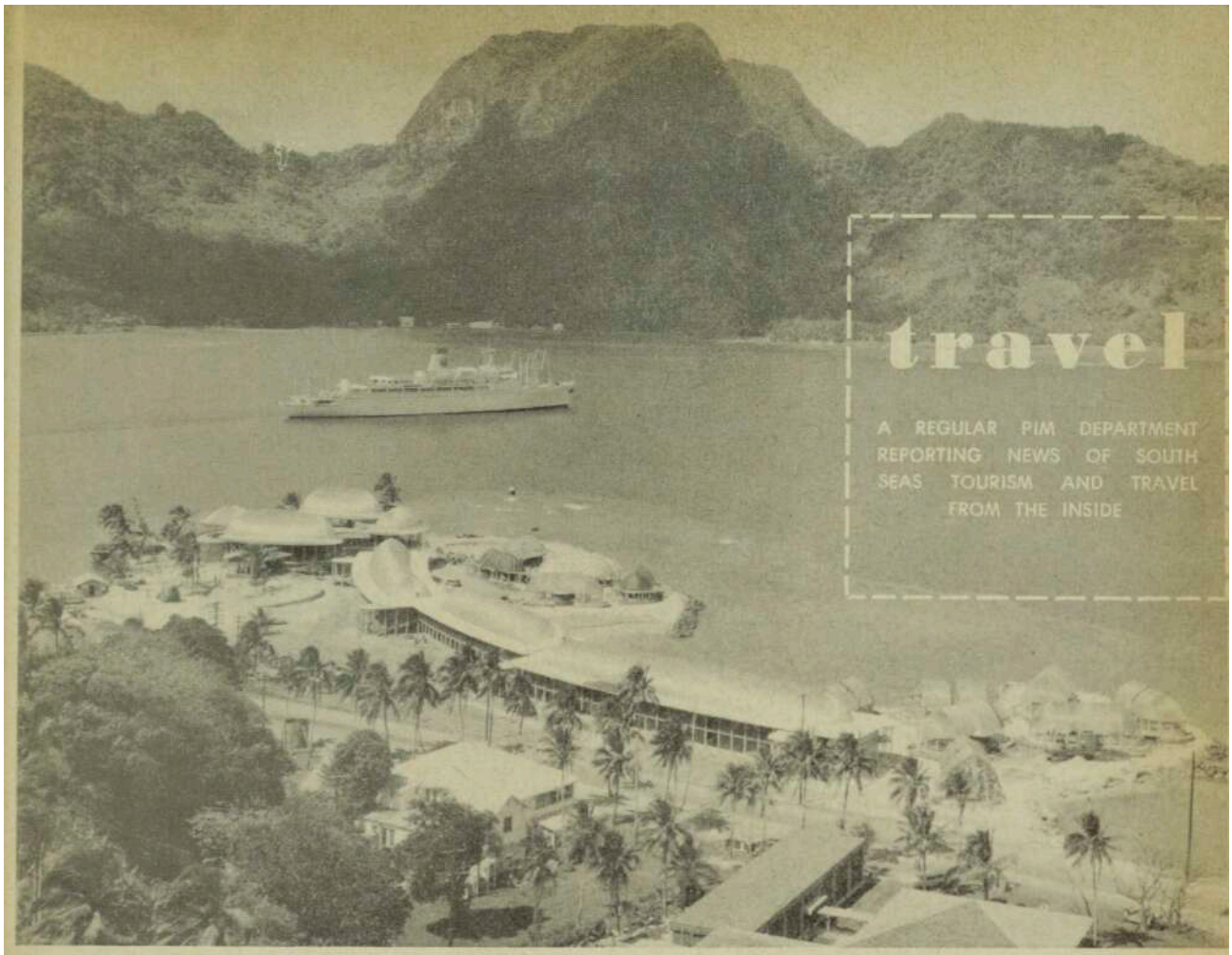

travel

A REGULAR PIM DEPARTMENT REPORTING NEWS OF SOUTH SEAS TOURISM AND TRAVEL FROM THE INSIDE

Pago Pago — A New Place To Go

PAGO PAGO, American Samoa, will become a major tourist centre in the South Pacific when a new hotel, now nearing completion, opens for business soon. The hotel is close to the water's edge in Pago Pago's famous harbour (above). It is one of the projects initiated by American Samoa's energetic Governor, H. Rex Lee, whose blonde wife Lillian is seen at left in carefree mood with a couple of typical Samoans.

The new hotel will give tourists the opportunity to get to know a part of the Pacific made

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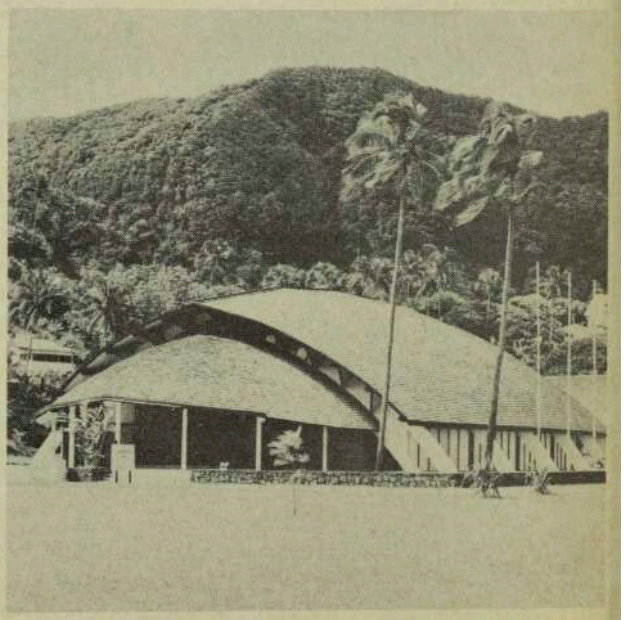
famous by the English novelist Somerset Maugham with his short story *Rain*. A few facets of the area are pictured here—at left, a Samoan chief, Tuli Le'iato, in traditional costume; below, the Lee Auditorium, popularly known as "The Turtle", which was built in traditional style for the Fifth South Pacific Conference in 1962; right, a Pago street market with tourists viewing the wares; and, at right below, the Executive Office and Court House, an example of old-style South Seas architecture.

The new hotel, to be called the Pago Pago Intercontinental, is air-conditioned and has a swimming pool and private beach. Seventy-six of the rooms are in a Polynesian long house and 24 are in two-room cottages like Samoan *fales*.

The hotel is owned and has been financed by Samoans, supplemented by loans from the US Area Redevelopment Administration and the Bank of Hawaii. It will be operated by the Intercontinental Hotels Corporation, a wholly-owned subsidiary of Pan American Airways which serves the territory by jet.

It is a far cry from the old Rainmaker Hotel, a ramshackle establishment with an atmosphere reminiscent of Maugham's Sadie Thompson saga, which was all that Pago previously had to offer tourists.

Its showplace is the Rainmaker Restaurant which commands, a spectacular view of Rainmaker Mountain and Pago Pago Harbour. The restaurant, opening on a rock garden, features giant coconut columns, carved and inlaid with shell fountains, cascading down 40 feet. The bar of the hotel uses beaded curtain and Samoan



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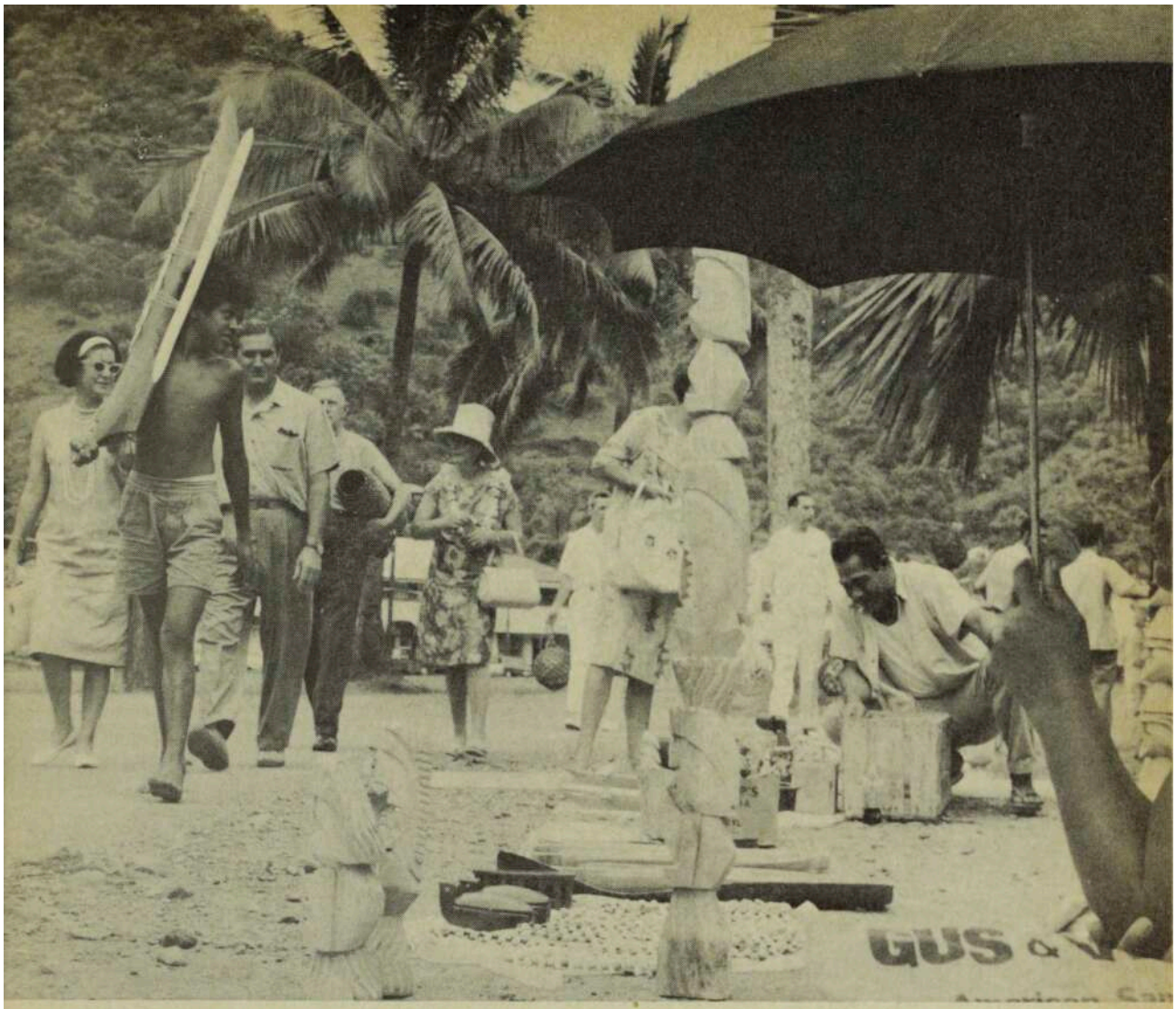

war clubs in its motif, while the snack bar uses the turtle theme so popular in Polynesian legend.

The hotel occupies a site called Goat Island (now joined to the mainland) where a US Navy officer's club once stood.

Once the hotel opens its doors, American Samoa will be a convenient hub for island-hopping tourists in the South Pacific.

Americans bound for Australia, for example, can stop off in Pago and make side trips to Tahiti, the Cook Islands, Western Samoa, Tonga and Fiji.

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● In September work began on clearing for a modern new hotel to be erected on Yanuca Island near Sigatoka. Only a narrow channel divides Yanuca from Cuvu Beach, seen in the foreground, lower left. The new hotel will be built overlooking the beach on the point of the island, at centre right of the picture. The island will be connected by a causeway to the Queen's Road, on the mainland. This development will help popularise this fast-developing section of the Fiji coast.—Photo: Rob Wright.

Bright Future For The Warm And Friendly Sigatoka Coast

From Stuart Inder, in Sigatoka

The stretch of Fijian coast which I predict to have the brightest tourist future is the 30 miles of Viti Levu between Korolevu and Cuvu (pronounced Thuvu). The centre of this coast is only 70 miles from the international airport at Nadi and can be reached by taxi in about two hours. Another two and a half hours along the same scenic road takes you to Suva.

ALREADY nailing the reputation of this coast at one end is the Korolevu Beach Hotel, one of the best known hotels in the South Seas. Now work has begun at the opposite end, Cuvu, on clearing a site for a modern new hotel which should make a reputation for this part of the stretch, too.

In between, there is a buzz of hotel and residential activity destined to turn the whole stretch into a Gold Coast, a Riviera. It has become one of the "most wanted" areas of Fiji to visit and to live in—a popular place for the semi-retired who appreciate a pleasant view, a pleasant climate and who want to be away from a more demanding life without being cut off from civilisation.

New residential land is becoming more difficult to find.

The climate is mild because it is on the border of the wet and dry sides of the island. Its scenery is generally tropical and its seascapes usually superb, for the road hugs the coast for the entire stretch.

Its main beach, at Cuvu, and Cuvu's companion beach, at Yanuca, are two of the best beaches in the South Pacific Islands—and perhaps they might be the best. I have not seen better in my own travels.

Islands beaches are not noted for either the quality of their sand or their surf. Their sand is sometimes black, and usually studded with debris including sharp coral pieces. Surfs are mostly non-existent because of the fringing reefs.

Cuvu and Yanuca have pure, deep

One of the new bure-type self-contained apartments now being erected on the Tubakula Beach estate on the Sigatoka coast. Inside they are on two levels.

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sand of the quality found on Australia's East Coast surfing beaches, and the reef is broken, allowing the Pacific rollers to provide reasonable shoots.

The Cuvu beach at present is mainly used by South Pacific Sugar Mills, who have residential cottages there for employees, but the beach is available to the public—and the public will certainly use more of it when the Yanuca hotel is built.

Yanuca is an island separated from the main Cuvu beach only by a narrow channel, which can be waded at low tide. When the hotel is built a causeway will also link it with the Queen's Road.

Wimberly Design

The new hotel, as yet unnamed, is being erected by the same group which controls the Fiji Mocambo and the Skylodge Hotels at Nadi. Most of the shareholders are American, and the chairman, George A. Wilson, is an airline pilot.

It's possible that additional money from another source may be used in constructing the hotel—I understand that one of the large Islands trading

travel

firms is interested in having a piece of it—but the hotel will be built anyway with present funds, and clearing work began in early September. Captain Wilson expects it to be ready for occupation by January, 1967.

Architect is George Wimberly, of Honolulu (famous as the designer of the Pago "Turtle") and the hotel will be a split level one, to take in the fabulous view and the breezes. Main rooms will be in a central block, but later plans call for separate bungalows along the beach if required.

I can't think of a better site for a hotel anywhere.

Yanuca and Cuvu are about eight miles from Sigatoka, the main township on this coast. Sigatoka straddles the mouth of the Sigatoka Valley, a beautiful stretch of Fiji which cuts back for more than 30 miles into the hinterland (all of it accessible by road). Passionfruit, watermelons, vegetables, tobacco and sugar cane make the valley lush and beautiful.

There is a big population of Fiji-Indians in this area, most of them farmers, but with a good sprinkling of storekeepers, laundry men, bus and taxi proprietors, etc. They are relaxed and friendly people, who make visitors genuinely welcome.

One here does not have the impression, so easily gained in Suva, that the real interest in the visitor is in the number of traveller's cheques he carries.

Indians and Fijians are naturally polite people and it is on this coast that one feels it; that one appreciates that there is a basic harmony of living in Fiji, a harmony which will fully flower if the political malcontents and the grasping men of commerce, of all races, choose to let it.

Pleasant People

The man walking his cow, driving his bus, growing his watermelons or serving behind the counter of his general store is a real and warm person here on this coast, and real people are what the real visitor wants to meet.

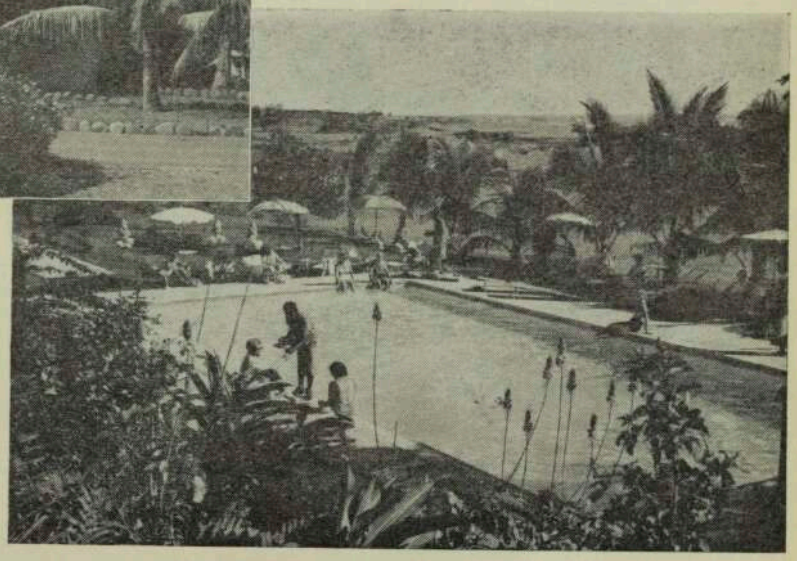
Yanuca is still on the drawing boards, but five miles from Sigatoka, towards Korolevu, is Reef Lodge, a

FIJI

Mocambo

HOTEL

Located on Namaka Hill, overlooking the Pacific Ocean with its coral islands and colourful valleys of sugar cane.



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BEAUTY IS IN THE EYE OF THE BEHOLDER IN THE SIGATOKA VALLEY

A rural scene, with a wide river meandering through green fields, is always an attractive picture, and this one is worth halting a few moments for on the 30 mile drive along the Sigatoka Valley. Yet when you are young, and you happen also to be in the valley at the height of the watermelon season, there is some scenery that is even more inspiring, and not even the legs of an unromantic pair of pants fluttering from a nearby clothesline will detract from the sheer beauty of the place. These watermelons sell to passers-by for about 3/- each.

w hotel that is now becoming own to overseas tourists. It was ened about 18 months ago, and is ned by a New Zealand syndicate.

The hotel has 32 rooms in a central ck, and overlooks the beach. It n accommodate 70. Tariff includes d and breakfast (the other major tels in Fiji usually charging for all als separately). A double lanai is 5, and a single is £F3/10/- Lunch 12/6 and dinner 15/-.

There is room service and a Fijian nd in the lounge every evening. anager is a New Zealander, Mr. I. Cowlishaw, and the atmosphere relaxed, the service both efficient d friendly.

The local residents occasionally p in for a hotel meal and a change scenery.

Tubakula Beach

Virtually alongside the Reef Lodge a complex of bure-type cottages ng erected at what used to be led St. Anne's-on-Sea.

St. Anne's was started by Mr. E. F. rbett in 1959, and comprised five f-contained beachside cottages ich visitors rented, supplying their n food.

At the end of last year the cottages, more than four acres with a beach ntage, were bought by Cathay tels, Fiji, owners of the Grand cific Hotel, Suva, and the Cathay tel, Lautoka. Mr. Corbett has been ained as manager.

The standard-type cottages are be- removed, and are being replaced

by A-frame, bure-type cottages (see p. 117) in the Fijian tradition. Each contains six beds and all offices.

Construction of these is well advanced, and a line of six or eight should be ready for occupation by Christmas. They are virtually on the beach, and are designed to catch the breezes. The owners hope they will attract overseas visitors looking for something comfortable and different, at lower-than-hotel prices.

The eventual plan is for 31 cottages to be built, together with a central building containing probably a supermarket and bar. There will also be a swimming pool, although the beach swimming in the area is excellent, as some of the coral has been bulldozed away.

The new Cathay property has been named Tubakula Beach Bungalows.

Next door are Baxter's cottages—the design being different but the idea being the same—comfortable, self-contained accommodation for those who don't want to stay at a hotel. Visitors with children should be warned that among the multiplicity of signboards on the property is one

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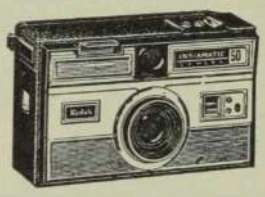

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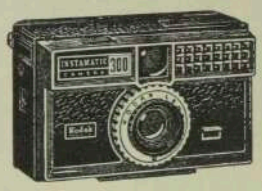

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he Reef Lodge Hotel, overlooking the beach at Korotogo, has recently been extended with this wing. All the rooms have a sea view.

bidding children to use the swim-
ng pool, although the beach and
oon are, of course, wide open and
koning.

The Korolevu Beach Hotel, pride
the Northern Hotels' chain, is
ut 15 miles down the Suva road
m Reef Lodge, and Korolevu is
ckly recovering from the fire in
gust which destroyed 26 of the
ous Fijian-type bures at the height
the tourist season. The bures that
e lost were the most luxuriously
ointed, and they are being replaced
with more bures but with two-
ey units in concrete. This method
building is faster and safer, and
t of them should be finished by
ristmas.

Korolevu Plans

Managing director of Northern
tels, Mr. David Ragg, does not
ieve that the new type of build-
s will take away the atmosphere
the hotel, which has been so
efully built up on its bure style
architecture over the years. He
s there are sufficient bures still
aining, together with the main
tral lounges built in Fijian style,
enable the hotel to retain the
osphere that has been part of
recipe for success.

Nevertheless, some visitors will
l that the hotel isn't quite the
e, and no doubt for a time the
el will have to depend on its
h standard of service to help
recipe for success.

The Korolevu fire has affected, and will affect, building styles along this stretch of the coast for some years. Those in the hotel industry say they cannot afford to risk serious losses by putting all their eggs under bure-type roofs, and thatch is likely to be out as a hotel building material on a large scale.

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SOLOMONS START A DRIVE FOR VISITORS

From a Honiara Correspondent

The British Solomon Islands amber of Commerce, in niara, has launched a fund to lp put the Protectorate on the rist map. Members are being ked to find the money for erseas publicity and represen-ion.

EPRESENTATION will be through Howlett Keeling & Asso-tes Ltd., of Sydney, whose man-ng director, Mr. Bob Howlett, is l known in the South Seas. blicity for the Solomons will origin- be distributed among tourist ces in Australia and New Zealand, later it will extend to the US. BSIP Government will help with printing of local publicity material. n a letter to members, the mber's chairman, Mr. J. Close, s the executive "has been aware the growing interest in new tourist as throughout the Pacific and is of opinion that the Solomon Islands one of the major tourist interest tres. While there are many blems yet to be overcome, such as arger airfield, more hotel accom-dation, action is already in process we can look forward to great im-vement in these fields within the r future."

Mr. Close points out to fellow mem-s that the Solomons is still un-wn, except for the name Guadal-al and its war-time association.

The Solomons can be reached from ney by air through Trans-Aus-ia Airlines, which has a service n Sydney via New Guinea, and n Fiji by Fiji Airways, which rates from Nadi via the New brides. It is usually necessary to k on the Fiji plane well ahead, there is no difficulty in getting ts on the more expensive and ger route via New Guinea.

EOPLE in Chile and Tahiti have been talking of the possibility a regular air service between their countries following the com-ion of the first flight from Santiago, Chile, to Tahiti and back on September 12.

The flight was accomplished in a an early vintage Catalina skippered by Commandant Parrague, of the Chilean Air Force, and a crew of four. Chile's Director of Tourism, Mr. Rene Pairoa, also made the trip.

Stops were made both ways at Easter Island, where an aerodrome, capable of taking DC-6's, is due to be opened next year.

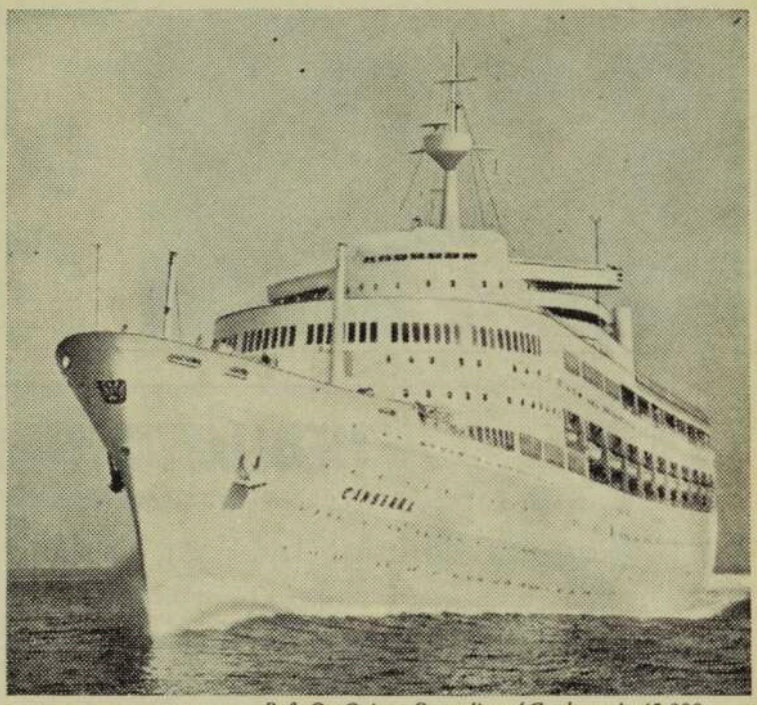
The distance from Tahiti to Santiago is about 5,000 miles.

PAN American Airways will begin a direct air service on Mondays between Auckland and Tahiti with Boeing 707's after Auckland's international airport at Mangere opens on November 24. From Tahiti, the flight will continue to Los Angeles.

The new service will provide the first direct New Zealand-Tahiti link since the French Government withdrew landing rights in Tahiti for TEAL (now Air New Zealand) at the end of 1963 (*PIM*, Jan., 1964, p. 9).

Pan American also plans to originate a service in Tahiti 24 hours after the arrival of the Auckland flight, providing a direct link with Honolulu and Los Angeles.

THE assistant general manager of Air New Zealand, Captain J. McCrane, told the New Zealand



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ess in September that his airline is considering the introduction of air service between New Zealand d Aitutaki, Cook Islands, with ckheed Electras.

"But I don't know about the ning," he said. "It's a matter of inging the Aitutaki airstrip up to e required standard for use by ectras, and of our other service mmitments."

He added that since Air New aland's flying-boat service to the ok Islands ceased nearly five years o, it had been the airline's policy bring the islands back into its gional network as soon as adequate port facilities were available.

Captain McCrane was commenting a reported statement by the Cook ands Premier, Mr. Albert Henry, at his government expected Air w Zealand to be operating weekly vices by Lockheed Electra into tutaki by about next June.

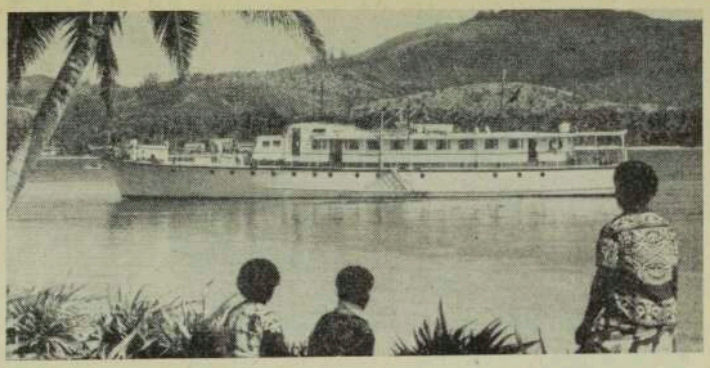
WITH the expansion of its services in the South-West Pacific, OAC has made three staff appointents in the area to take effect on tober 8. Mr. Peter Wood, at esent sales manger in New Zealand ll become NZ manager, based in ckland. Mr. E. T. Smith, at esent sales manager in Iran will come NZ sales manager, based in ckland. And Mr. Arthur Hornw, at present manager in Iraq, l be BOAC special representative Fiji, based in Suva.

Captain J. N. Weir, manager, uth-West Pacific, will continue to d overall responsibility for the uth-West Pacific area. His position l title are unchanged. BOAC, mmencing from November 26, l extend to Fiji its present ce-weekly service between London l NZ via Australia. The present vice to NZ is operated by Comets these will be replaced by Boeing 's. They will cover the new leg 1,300 miles between Auckland l Nadi in less than three hours.

The new services will leave Sydney Mondays and Fridays at 0900, iving at Auckland at 1345. They l leave Auckland for Nadi at 0, arriving at Nadi at 20 minutes t midnight on Tuesdays and urdays.

Departure time from Nadi is 0505 Tuesdays and Saturdays, arriving Auckland 0755 and at Sydney at 5.

The fare for the circle trip lney-Auckland-Fiji-Sydney will be 124/15/- from November to mid-bruary, when the excursion fare of /12/- will come into force. The ie fares apply to Air New land.



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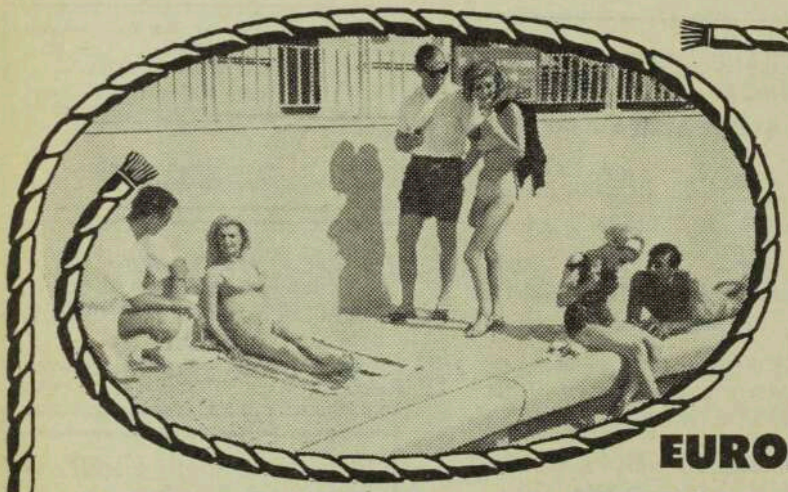

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People

Mr. D. W. Tudor-Pole has n appointed Chief Information icer, British Solomon Islands tectorate. Mr. Tudor-Pole, who 44, was educated at the Slade ool of Fine Art, University of ndon, and at the University of noble. He arrived in Honiara on gust 27.

Western Samoa's Acting Public vice Commissioner, Tufuga nuelu Atoa, has been appointed irman and member of the ter-ry's Public Service Commission replace Vaiao Alailima, whose -year term has expired. Mr. Atoa 8.

Mr. Marvin J. Senter, who ed with the Department of cation in American Samoa for years, left Pago Pago with his Louisa and their two children August 30 to take up a high ol teaching job in Hilo, Hawaii. Marvin started in Pago as a mmercial teacher and four years r was High School principal. In 7 he was appointed Director of cation. He held this position il 1963 when he became Educa-Special Assistant. His efforts in olarship work resulted in about Samoans going to US colleges.

Dr. R. de Wilde and Miss M. Pittock, a maternity and child lth team from the South Pacific nmission and World Health anisation, arrived in Honiara in tember for a four-month visit to Protectorate. Their aim is to give ning courses in rural health and ernity work to medical assistants, ses and midwives.

Mr. John Milne, observer in rge of the Apia Observatory, and v Zealand Government representa-of the Department of Science and ustrial Research in Western Samoa e 1962, will complete his tour of y in Apia on October 28. His cessor, Philip Muller, has already med control of the Apia Meteoro-cal Office, and will take over the ervatory on Mr. Milne's departure. will be the first Samoan national be in charge of the Observatory Meteorological Office. Mr. Milne return to his native Tasmania via and New Zealand, and will then for two months' leave in Japan.

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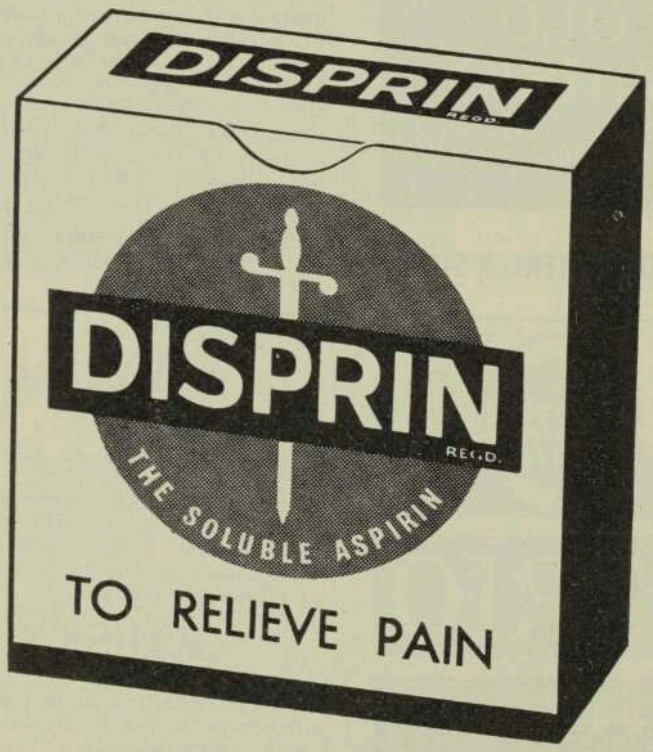

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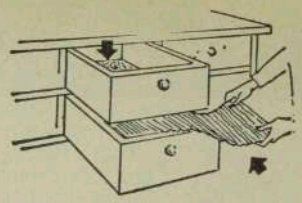

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/ARD FOR SCOUT: Gregory Forgan-ith, 17-year-old son of Captain and . William Forgan-Smith, of Port resby, was recently presented with Queen's Scout Badge by P-NG's Chief ut Commissioner, Mr. Carlaw. Gregory, o belongs to the 1st Port Moresby op, is seen here after the ceremony h his mother. Photo: Chin H. Meen.

● A New South Wales fingerprint bert, Mr. Ken Simmonds, arrived Port Moresby recently to establish fingerprint section within the pua-New Guinea Criminal Investi-ion Bureau. He has been seconded a year from the Sydney CIB's ntral Fingerprint Bureau. Mr. nmonds will train European and w Guinean police offcers in finger-nt work.

● Mr. J. C. Standard, a geologist m the School of Applied Geology, iversity of New South Wales, nt three weeks on Norfolk Island August making a geological vey. Rough seas prevented him m visiting the outlying islands ilip and Nepean, so he may re-n to Norfolk for a further visit. few years ago Mr. Standard made similar survey on Lord Howe and. The results were published in 53 by the Royal Society of NSW.

● New Guinea planter and MHA, . Ian Downs, in mid-September t Goroka on a five weeks business d holiday trip to Europe and the . He was accompanied by his e.

● New director of the UN In-mation Centre in Port Moresby Mr. Franklin E. Kozik, who took his new job on October 1. He ceeds Mohammed Sidky. Friendly, nnsylvania-born Mr. Kozik is a mer school teacher and freelance rnalist who has been with the UN retariat since 1946, and his last ignment was as director of the UN Information Centre in San Salvador. With him in Port Moresby are his wife and two children, Robert, 12, and Christine, 10.

● A team of French Polynesian skindivers, Hoata, Tapu and Arai, won two spearfishing championships in the Pacific in September. On September 3 and 4, representing France, they won the 1965 World Spear Fishing Championship held at Moorea from teams representing Australia, USA, Great Britain, Japan, Brazil, Spain, Italy, New Zealand, Monaco and the Argentine (in that order). And on September 11, representing their own territory, they beat seven international teams for the Pacific Cup in New Caledonia. An Australian, Ron Taylor, won the world individual championship at Moorea.

● Former Secretary-General of the South Pacific Commission, Mr. T. R. Smith, was visiting Suva in September, doing some Pacific research in the Barker Library and Archives. Mr. Smith these days is lecturer in Political Science and Public Administration at Victoria University, NZ, and finds that his students are keenly interested in Pacific history.

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Some Facts Behind Australian Commercial Interest In Fiji

From a Suva Correspondent

Critics in Fiji many times have claimed that Australia, selling so large a quantity of goods to Fiji, and owning so large a proportion of the trading and manufacturing enterprises in Fiji, could do more than it does to help Fiji in various ways.

THIS criticism was answered in a long, well-reasoned address to the Ba Chamber of Commerce, in Fiji, on Septmber 1, by Mr. R. N. Hamilton, Australian Commissioner in Fiji.

The establishment, development and maintenance of the Australian-controlled sugar industry in Fiji were described, in figures. In the two years, 1963 and 1964, the company exported from Fiji sugar worth £32,200,000. The taxes collected by Fiji in that period, from profits and from dividends paid, were over £850,000 and port and customs taxes collected were £600,000—£1,450.000 together. Some £1,400,000 went overseas in two years in dividends to shareholders. In the same period, the company spent over £2 million in Fiji on expansion of the industry.

£32m. Earnings

In other words, that Australia-owned sugar industry, in the two years, earned more than £32 million for Fiji, plus large sums in taxation, and took £1,400,000 out.

Other Australian corporations contributed to the economic strength of Fiji by processing Fijian material and using Fiji labour to produce:—

Coconut oil and meal, which represented £2,400,000 of the £2,900,000 worth of coconut products exported in 1964.

Biscuits, which supplied the local market (thus reducing imports). £100,000 worth were exported.

Gold bullion, of which £1,400,000 was exported in 1964 (making £11,200,000 worth in 10 years). In that period, the company paid dividends totalling only £114,000—but ploughed back £5,000,000 of earnings in development.

Cement—30,000 tons in 1964, thus reducing imports.

Passionfruit juice—£16,000 worth exported in 1964.

Beer—500,000 gallons in 1964, correspondingly reducing imports.

Nails and barbed wire.

Preparations being made by Australian concerns to begin timber-milling, container manufacture, flour-milling, stock food manufacture, manufacture of industrial gases, are all likely to reduce imports, said Mr. Hamilton.

Other industries established in Fiji by Australian interests, and using Fijian labour and materials, are in the fields of shipping, publishing, banking, insurance, commercial aviation and commerce generally.

Mr. Hamilton calculated that Australian interests provided the facilities which produced £21,900,000 of Fiji's 1964 exports which totalled £23,100,000. To this could fairly be added the value of the products made in Fiji by Australian enterprise, and which reduced imports considerably.

Total Profits

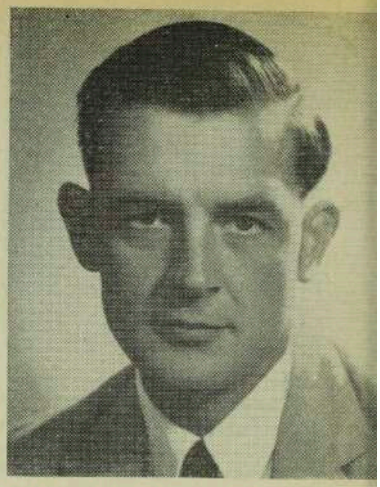
In 1964, the Government employed 5,279 persons for wages. The sugar company and the goldmines, alone, employed 4,657.

It was officially estimated that, in 1963, the shareholders' funds in Australian companies operating in Fiji (not including insurance) totalled £22,500,000. The total profits of those companies, as assessed for taxation, was £4,980,000. Out of those profits, less than £1,400,000 went out of Fiji as dividends. 72 per cent of the profits made before tax was not paid away as dividends.

Mr. Hamilton calculated that the amount paid away as dividends amounted to only 6.2 per cent. of the £21,900,000 of Fiji exports for which the Australian corporations were regarded as responsible.

The Commissioner also replied to statements that Australia charged unduly high prices for goods sent to Fiji. He quoted, as part of his argument, the comment of the New Zealand Trade Mission that NZ goods met with "stiff competition" in the Fiji market, especially from Australian goods.

He also explained and defended the "adverse" trade balance between



Mr. Hamilton.

Fiji and Australia by pointing that Fiji bought its goods in most suitable market and that was virtually impossible for F with its small range of exporta commodities, to attempt to strike balance with individual countrie

But while defending the pres Fiji-Australia trade position, Commissioner pointed out that imbalance could be reduced. A tralia imported well over £60 milli worth of agricultural and fisher products which conceivably could supplied by Pacific Islands like F Fiji, he said, "was immediately o side Australia's front door".

He replied also to the criticism th Australia was giving millions in —through Colombo Plan and oth agencies—to undeveloped countr to her northwest, and nothing to F one of her best customers. He point out that there was an obligation up Australia and other Western natic to give aid to undeveloped countr which otherwise were unaide whereas Fiji enjoyed a high standard of living than those Asi countries, and already was receivi outside aid—especially from Brita —of about £4 per head of populatic

In any event, he said, Australi money had been made freely ava able to Fiji, through investments, he had described. Moreover, Au tralia was contributing £100,000 year to the South Pacific Commissio through which Fiji received benefi Also, Australia provided education facilities—out of 11,000 overse students now in Australia, abo 400 were from Fiji, and being a sisted in various ways.

Australia's contribution to the co of the Nadi international airport w 40 per cent.—or about £F2 millio

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-NG Cocoa Growers sk For Subsidy

'ATIVE cocoa growers in New Guinea have asked the Administion to subsidise the growing of oa in the Territory.

The price of cocoa in September s just over £120 a ton compared h an estimated growing cost of 0 a ton.

The New Guinea Cocoa Growers' ociation has rejected a proposal a stabilisation scheme.

Tolai growers say they already ke payments to such organisations the Tolai Cocoa Project and re- ments on loans to growers, and not undertake payments to a ilisation fund.

They said the Government per- ded natives to plant cocoa and uld now help growers experiencing iculties.

The cocoa price has dropped from average of £200 a ton over the t few years.

ighter Outlook r Copra

FTER falling back to £stg71/13/4 per ton at the beginning of tember, the market for Philippine copra began to firm, and by l-month was up to £74/14/2 and wing signs of strength.

The chairman of the P-NG Copra rketing Board, Mr. Ian McDonald, *PIM* that the earlier weakness uld no doubt be attributed to the that two Continental dealer s in copra and coconut oil had ed". This led to larger quantities oming available on the market.

However, this situation was quickly in the opening of hostilities ween India and Pakistan, with eeds, particularly laurics, rapidly ving upward as sellers began to e advantage of the increasing hand, although after some profit- ing there was an easing partic- rly in palm kernels.

Prices remained more or less hanged in soft oils and oilseeds, the market at the moment has a y firm appearance, and prices in sections could go higher," Mr. Donald said.

Already there are indications of in groundnuts and groundnut and there is an active market in abeans in the UK, despite the fact t private estimates in the US ecast a soyabean crop of around million bushels, compared with year's record output of 700 mil- n bushels.

"Copra production in Papua-New Guinea is currently running about 3,000 tons ahead of last year, the comparative figures being around 79,500 tons this year and 76,750 in 1964.

"Thus, unless there is any heavy drop in plantation output between now and the end of the year, 1965 should be a record year with a production of about 117,000 or 118,000 tons.

"My board's tentative main ports purchase price for copra remain unchanged at: Hotair, £71/10/-; FMS, £70, Smoke, £69."

West Samoa Reviews Its Copra Policy

ALTHOUGH it has reserves of about £WS500,000, the Western Samoa Copra Board has up till now been prevented by law from doing much to benefit the producer, except to set and stabilise the local buying price. After years of effort by the Board the picture has now been changed, reports R. F. Rankin in Apia.

Heeding complaints by growers against cuts to the middleman, and acknowledging the failure of Government to stimulate copra production, the Assembly has amended the act setting up the Board to allow it to:

- Invest for the direct benefit of producers the profits from investments (now amounting to £20,000).
- Charter or purchase ships to transport Samoan copra overseas.
- Purchase directly from producers instead of, as at present, through the various traders.
- Build its own shed on the new wharf.
- Lend to the Treasury when authorised by Parliament up to 40 per cent. of the reserve fund.

The secretary of the Copra Board, Mr. Herman Thomsen, said that it was not intended to immediately implement all these changes. He did, however, envisage building a shed on the new wharf and having copra from the villages delivered directly to the wharf shed instead of to the sheds of various firms around Apia.

He also expected the £20,000 profit from investment to be used in some scheme aimed at stimulating produc-

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tion. The export figures of 16,956 tons achieved in 1922 have been exceeded only three times in the succeeding years—1947 18,181 tons), 1952 (17,037) and 1955 (17,178 tons). Production is currently running at about 15,000 tons.

Meanwhile a report by FAO and SPC coconut expert W. Pieris, prepared at the Government's request several months ago, has been on the secret list since its receipt in Apia in August. The report, which surveys the present state of the industry and contains specific recommendations for future development, is said to be critical of the Government's lack of direction in the industry over past years.

Lower Profit For Sugar Mills

SOUTH Pacific Sugar Mills Ltd., the CSR Company's Fiji subsidiary, had a net profit of £1,206,994 for the year ended March 31. The result was about 22 per cent. lower than the previous year's profit.

The dividend of 7½ per cent. will absorb £693,750.

The parent company gets the bulk of the dividend; Fiji residents, who own about 800,000 of the shares (they were offered five million shares during the financial year) will get the rest.

The chairman, Mr. H. G. Nicholls, in his address to shareholders recently, said sugar production was sligh higher than in the previous year, free world prices were much lowe

Mr. Nicholls said new mark that Fiji had gained had to be ma tained in future to avoid the le of economic activity falling and ca ing undue hardship to a large p portion of Fiji's population.

"Fiji must obtain a satisfact quota if there is to be a new in national sugar agreement," Nicholls said.

The world price level of ab £Stg.20 might persist for some ti That price was well below reasonable assessment of the cost production in even the most effici sugar-producing countries.

Provided economy measures tak and present estimates of crop sugar production for 1965 were alised, and there was no further cline in world price, the directors pected to be able to maintain 7½ per cent. dividend for the curr year.

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Copra Beetle Reach Fiji's "Last Bastion

COPRA producers on Vanua Le and Taveuni, the second third largest islands in Fiji, are s ously concerned at the recent ne that the rhinoceros beetle has b found on Koro Island, about half-w between their islands and the m island of Viti Levu.

The rhinoceros beetle, which atta coconut palms, has long been est lished on Viti Levu.

Hundreds of thousands of pou have been spent over the last f years to prevent its spread to ot copra-producing areas in the Color

However, despite all precautio the beetle keeps on turning up in ar where it was not known before.

Commenting on the Koro discove Fiji's Acting Director of Agricultu Mr. K. J. Garnett, said: "We are n faced with the fact that a major cop producing island is infested. Koro the last bastion before Savusavu Vanua Levu) and Taveuni, so that risk of eventual spread to these ar becomes more pressing than ever."

Mr. Garnett added that cop planters should begin a clean-up of possible breeding places on th plantations.

About a fornight later, *The F Times* reported that half-a-doz grubs had been found at the site the original discovery on Koro, b no other beetle markings had be seen. However, a survey of the isla by representatives of the Cocon Pests and Diseases Board still had long way to go.

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ji Factory To Make per Products

EW ZEALAND, Australian and Fijian interests have joined es to establish a factory at Walu Suva, for the production of board and paper products.

hree companies, the giant Aus- an Kiwi polish concern, the ed Empire Box Company of Zealand and C. Sullivan (Pacific ds) Ltd. have registered a Fiji pany, Kiwi United (South fic) Ltd., with a capital of 50,000.

he new factory is due to start ufacturing corrugated board, ugated board cartons, containers, r bags and toilet tissue in ber. The products will be sold iji and in neighbouring Pacific ds at prices the company says be cheaper than imported pro- s at present available.

Trading Notes

CKSHALLS HOLD DIVIDEND: shalls Ltd., Sydney bread manufac- flour miller, general merchant and biscuit and soap maker, had a rofit of £126,613 for the year ended 30, a drop of £884 on the profit he previous financial year. The nd is 15 per cent. for the eighth ssive year.

I INDUSTRIES: Fiji Industries Ltd., t manufacturer, had a net profit 55,275 for the year ended June 30, crease of £14,757 on the previous The directors have recommended al dividend of 5 per cent., making r cent. for the year. The dividend previous year was 9 per cent.

GHER DIVIDEND: Makurapau es Ltd., New Guinea copra and cocoa cer, is lifting the 1964-65 dividend 8 per cent. to 9 per cent. with a y final of 5 per cent. The interim raised from 3 to 4 per cent.

H CONSIGNMENT: The Pacific g Co., of Levuka, Fiji, in August, 650 tons of albacore and yellow fin fish to the United States in the der Shipping Company's refrigerated "Saracen". About 350 tons were Honolulu, and the remainder was gned to Los Angeles.

OD YEAR FOR RUBBER: Sogeri r Plantations Ltd. lifted profit to 27 for the year ended June 30, £16,031 in the previous financial

improved result reflected the rise rld rubber prices in the second half 64-65, and Sogeri's ability to lift ction when prices were rising. The nd remains unchanged at 12½ per

eri's chairman, Mr. A. I. Johnston, in his annual report that additional areas of rubber would be coming production for many years. He that the increase of 34,406 lb on revious year came from the tapping eviously immature trees.

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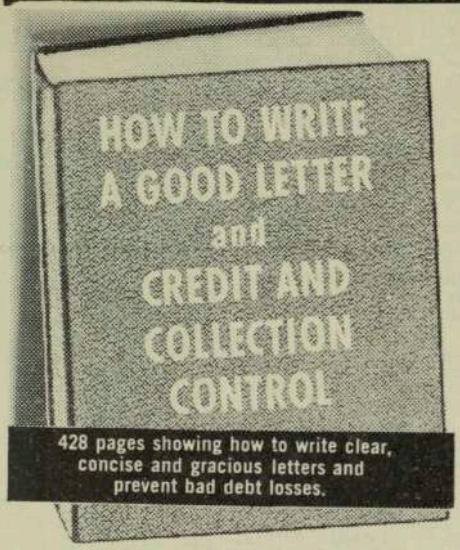

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Share Market Analysed

Rydge's readers are alerted (with remarkable accuracy) to future breaks in the share market as well as future rises. Shares are also recommended as being good buys. Here are some examples (the first figure is current market price, the one in brackets the market price when we recommended it recently).

Burns Philp	72/6	(64/-)
Business Equip. Hldgs.	21/3	(17/-)
Mauri Bros.	17/10	(14/10)
G. E. Crane	80/-	(73/3)
Aust. Chemicals	26/-	(20/3)
Frank O'Neill	11/-	(8/3)

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Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. Samoa; 18/- Fiji; 20/- Tonga, Solomons & WPHC areas; 196 Pac. Frs.; $US2.25.)

COPRA

PAPUA-NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by six members, including three planters' representatives; and the Board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing-mill in Rabaul, and (d) Japan (surplus as available). Prices generally tally with ruling rate in Philippines, with premiums for hot-air dried.

P-NG Board's Tentative Purchase Prices for Copra delivered main ports are: Hot-Air Dried, £71/10/- per ton; FMS, £70/-/- per ton; Smoke-Dried, £69/9/9 per ton.

FIJI:—No Government control—producers sell where they wish. Bulk of copra goes to crushing-mills in Suva. Sept. 20 prices were: HAD £F59/5/-, M £F56/15/-.

WESTERN SAMOA: — Official Copra Board takes all production, sells same and makes payments to producers. It goes mainly to Abels Ltd., NZ crushers, and the open market. Local price recently was £56/12/6 Samoan, first grade.

TONGA: Sales are under Government control. Part of production goes to Europe, under arrangement with Unilever controlled by Philippines prices, and part on to open market.

SOLOMON IS.: All production marketed through official BSI Copra Board, at prices based on Philippines rate. Output goes to Unilever, UK; to Australian crushers; and the balance on to the open market. These prices, in September, were: 1st grade, £70/-/-; 2nd grade, £68/-/-; 3rd grade, £63/-/- per ton, f.o.b., BSIP ports (Honiara, Yandina and Gizo).

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates less freight, etc. The Copra Board subsidises the price at: First Grade £6/4/2 per ton, Second Grade £2/2/1 per ton.

NEW HEBRIDES:—Price on Sept. 20 was approximately £A45/-/- (9,000 Pac. francs). French price on Sept. 6 was 1,015 francs per metric ton, c.i.f., Marseilles.

COOK IS.:—Copra goes to Abels, Ltd., of Auckland, who operate the only NZ copra crushing mill. Price paid is average London price for previous three months, less handling charges. Prices for last quarter, Oct.-Dec., 1965, are £NZ75/6/11 1st grade, £NZ74/1/11 standard grade—both f.o.b., Rarotonga.

OTHER PRODUCE

COCOA:—Islands prices are usually based on the rates for Ghana cocoa. On September 23 these were approx. £Stg.145/-/- per ton, c.i.f., Sydney.

On Sept. 23, Quote No. 1: In store Rabaul, export quality £126 per ton, ex-wharf Sydney, £132. Quote No. 2: Best quality, on wharf Sydney, £120, in store N.G. ports £119 (for UK, continent and USA shipments).

W. SAMOA:—Nominal prices quoted in Sydney, Sept. 8, were: Grade 1, £Stg.170/-/-; grade 2, £Stg.130/-/-, f.o.b., Apia.

COFFEE.—P.-N.G.: September 23, good quality A grade, per lb. 4/4½; B grade 4/2½; C grade, 3/6½ to 3/9½, c.i.f., Sydney.

Approximate overseas c.i.f. coffee prices were reported on September 23 as:

Kenya AA £Stg.440, A £Stg.425, B £Stg.415, T £Stg.360, C £Stg.405; Sannani £Stg.420; Mattari £Stg.440; Harrari £Stg.385; Indonesian Robusta AP1 Special £Stg.265, AP1 £Stg.247, AP2 £Stg.230, AP10 £Stg.235. (Prices for Mattari, AP1 Special and AP1 were slightly higher on Sept. 28).

PEANUTS. — P.-N.G.: Sydney agents reported Sept. 23—f.o.b., Lae; Kernels—white Spanish 1/7½ lb.; virginia bunch 1/9½ lb.

RUBBER.—P.-N.G. price is based on Singapore rate, which on Sept. 20 was: Oct. shipment, prompt 66⅛ Straits cents per lb (23.06d Aust.), Oct. shipment 66¾ Straits cents per lb (23.28d Aust.), Nov. shipment 67½ Straits cents per lb (23.54d Aust.).

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, reported Sept. 23: White and yellow label processed, standard packs, 49/6, green label 48/6, c.i.f., Sydney.

RICE (Aust.): Prices settled in Sept. were—**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 Sept. 23 by Sydney independent shell agents were: Sound £850, D £625, E £335, EE £235 (in store Sydney). **Cook Islands: Penrhyn** £NZ425 (approx.), f.o.b., Rarotonga.

TROCHUS.—Sydney buyers on Sept. 23 indicated the following quotations to Islands producers: No. 1—**Papua**—nominally £90 per ton, f.o.b., Papuan ports; **N.G. and B.S.I.**—£85-£90, f.o.b., Islands ports. No. 2—**Papua**—£80-£90 per ton; **N.G., B.S.I.**—£75-£85 per ton.

GREEN SNAIL SHELL.—Sydney buyers quoted on Sept. 23: No. 1: 1st grade only, £235 on wharf, Sydney. No. 2: £220 (best quality), on wharf, Sydney.

CROCODILE SKINS.—On September 23 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) 17/- 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., 22 Taylor St., North Curl Curl, Sydney, quote 6/6 to 8/6 lb., ex-store Sydney, according to quality.

London and US Quotations

COPRA: LONDON, Sept. 23, Philippines, in bulk, $207 US (equal to £Stg.73/18/10) per long ton, c.i.f., UK/Nth. European ports. Malayan 1% c.i.f. UK/Nth. European ports, UQ. NEW YORK: Sept. 23, Philippines, $184 US c.i.f., Pacific Coast ports. CEYLON: 1,100 Rupees per ton, f.o.b.

COCONUT OIL: LONDON, Sept. shipment, Ceylon, 1% in bulk, £Stg.115/10/-.

RUBBER: LONDON, Sept. 20, Oct. shipment c.i.f., 19-15/16d Stg. lb; Spot 20⅜d Stg. lb; Dec. shipment 20-9/16d Stg. lb.

(£1 Australian is equal to about 2.2 US Dollars or 10½ Rupees.)

The Stock Market

SYDNEY

	Aug. 23 Seller	Sept. Selle
Bali Plantations . .	5/3	5/
Burns Philp	b79/-	74/
Burns Philp (SS) .	49/6	b48/
Carpenter, W. R. . .	24/9	21/
Choiseul Plntn. . .	110/-	99/
C.S.R. Co.	61/6	54/
Dylup Plantations .	b7/6	6/
Fiji Industries . . .	b17/6	b17/
Hackshall's	b13/6	14/
Kerema Rubber . .	3/-	2/
Koitaki Rubber . .	b12/6	14/
Lolorua Rubber . .	b5/6	5/
Makurapau Plntn. .	4/3	4/
Mariboi Rubber . .	4/1	4/
Pacific Is. Timbers .	4/8	4/
Palgrave	2/10	3/
Plantation Holdings .	3/10	3/
Queensland Insurance	79/-	75/
Rubberlands	3/3	3/
Sogeri Rubber . . .	6/3	6/
Sthn. Pac. Insurance	b21/-	21/
Steamships Trading .	10/7	9/
Watkins Consolidated	b2/2	3/

OIL AND MINING SHARES

	Aug. 23, 1965	Sept.23, 1965
Emperor . . .	s5/8	s5/-
Loloma . . .	s20/6	s18/
Bulolo G.D. .	s80/-	s76/
N.G.G. Ltd. .	s4/7	s4/3
Oil Search .	s2/1½	s1/1
Ent. of N.G. .	s2d	s2d
Pac. I. Mines	s3/4	s2/6
Papuan Apin.	s1/9	s1/6
Placer Dev. .	s223/-	s192

Sydney Stock Exchange share price index for "Ordinaries" on Sept. 23 was 305.37, on August 23, it was 324.84.

EXCHANGE RATES

FIJI.—Through **BANK OF NSW, AUSTRALIA BANK, BANK OF NZ and THE BANK OF BARODA LTD. Australia on Fiji** basis £100 Fiji: Buying, £A111/2/-; 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 A/ASIA.** (Port Moresby, Lae) quote exchange rates Australia-Papua-NG: 10/- per £A100.

FRENCH PACIFIC COLONIES.—Pacific francs (CPF) are used in New Caledonia, New Hebrides, and Fr. Polynesia. **FRENCH BANK (Comptoir National D'Escompte de Paris,** Sydney), in Sept. 1965, quoted: Selling, Noumea, 196 Pac. francs to £ Aust.; Papeete 196 (nominal). Pac. francs to £ Aust.; 247 Pac. francs to £ Stg., approx. 90 Pac. francs to US $1. Noumea 18 Pac. francs to 1 French franc (conversion rate: 1 Pac. franc equals 0.055 French franc), Paris-London Selling 13.75 francs to £Stg.

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Oh Boy! the best eating Jellies ever!

made in minutes—
they're "fast dissolving!"

"Mother's Choice"

Just watch the kids go for these fresh fruity flavours of Mother's Choice jellies. You'll love them too. Mother's Choice Jellies are Superfine for fast dissolving. They mix in minutes – make a whole pint from every pack. True fruit flavours . . . Raspberry, Strawberry, Lime, Lemon, Orange, Pineapple, Port and Tropical Fruit. Which one would you like today?

Enjoy these wonderful Mother's Choice Jellies with all your desserts.

And be sure to try Mother's Choice Spanish Delight and Mother's Choice Flummery too. They're delicious!

LV308

Best results always with "Mother's Choice" FLOUR

Here's why Mother's Choice Self Raising Flour should be your choice

* It contains a special raising ingredient perfected for the tropics.
* It has been famous for its quality for over 60 years in Australia.
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LV255

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THE ONE THAT TASTES SO GOOD
because there are 43 beans in every cup!
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INSTANT COFFEE

Big Brother act

Other pickups are bound to feel overshadowed when working in the presence of the Stout 1900. The Stout does everything so well that it's kind of like following in the footsteps of a big brother who's never done wrong.

The Stout carries 1½ tons of anything—rocks, boulders, fragile bric-a-brac—with incredible ease. The all-steel rear deck is practically indestructible, and it's lower for easier loading.

Inside the cab you'll find plenty of comfort. Plenty of safety, too—the panoramic windshield and sweeping rear window provide unobstructed vision fore and aft.

And with the Stout's powerful engine, husky frame and unquestioned durability, you'll be driving a pickup that will set an example wherever it goes. At your Toyota dealer now.

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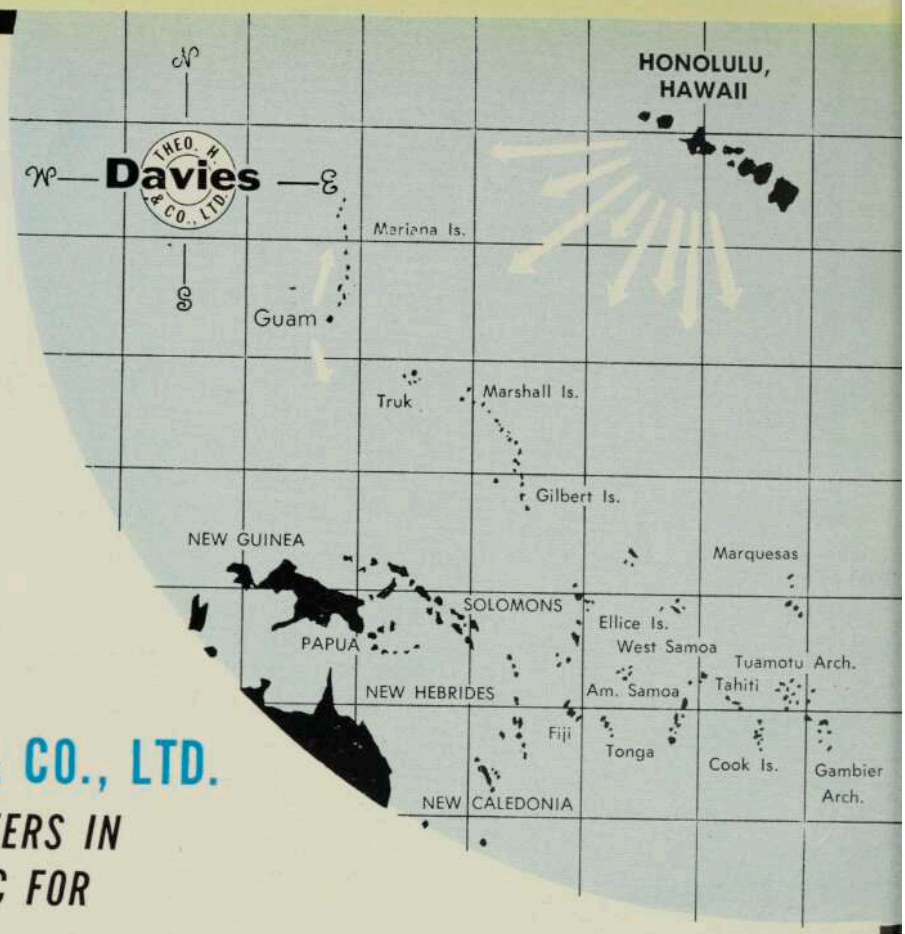

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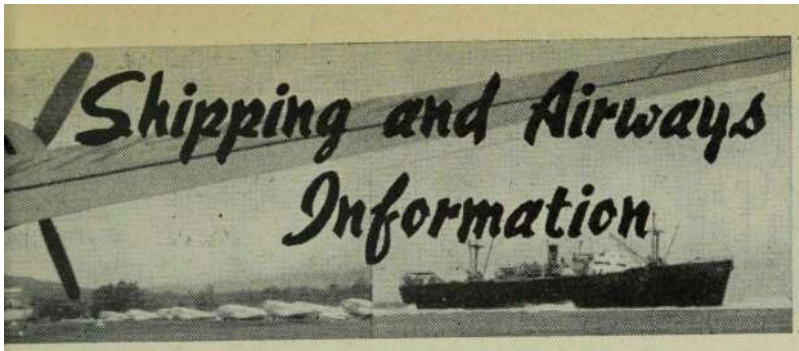

● PIM's shipping and airways schedules are up to the minute. They are revised each month just before publication from information supplied by the shipping and airways companies.

HIPPING TIMETABLES

ll sailings are approximate and may by as much as two weeks.

BRISBANE - SYDNEY - WEST NG - INDONESIA

he P.N. Djakarta Lloyd Shipping pany operates a monthly cargo service een Indonesia, West New Guinea and tralia.
ext voyage: Visaya Regidor, dep. bane Oct. 22, Sydney Nov. 3, Mel- rne Nov. 10, thence West New Guinea Indonesian ports subject to induce- t.
etails from McIlwraith McEacharn , Union House, 247 George Street, ney (27-1481).

SYDNEY - FIJI

V Rona (4,500 tons) leaves Sydney roximately every three weeks for Suva Lautoka with cargo and passengers. t Sydney sailings: Oct. 11, Nov. 4 prox.).
etails from Colonial Sugar Refining Co , 1-7 Bent St., Sydney (2.0515).

DNEY - FIJI - TONGA - SAMOA

nion Steam Ship Co. maintains ithly cargo services from Melbourne Sydney (periodically from Adelaide) Lautoka, Suva (including transhipments for Vavau and Niue), Apia and tualofa.
ext Sydney sailing: Waimate, early
etails from Union Steam Ship Co. of Ltd., 247 George Street, Sydney 0528); or other branches and agents.

SYDNEY - FIJI - VANCOUVER

acific Shipowners Ltd., of Suva, mally operate a passenger-cargo ser- three times yearly with the Lakemba ng the above route.
ext sailing from Sydney: Early Jan. prox.).
etails from American Trading and pping Co. Pty. Ltd., 19 Bridge Street, ney (27-4147).

SYDNEY - GEIC

olumbus Lines of New York, operate regular passenger-cargo service from ney to Tarawa, Gilbert and Ellice nds Colony. Next voyage: Santa Rita m Brisbane, Oct. 18.
etails from American Trading and pping Co. Pty. Ltd., 19 Bridge Street, ney (27-4149).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Passenger-cargo vessels of Messageries aritimes Line, from Marseilles, via st Indies and Panama, call about every weeks at Papeete (with occasional calls at Taiohae, Marquesas Group), Vila, Noumea and Sydney, and return by same route.
Next inwards voyages, ex-Marseilles:
Tahitien: Taiohae Oct. 5, Papeete Oct. 7-11, Vila Oct. 18-19, Noumea Oct. 20-24, Sydney Oct. 27.
Caledonien: Papeete Nov. 13-17, Vila Nov. 24-25, Noumea Nov. 26-30, Sydney Dec. 3.
Next outwards voyages, ex-Sydney:
Tahitien: Dep. Sydney Oct. 30, New Hebrides Nov. 3-11, Noumea Nov. 12, Papeete Nov. 18-21.
Caledonien: Dep. Sydney Dec. 6, New Hebrides Dec. 10-18, Noumea Dec. 19, Papeete Dec. 25-28, Taihoe Dec. 31.

—

Polynesie maintains monthly passenger sailings between Sydney, Noumea, Vila, Pt. Sandwich (occasionally), and Santo.
Next Sydney sailings: Oct. 15, Nov. 5.
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, calling at Fiji and Papeete every trip.
Southern Cross: From Southampton (UK) via South Africa, at Sydney Oct. 14-16, Wellington Oct. 19-21, Auckland Oct. 23, Fiji Oct. 26, Papeete Oct. 30-31, thence via Panama to Southampton, arr. Nov. 25.
Northern Star: From Southampton (UK) via South Africa, at Sydney Dec. 1-3, Wellington Dec. 6-8, Auckland Dec. 9-10, Tahiti Dec. 15-16, thence via Panama to Southampton, arr. Jan. 13.
Details from Shaw Savill Line, 8a Castlereagh St., Sydney (28-1828).

SYDNEY - NZ - TAHITI - PANAMA - USA

Holland-America Line passenger vessel Maasdam 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 sailing: Jacques del Mar from Sydney Oct. 20.
Details from F. H. Stephens Pty. Ltd., 13-15 Bridge St., Sydney (27-8311).

AUSTRALIA - NZ - FIJI - CANADA - USA

		CANBERRA	ARCADIA	ORONSAY	CANBERRA
SYDNEY	depart	Oct. 25	Nov. 8	Jan. 8	Feb. 13
AUCKLAND	arr/dep	Oct. 28	Nov. 11	Jan. 11*	Feb. 16
SAVUSAVU	arr/dep	———	———	———	———
SUVA	arr/dep	———	Nov. 14	Jan. 15	———
PAGO PAGO	arr/dep	———	Nov. 15	———	———
HONOLULU	arr/dep	Nov. 4-5	Nov. 20	Jan. 20-21	Feb. 23
VANCOUVER	arr/dep	Nov. 9-10	———	Jan. 26	Feb. 28
SAN FRANCISCO	arr/dep	Nov. 12-13	Nov. 25-26	Jan. 28-29	Mar. 2-3
LOS ANGELES	arrive	Nov. 14	Nov. 27	Jan. 30	Mar. 4

* Oronsay calls at Lautoka on Jan. 14, 1966.
Chusan will leave Los Angeles on Dec. 26 for a cruise to Sydney via Suva (Jan. 12-13), Nukualofa (Jan. 14) and Auckland (Jan. 17), arriving Sydney Jan. 20.
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	Sept. 23	Oct. 17	Nov. 7	Dec. 2
LOS ANGELES	arr/dep	Sept. 24	Oct. 18	Nov. 8	Dec. 3
BORA BORA	arr/dep	Oct. 2	Oct. 26	Nov. 16	Dec. 11
PAPEETE	arr/dep	Oct. 3-5	Oct. 27-29	Nov. 17-19	Dec. 12-14
RAROTONGA	arr/dep	Oct. 6	Oct. 30	Nov. 20	Dec. 15
AUCKLAND	arr/dep	Oct. 11-12	Nov. 4-5	Nov. 25-26	Dec. 20-21
SYDNEY	arr/dep	Oct. 15-18	Nov. 8-11	Nov. 29-Dec. 2	Dec. 24-27
NOUMEA	arr/dep	Oct. 21	Nov. 14	Dec. 5	Dec. 30
SUVA	arr/dep	Oct. 23	Nov. 16	Dec. 7	Jan. 1
NIUAFOOU	arr/dep	Oct. 24	Nov. 17	Dec. 8	Jan. 2
PAGO PAGO	arr/dep	Oct. 24	Nov. 17	Dec. 8	Jan. 2
HONOLULU	arr/dep	Oct. 29-30	Nov. 22-23	Dec. 13-14	Jan. 7-8
SAN FRANCISCO	arrive	Nov. 4	Nov. 28	Dec. 19	Jan. 13

Details from Matson Lines, 50 Young Street, Sydney (BU 4272)

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DAIWA LINE

DIRECT SERVICE

JAPAN / SOUTH PACIFIC

M.V. "TAHITI MARU" V-5

Dep. **JAPAN** October 3.
GUAM October 9.
***SANTO** October 19.
***VILA** October 21.
***NOUMEA** October 22.
LAUTOKA October 25-26.
SUVA October 29-30.
APIA November 2-3.
PAGO PAGO November 4.

*** 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-6.

The Daiwa Navigation Co., Ltd.

OSAKA: "DAILINE" **TOKYO: "FUNEDAILINE"**

AGENTS:

GUAM: Atkins and Kroll (Guam) Ltd.
APIA: Burns Philp (South Sea) Company, Ltd.
PAGO PAGO: B. F. Kneubuhl.
NUKUALOFA: Tonga Shipping Agency.
SUVA: Banno Oceania Ltd.
LAUTOKA: Banno Oceania Ltd.
NOUMEA: Agence Maritime Pentecost.
SANTO: South Pacific Fishing Co. (N.H.) Pty. Ltd.
VILA: Burns Philp (New Hebrides) Ltd.
HONIARA: British Solomons Trading Company Ltd.
PAPEETE: Etablissements Baldwin.

SYDNEY - NORFOLK IS. - NEW HEBRIDES - BSI - BOUGAINVILLE

MV Tulagi (passenger-cargo) leav Sydney about every six weeks for Norfo Is., Vila, Santo, Honiara and BSI por Next Sydney sailings: Oct. 9, Nov. Details from Burns, Philp and Co. Lt 7 Bridge Street, Sydney (B 0547).

SYDNEY - PAPUA - NEW GUINE

Burns Philp passenger/cargo vess make regular voyages to New Guinea por Next vessels:

Moresby sails from Melbourne Sydney, Brisbane, Pt. Moresby, Samar Lae, Madang, Alexishafen, Wews Madang, Lae, Pt. Moresby, Sydney. Ne Sydney sailing: Oct. 13.

Montoro sails from Melbourne Sydney, Pt. Moresby, Samarai (opt Rabaul, Kavieng, Lombrum, Lae, Madar Wewak, thence Hong Kong. Next Sydn sailings: Oct. 21, Nov. 20 (approx.).

Braeside sails from Sydney on O 29 for Brisbane, Pt. Moresby, Samar Rabaul, Madang, Wewak, thence Ho Kong.

Bulolo sails from Sydney for Brisbar Pt. Moresby, Lae, Madang, Raba Kavieng, Lombrum, Lorengau, Wewa Alexishafen, Madang, Lae, Pt. Moresb Brisbane, Sydney. Next Sydney sailin Nov. 19.

Malekula sails from Sydney for Br bane, Lae, Madang, Wewak, Manu Kavieng, Rabaul, Bougainville, P Moresby, Sydney. Next Sydney sailin Nov. 20 (approx.).

Details from Burns, Philp and Co. Lt 7 Bridge Street, Sydney (B 0547).

Soochow and Shansi provide a regul fortnightly passenger-cargo service fro Sydney to Brisbane, Pt. Moresb Samarai and Sydney, sailing from Sy ney every second Monday.

Next Sydney sailings: Soochow Oct. 1 Shansi Oct. 25.

Details from New Guinea Australia Lin (Swire and Yuill Pty. Ltd., agents), Spring Street, Sydney (27-4701).

Karlander New Guinea Line carg vessels leave Sydney at regular interva for New Guinea ports. Next vessels:

Sletholm: Dep. Sydney Oct. 8, Brisbar Oct. 12, arr. Pt. Moresby Oct. 17, L Oct. 23, Madang Oct. 26, Wewak Oc 28, Brisbane Nov. 7, Sydney Nov. 11.

Sletta: Dep. Sydney Oct. 9, Brisbar Oct. 13, arr. Honiara Oct. 18, Kieta Oc 22, Rabaul Oct. 25, Brisbane Nov. Sydney Nov. 5.

Details from Karlander NG Line H. Stephens Pty. Ltd., agents), 13 Bridg Street, Sydney (27-8311).

Austasia Line's passenger/cargo vess Makati runs between Australian por (turn round at Melbourne) and Papua New Guinea.

Next voyage: From Melbourne, depar Sydney Oct. 26, Brisbane Oct. 29, du Pt. Moresby Nov. 2, Rabaul Nov. Madang Nov. 9, Lae Nov. 11.

Details from Blue Star Line (Aust.) Pty Ltd., 32-34 Bridge St., Sydney (27-1271

SYDNEY - P-NG - FAR EAST

Austasia Line's passenger/cargo vess Malaysia runs between Australian port (turn round at Melbourne) and Singa pore, via Pt. Moresby.

Next voyage: Dep. Melbourne Dec. 1 Sydney Dec. 18, Brisbane Dec. 22, du Pt. Moresby Dec. 26, thence to Singapor and Malaysian ports.

Details from Blue Star Line (Aust. Pty. Ltd., 32-34 Bridge St., Sydne (BU 1271).

Australia-West Pacific Line's Motor vessels maintain passenger-cargo service

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Schedules For Cruises In The Islands

A regular service for travellers in search of South Seas tours, and for Islands residents and traders who need advance information on shipping movements.

P and O-Orient

"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 Niuafou'ou 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.

"Himalaya": Sydney July 21, off Norfolk Island July 23, Pago Pago July 25, off Niuafoou July 27, Suva July 28-29, Nukualofa July 30, off Kadavu July 31, off Balls Pyramid and Lord Howe Island Aug. 3, Sydney Aug. 4.

"Arcadia": Sydney Aug. 30, off Balls Pyramid and Lord Howe Island Aug. 31, Honiara Sept. 3, Lautoka Sept. 6, Suva Sept. 7, Noumea Sept. 9, Sydney Sept. 12.

Toyo Yusan Co.

"Oriental Queen", 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, Auckland Nov. 22, calls will then be made at Vavau, Lautoka, Suva, Auckland, returning to Sydney Dec. 9. Dec. 19-Jan. 12 (1966), Sydney Dec. 19, Auckland Dec. 23-24, Nukualofa Dec. 28, Pago Pago Dec. 29, Apia Dec. 30, Suva Jan. 2-4, Auckland Jan. 8, Sydney Jan. 12.

China Navigation Co.

"Kuala Lumpur": Leaves Wellington Oct. 15, Noumea Oct. 20-21, Vila Oct. 22-24, Suva Oct. 26-28, Auckland Nov. 1. Leaves Auckland Nov. 3, Nukualofa Nov. 7, Haapai Nov. 8, Vavau Nov. 9, Pago Pago Nov. 9-10, Suva Nov. 14-16, Auckland Nov. 20. Leaves Auckland Nov. 21, Suva Nov. 25-27, Pago Pago Nov. 29-30, Vavau Dec. 2, Haapai Dec. 3, Nukualofa Dec. 4, Auckland Dec. 8.

Holland-America Line

"Maasdam": Sydney Dec. 5, Brisbane Dec. 6, Noumea Dec. 10, Suva Dec. 13, Wellington Dec. 17-18, Sydney Dec. 22.

Sitmar Line

"Castel Felice": Sydney Oct. 26, Auckland Oct. 29-30, Suva Nov. 2-3, Noumea Nov. 5-6, Auckland Nov. 9, Sydney Nov. 13.

"Fairstar": Sydney Dec. 22, Noumea Dec. 25-26, Suva Dec. 28-29, Sydney Jan. 2 (1966).

1966

"Fairstar": Sydney Apr. 2, Suva Apr. 6-7, Pago Pago Apr. 9-10, Sydney Apr. 17.

"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.

"Fairstar": Sydney Apr. 2, Suva Apr. 6-7, Pago Pago Apr. 9-10, Sydney Apr. 15.

Chandris Line

1966

"Australis", January: Sydney Jan. 14, Auckland Jan. 17-18, Nukualofa Jan. 20-21, Pago Pago Jan. 22-23, Suva Jan. 25-26, Noumea Jan. 28-29, Sydney Jan. 31.

Lloyd-Triestino Line

1966

"Marconi": Sydney Apr. 7, Nukualofa Apr. 11, Suva Apr. 12-13, Noumea Apr. 14-15, Sydney Apr. 17.

Cogedar Line

1966

"Flavia": Sydney June 14, Port Moresby June 19, Darwin June 22-23, Cairns June 27-28, Brisbane June 30-Aug. 1, Sydney July 3.

"Flavia": Sydney July 3, Melbourne July 5, Auckland July 10, Papeete July 15-16, Bora Bora July 17, Pago Pago July 20, Suva July 23-24, Lautoka July 25, Auckland July 28, Sydney Aug. 1.

Australia to Hong Kong and Islands

odos: From Melbourne, dep. Sydney 15, Brisbane Oct. 17-19, Pt. Moresby 22-24, Rabaul Oct. 27-28, Lae Oct. , Madang Nov. 1-2, thence Manila Hong Kong.

nos: From Melbourne, dep. Sydney 2, at Brisbane Nov. 4-5, Rabaul 9-11, Lae Nov. 12-14, Madang Nov. , thence Hong Kong.

mos: From Hong Kong and Manila, Madang Nov. 4-5, Lae Nov. 6-7, ul Nov. 8-9, Brisbane Nov. 13-16, ey Nov. 18.

tails from Wilh. Wilhelmsen Agency, Bridge St., Sydney (27-6301).

ina Navigation Co. Ltd. cargo vessels hang, Wenchow and Wanliu call hly at Rabaul on their way north Melbourne, Sydney and Brisbane to Kong.

xt vessel: Nanchang, dep. Sydney 16, Brisbane Oct. 19, arr. Rabaul 24, thence Manila.

ina Navigation Co. Ltd. vessels gsha and Taiyuan provide a monthly enger-cargo service calling at Pt. sby when northbound between Aus- a, Manila and Hong Kong. Next l:

iyuan: Dep. Melbourne Oct. 21, ey Oct. 26, Brisbane Oct. 29, arr. Moresby Nov. 2, thence Hong Kong.

tails from Swire and Yuill Pty. Ltd., ts, 8 Spring St., Sydney (BU 4701).

minion Navigation Co. Ltd. (UK) ls maintain monthly passenger-cargo ices between Sydney and Japan (via lla, Hong Kong and Formosa), return Guam and Rabaul.

Francis Drake: At Guam Oct. 15-16, Rabaul Oct. 20-21, Sydney Oct. 27-29, Melbourne Oct. 31-Nov. 6, Sydney Nov. 8-10, Brisbane Nov. 12-13, thence to Far East, returning to Guam Dec. 24-25, Rabaul Dec. 29-30, Sydney Jan. 5.

George Anson: Dep. Sydney Dec. 8, at Brisbane Dec. 10-11, Cairns Dec. 14, thence to Far East, returning Guam Jan. 21-23, Rabaul Jan. 26-27, Sydney Feb. 2.

Details from H. C. Sleigh Ltd., 115 York Street, Sydney. Tel. (2-0253).

SYDNEY - TAHITI - UK

Chandris Line vessel Ellinis maintains a regular passenger service from Sydney via Papeete to Southampton, and return via Papeete to Sydney.

Ellinis: Leaves Southampton Oct. 1, arr. Papeete Oct. 8-9 and Sydney Oct. 28-29.

Details from Chandris Line, 10 Martin Place, Sydney. Tel. 28-2451.

EUROPE - TAHITI - NEW CALEDONIA BSIP - PNG - WEST NG

A regular passenger-cargo service from the Continent and UK, via Panama, to Tahiti, New Caledonia, BSI, P-NG and West NG is operated jointly by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Karimun: From Continent and London, arr. Papeete Oct. 17-20, Noumea Oct. 27-29, Honiara Nov. 1-2, Pt. Moresby Nov. 5-6, Rabaul Nov. 8-9, Lae Nov. 10, Madang Nov. 11, Alexishafen Nov. 12, Wewak Nov. 13, Sukarnopura Nov. 14, thence Biak, Manokwari, Sorong.

Details from Royal Interocean 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: Ventoux Nov. 3 (Noumea Nov. 10); Vosges Nov. 21 (Noumea Nov. 28).

Other MM vessels run between France and New Zealand, via Panama Canal and Pacific ports.

Next vessel: Maori, due Papeete Oct. 16 (approx.), Noumea Nov. 7 (approx.), arriving New Zealand in mid-November.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

FAR EAST - FIJI - BSI

China Navigation Co. Ltd. vessels provide a monthly passenger-cargo service from Japan and Hong Kong southwards to Fiji direct and BSI returning to Japan direct.

Sinkiang: From Japan and Hong Kong, due Honiara Oct. 8-9, Suva/Lautoka Oct. 13-20, returning to Japan Nov. 3.

Szechuen: From Japan and Hong Kong, due Suva/Lautoka Nov. 3-9, Honiara Nov. 13, returning to Japan Nov. 26.

● **PIM's shipping and airways timetables are correct to time of publication.**

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FAR EAST - FIJI - NZ - SYDNEY

Royal Interocean Lines operate a passenger-cargo service from Singapore to Fiji, NZ and Australia, calling periodically at Suva and/or Lautoka.

Tjiliwong at Suva/Lautoka Oct. 29-Nov. 1; Tjimanuk at Suva/Lautoka Nov. 29-Dec. 1; Tjitarum at Suva/Lautoka Dec. 23-26.

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA

China Navigation Co., Ltd., vessels maintain a monthly cargo service from Japan southwards through P-NG, BSI, New Hebrides and New Caledonia, usually return to Japan direct.

Chengtu: From Japan and Hong Kong, due Wewak Oct. 12, Rabaul Oct. 14, Kavieng Oct. 17, Madang Oct. 19, Lae Oct. 23, Pt. Moresby Oct. 29, Vila Nov. 2, Noumea Nov. 6-16, thence to Japan, arr. Nov. 27.

Yunnan: From Japan and Hong Kong, due Rabaul Nov. 13, Madang Nov. 17, Lae Nov. 21, Samarai Nov. 25, Pt. Moresby Dec. 1, Vila Dec. 12, thence to Japan, arr. Dec. 28.

Details from China Navigation Co. Ltd. (Swire and Yuill Pty. Ltd., agents), 8 Spring St., Sydney (27-4701).

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 Oct. 3, arr. Guam Oct. 9-10, Santo* Oct. 19, Vila* Oct. 21, Noumea* Oct. 22, Lautoka Oct. 25-26, Suva Oct. 29-30, Apia Nov. 2-3, Pago Pago Nov. 4.

* These ports subject to inducement.

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 - NTH AMERICA

Crusader Shipping Co. has vessels running between NZ and North America, via Pacific ports.

Next vessel: Crusader, dep. NZ Oct. 13, due Honolulu Oct. 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 sailing: Oct. 12.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. Next Auckland sailing: Oct. 26.

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 southbound voyage: Ruahine from London, due Papeete Oct. 25.

Next northbound voyage: Rangitane, dep. Wellington Nov. 6, due Papeete Nov. 12.

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 Sydney sailing: Nov. 10 (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 Aoniu. 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 - FIJ

The Fiji Direct Service is mainta by Conference vessels, sailing at reg monthly intervals out of London, Panama, for Apia, Suva and Laut Bethell, Gwyn and Co. Ltd., act as L ing Brokers in London.

Next sailing: Ex-London, Oct. 7.

UK-PANAMA-TAHITI-AUSTRALI

Cogedar Line operates a passenger vice regularly from Southampton, Panama and Papeete to Sydney. vessels:

Flavia: Dep. Tilbury Sept. 18, Papeete Oct. 12-13, Sydney Oct. 24.

Aurelia: Dep. Tilbury Sept. 27, Papeete Oct. 21-22, Sydney Nov. 2.

Details from agents: H. C. Sleigh, York St., Sydney. Tel. B 0253.

UK - PAPUA - NG - BSI

Bank Line operates a direct service f Europe to P-NG and BSI, vessels g on to Australia for cargo-loading returning to UK via Suez. Next vess

Weybank: From Continent and Lon due Pt. Moresby Oct. 28, Samarai 30, Lae Nov. 1, Madang Nov. 3, We Nov. 8, Kavieng Nov. 11, Rabaul Nov. Honiara Nov. 17.

Lagenbank: From Continent London, due Pt. Moresby Nov. 27, Sam Nov. 30, Lae Dec. 12, Madang Dec. Wewak Dec. 7, Kavieng Dec. 9, Ra Dec. 10, Honiara Dec. 13.

Details from Bank Line (A/asia.) Ltd., 269 George St., Sydney (27-2041

USA - TAHITI - AM. SAMOA - FI AUSTRALIA

Matson-Oceanic Line operates a f weeks passenger-cargo service from Angeles with the Sonoma, Sierra Ventura. Terminal ports, in Austra vary with cargoes offering. Vessels at Papeete, Pago Pago, Suva, Syd Brisbane, etc.

Next trans-Pacific sailings: F Brisbane, Sierra Oct. 9; Sonoma N 17.

Details from Matson Lines, 50 Yo St., Sydney (BU 4272).

USA - TAHITI - AUSTRALIA

Farrell Lines passenger-cargo ships US Atlantic Coast-Panama-Sydney ser make periodical calls at Tahiti on sou bound voyages.

Details from Wilh. Wilhelmsen Age 13 Bridge St., Sydney (BU 6301).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport Line's ves Thorsisle and Thor I maintain ser from West Coast Nth. American ports Pacific Islands.

Thorsisle: Dep. San Francisco Sept. arr. Los Angeles Oct. 1-3, Papeete C 16-19, Pago Pago Oct. 23-26, Apia C 27-28, Suva Oct. 31-Nov. 1, Nou Nov. 3-5, Apia (open), Pago Pago N 9-10, arr. Los Angeles Nov. 24.

Thor I: Dep. San Francisco Nov. arr. Los Angeles Nov. 19-22, Pape Dec. 2-4, Pago Pago Dec. 8-11, A Dec. 12-13, Suva Dec. 16-17, Noumea D 19-22, Apia (open), Pago Pago D 26-28, arr. Los Angeles Jan. 10.

Details from General Steamship C poration Ltd., 1 Bush St., San Francis USA and Islands Agents.

FIJI DIRECT SERVICE

VIA PANAMA

Regular Sailings every four weeks

London to Suva & Lautoka

Through Bills of Lading to

LABASA - LEVUKA - APIA - PAGO PAGO

NUKUALOFA - VAVAU - NIUE

For further particulars apply to

BETHELL, GWYN & CO LTD.
Beaufort House, Gravel Lane,
London, E.1.

BURNS PHILP
(SOUTH SEA) CO. LTD.
Suva

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RWAYS TIMETABLES

RANS-PACIFIC SERVICES

IEY - BRISBANE - HONOLULU - NTH. AMERICA

y Qantas Empire Airways, with Boeing 707 V-Jets

NORTHBOUND

Dep. Sydney 1700, arr. Brisbane 15, dep. 1900, arr. Honolulu 0730 t., dep. 0900, arr. San Francisco 40.

SOUTHBOUND

Dep. San Francisco 1145, arr. nolulu 1335, dep. 1445, arr. Brisbane t., 1955, dep. 2040, arr. Sydney 00.

YDNEY - FIJI - HAWAII - USA

Y QANTAS EMPIRE AIRWAYS (Boeing 707 V-Jets)

NORTHBOUND

Thurs.: Dep. Sydney 1700, arr. di 2240, dep. 2330, arr. Honolulu 30, dep. 0900, arr. San Francisco 40.

Thurs., Sun.: Dep. Sydney 1900, r. Nadi 0040, dep. 0125, Honolulu, n Francisco.

Wed. and Sat.: Sydney (dep. 00), Nadi (arr. 0040, dep. 0125), nolulu, San Francisco, New York, ndon.

Sydney (dep. 1900), Nadi (arr. 0040, p. 0125), Honolulu, San Francisco xtends to Vancouver alternate eeks from Sydney (Oct. 8, 22, Nov. 19, etc.).

SOUTHBOUND

Wed. and Fri.: London, New York, n Francisco, Honolulu, Nadi (arr. 25, Wed., Fri., Sun., dep. 0430), dney (arr. 0645).

n., Wed. and Fri. (Oct. 25, 27, 29 ly): London, New York, San ancisco, Honolulu, Nadi (arr. 0410 ed., Fri., Sun., dep. 0455), Sydney rr. 0710).

Thurs., Sat. and Sun.: San ancisco, Honolulu, Nadi (arr. 0325, urs., Sat., Mon., Tues., dep. 0430), dney (arr. 0645).

San Francisco (service begins from ncouver alternate Sats. Oct. 9, 23, ov. 6, 20, etc.) Honolulu, Nadi rr. 1855, Sun., dep. 1945), Sydney rr. 2200).

ternational Dateline is crossed be- Nadi and Honolulu.)

Y CANADIAN PACIFIC AIRLINES (Bristol Britannia and DC8 Jet)

NORTHBOUND

Fri. (Oct. 1, 15, 29, Nov. 12, 26, etc.): ep. Sydney 1300 by Britannia for uckland (arr. 1850).

Dep. Auckland 1935 Fri., arr. Nadi 40 Fri., dep. 0045 Sat., arr. Honolulu 10 Fri., dep. Sat. 0900 by DC8 for ancouver, arr. Sat. 1725, dep. 1855, msterdam (arr. Sun. 1210).

SOUTHBOUND

Dep. Amsterdam 1420 by DC8 for ancouver (arr. Fri. 1715, dep., 1845), onolulu (arr. Fri. 2130, dep. Sat. 55 by Britannia), Nadi (arr. Mon. 45, dep. 0830), Auckland (arr. 1240). Mon. (Oct. 11, 25, Nov. 8, 22, tc.): Dep. Auckland 1340 for Sydney, rr. Mon. 1605.

SYDNEY - FIJI (OR AM. SAMOA) HAWAII - USA

BY PAN AMERICAN AIRWAYS (Intercontinental Jet Clippers)

NORTHBOUND

Sat., Tues., Thurs.: Dep. Sydney 1900 for Nadi (arr. Sun., Wed., Fri. 0040, dep. 0130), Honolulu arr. Sat., Tues., Thurs., 0935, dep. 1145 for Los Angeles, arr. Sat., Tues., Thurs. 1940.

Mon.: Dep. Sydney 1900 for Pago Pago (arr. 0255, dep. 0340), Honolulu arr. 0945, dep. 1145, Los Angeles (arr. 1940 Mon.).

SOUTHBOUND

Sun., Tues., Thurs.: Dep. Los Angeles 2145 for Honolulu, Nadi (arr. 0515 Tues., Thurs., Sat., dep. 0615), and Sydney (arr. Tues., Thurs., Sat. 0830).

Sat.: Dep. Los Angeles 2145 for Honolulu, Pago Pago (arr. 0510 Sun., dep. 0555), and Sydney (arr. 0900 Mon.).

(International Dateline crossed between Nadi-Honolulu, and Sydney-Pago Pago.)

SYDNEY - FIJI - TAHITI - MEXICO

By Qantas Empire Airways with Boeing 707 V-Jets

NORTHBOUND

Thurs.: Dep. Sydney 2000, Nadi, arr. Fri. 0140, dep. 0225 for Papeete, arr. Thurs. 0835, dep. 2300 for Acapulco, arr. Fri. 1050, dep. 1150 for Mexico City, arr. 1240 (to Nassau, Bermuda, London).

Thurs. (Oct. 28 only): Dep. Sydney 2000, Nadi, arr. Fri. 0150, dep. 0235 for Papeete, arr. Thurs. 0845, dep. 2300 for Acapulco, arr. Fri. 1045, dep. 1145 for Mexico City, arr. 1235 (to Nassau, Bermuda, London).

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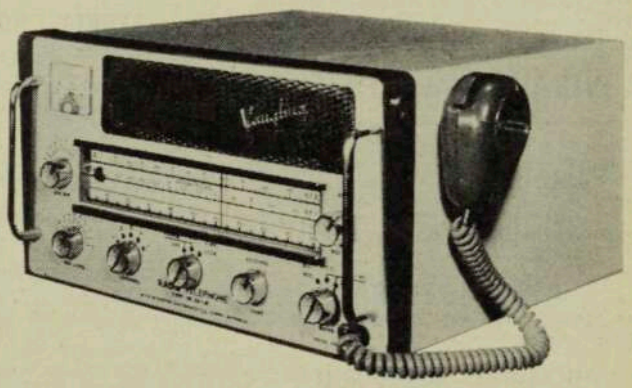
60 Watts Input
2-10 MC/S Plus Broadcast Band
12 or 24 Volts DC



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PORT MORESBY,
PAPUA.

OTHER AREAS

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77 Sydenham Road,
MARRICKVILLE, N.S.W.,
AUSTRALIA.

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SOUTHBOUND

(From London, Bermuda, Nassau)

Sat.: Dep. Mexico City 2145 for Acapulco, arr. 2235, dep. 2335 for Papeete, arr. Sun. 0345, dep. 0445 for Nadi, arr. Mon. 0720, dep. 0805 for Sydney, arr. 1020.

Sat. (Oct. 30 only): Dep. Mexico City 2140 for Acapulco, arr. 2230, dep. 2330, arr. Papeete Sun. 0345, dep. 0445 for Nadi, arr. Mon. 0725, dep. 0810 for Sydney, arr. 1015.

SYDNEY - N. CALEDONIA - FIJI TAHITI - USA

UTA-French Airlines with DC8 Jets

Wed.: Dep. Sydney 0940 for Noumea, arr. 1320, dep. 1420 for Nadi, arr. 1700, dep. 1745 for Papeete (cross Dateline) arr. Tues. 2350, dep. Fri. 0900 for Los Angeles, arr. 1950.

Sat.: Dep. Los Angeles 0100 for Papeete, arr. 0605, dep. Tues 0130 for Nadi (cross Dateline) arr. Wed. 0410, dep. 0610 for Noumea, arr. 0705, dep. 0905 for Sydney, arr. 1100.

Alt. Mon. (Oct. 4, 18, Nov. 1, 15, etc.): Dep. Sydney 1820 for Noumea, arr. 2200, dep. (weekly) 2300 for Nadi, arr. Tues. 0145, dep. 0245 for Papeete (cross Dateline), arr. 0900 Mon.

Sat.: Dep. Papeete 1200 for Nadi (cross Dateline), arr. Sun. 1440, dep. 1540 for Noumea, arr. 1635.

Alt. Sun. (Oct. 3, 17, 31, Nov. 14, 28, etc.): Dep. Noumea 1800 for Sydney, arr. 1955.

Note: Noumea's international airport is at Tontouta, which is about 50 miles from Noumea itself. The New Caledonian airline Transpac provides a service between Tontouta and Noumea on Wednesdays to connect with UTA's service from Sydney. There is also a bus service from the airport.

AUSTRALIA-NEW ZEALAND

Because days and frequencies of trans-Tasman services change at short notice, it is impossible to give reliable detailed information on the services outlined below. Intending passengers are advised to check timetables with the airlines or travel agents.

AUCKLAND - BRISBANE

QANTAS/AIR-NZ with Electra Mk. II's

Twice weekly, both ways.

AUCKLAND - MELBOURNE

QANTAS/AIR-NZ with Electra Mk. II's

Three times weekly, both ways.

CHRISTCHURCH - MELBOURNE

QANTAS/AIR-NZ with Electra Mk. II's

Three times weekly, both ways.

SYDNEY - AUCKLAND

QANTAS/AIR-NZ with Electra Mk. II's

Daily, both ways, with two services a day on most days.

BOAC, with Comet IV's

Twice weekly, both ways.

SYDNEY - CHRISTCHURCH

QANTAS/AIR-NZ DC8's, Boeing 707's and Electra Mk. II's

Six times weekly, both ways.

SYDNEY - WELLINGTON

QANTAS/AIR-NZ with Electra Mk. II's

Daily services both ways, with four services a day three times a week.

WELLINGTON - BRISBANE

AIR-NZ with Electra Mk. II

One service weekly, both ways.

WELLINGTON - MELBOURNE

AIR-NZ with Electra Mk. II

Twice weekly, both ways.

AUSTRALIA-PACIFIC ISLANDS

SYDNEY - FIJI

Air-India with Boeing 707

Tues.: Dep. Sydney 1000, arr. Nadi 1555.
Wed.: Dep. Nadi 0730, arr. Sydney 0945.

SYDNEY - LORD HOWE IS.

Airlines of N.S.W. (Sandringham Flying-boats)

Frequent services from Rose Bay Base each week. Departure time is dependent on time of high tide at Lord Howe Island.

SYDNEY - NEW CALEDONIA

QANTAS, with Boeing 707

Alt. Thurs. (Oct. 14, 28, Nov. 11, 25, etc.): Dep. Sydney 1100 for Noumea (arr. 1430), dep. 1545 for Sydney, arr. 1735.

Note: Noumea's international airport is at Tontouta, which is about 50 miles from Noumea itself. The New Caledonian airline Transpac provides a service between Tontouta and Noumea on Thursdays to connect with the Qantas plane from Sydney. There is also a bus service from the airport.

SYDNEY - NORFOLK IS.

QANTAS, with Skymaster DC4 Aircraft

Wed., Sat.: Dep. Sydney 0800, arr. NI 1445. Flight extends NI-Auckland-NI. (See "Inter-Territory Services").

Thurs., Sun.: Dep. NI 1445, Sydney, arr. 1845.

SYDNEY - PAPUA - NEW GUINEA

Trans Australia Airlines and Ansett-ANA operate from Sydney to Lae and return with Electras.

NORTHBOUND

TAA: Daily except Tues. and Sun., dep. Sydney 2340, arr. Brisbane 0110, dep. 0155, arr. Port Moresby 0600, dep. 0645, arr. Lae 0730.

Ansett-ANA: Daily except Wed. and Sat., dep. Sydney 2345, arr. Brisbane 0115, dep. 0200 next day, arr. Pt. Moresby 0605, dep. 0650, arr. Lae 0735.

SOUTHBOUND

TAA: Tues., Thurs., Fri., Sun., dep. Lae 0930, arr. Port Moresby 1015, dep. 1055, arr. Brisbane 1445, dep. 1525, arr. Sydney 1655.

Ansett-ANA: Daily except Thurs. and Sun., dep. Lae 0925, arr. Port Moresby 1010, dep. 1050, arr. Brisbane 1440, dep. 1520, arr. Sydney 1650.

QLD. - PAPUA-NEW GUINEA

TAA, with Fokker Friendship Prop-Jet

Mon.: Dep. Brisbane 0950, arr. Townsville 1200, dep. 1400, arr. Pt. Moresby 1715.

Wed.: Dep. Pt. Moresby 1415, arr. Cairns 1635, dep. 1735, arr. Townsville 1830, dep. 1850, arr. Mackay 1955, dep. 2010, arr. Brisbane 2230.

NOTE: On Monday a Viscount service leaving Sydney for Brisbane at 0740 connects with the 0950 plane for Pt. Moresby.

CAIRNS-PT. MORESBY-CAIRNS
Ansett, with Fokker Friendship Prop

NOTE: Services to P-NG operate Townsville during runway extension Cairns.

Fri.: Dep. Cairns 1100, arr. Town 1155, dep. 1230, arr. Port Mo 1520.

Fri.: Dep. Port Moresby 1600, arr. To ville 1850, dep. 1920, arr. Cairns

INTER - TERRITORY SERVI

FIJI - AM. SAMOA

PAA, with DC7C Aircraft

Sun.: Dep. Nadi 1200, cross Internat Dateline, arr. Pago Pago 1605 Sa

Tues.: Dep. Pago Pago 1600, cross I national Dateline, arr. Nadi 1810

FIJI - GILBERT & ELLICE ISLA

Fiji Airways Ltd., with Heron Aire

Sun.: Dep. Suva 0745, arr. Nadi 0825, 0910, Funafuti, arr. 1305. Mon., Funafuti 0700, Tarawa, arr. 1140.

Tues.: Dep. Tarawa 0630, Funafuti, 1110, dep. 1210, Nadi, arr. 1605, 1635, Suva, arr 1715.

FIJI - NEW HEBRIDES

Fiji Airways Ltd., with Heron aircra

Mon., Thurs.: Dep. Suva 0900, arr. 0940, dep. 1025, arr. Vila 1300.

Wed., Sat.: Dep. Vila 1235, arr. 1705, dep. 1735, arr. Suva 1815.

FIJI - NEW HEBRIDES - BSI

Fiji Airways Ltd., with Heron Aire

Mon., Thurs.: Dep. Suva 0900, Nadi, 0940, dep. 1025, Vila, arr. 1300. day (Tues. or Fri.) dep. Vila Santo, arr. 0915, dep. 0945, Hon arr. 1340.

Wed., Sat.: Dep. Honiara 0630, Sa arr. 1025, dep. 1055, Vila, arr. dep. 1235, Nadi, arr. 1705, dep. Suva, arr. 1815.

FIJI - NEW ZEALAND

PAA, with DC7C Aircraft

Sat., Thurs.: Dep. Nadi 0645 for A land, arr. 1130.

Sat., Thurs.: Dep. Auckland 1830 for N arr. 2315.

Air-NZ, with Electra Mk. II's

Daily: Dep. Auckland 2030, arr. 0015.

Thurs.: Dep. Auckland 1000, arr. 1345.

Sat.: Dep. Auckland 2100, arr. Nadi 0

Daily (except Mon.): Dep. Nadi 0 arr. Auckland 0905.

Mon.: Dep. Nadi 0925, arr. Auckl 1315.

Thurs.: Dep. Nadi 1430, arr. Auckl 1820.

Sun.: Dep. Nadi 0300, arr. Auckland 0

Thurs., Fri., flights ex-Auckland

Fri., Sat. flights ex-Nadi are operated Qantas under charter to Air-NZ.

FIJI - TONGA

Fiji Airways Ltd., with DC3 Aircraft

Tues., Thurs.: Dep. Nadi 0615, arr. S 0700, dep. 0800, arr. Nukualofa 1 Dep. Nukualofa 1300, arr. Suva 1 dep. 1600, arr. Nadi 1645.

Details from Fiji Airways Ltd., Victo Arcade, Suva.

nla.obj-325935043
National Library of Australia

FIJI - WESTERN SAMOA

irways Ltd., with Heron Aircraft

Dep. Nadi 0615, arr. Suva 0700, 0800, cross Dateline, arr. Apia 1310.

)ep. Apia 1450, cross Dateline, arr. a Sat. 1800, dep. Sat. 1830, arr. i 1915.

CALEDONIA - NEW HEBRIDES

UTA, with DC4 Aircraft

Dep. Noumea 0800, arr. Vila 0955, Vila 1505, arr. Noumea 1700.
Dep. Noumea 0800, arr. Vila 0955, 1025, arr. Santo 1140.
Dep. Santo 0700, arr. Vila 0815, 0845, arr. Noumea 1040.

NEW CALEDONIA - NZ

AIR-NZ with Comet 4 Jet

Dep. Noumea 1430 for Auckland, 1815.
ep. Auckland 1100 for Noumea, arr. 0.

CALEDONIA - WALLIS ISLAND

UTA, with DC4 Aircraft

ithly service (second Saturday) (Oct. 9, Nov. 13): Dep. Noumea 0 for Wallis Is., arr. 1530.
(Oct. 10, Nov. 14): Dep. Wallis Is. 0 for Noumea, arr. 1230.

NZ - FIJI - AM. SAMOA

AIR-NZ with Electra Mk. II

Dep. Auckland 2030, arr. Nadi 0015 n. Dep. Nadi 0215, cross International Dateline, arr Pago Pago Sun. 0.

Dep. Pago Pago 0655, cross International Dateline, arr. Nadi Mon. 0835. . Nadi 0925, arr. Auckland 1315.

ORFOLK IS. - NEW ZEALAND

Z by Qantas Skymaster (Charter)

Dep. NI 1600, Auckland, arr. 1945.
Dep. NI 1600, arr. Auckland 1945.
Dep. Auckland 1030, arr. NI 1330.
: Dep. Auckland 1030, arr. NI 1330.

P-NG - SOLOMONS

with Fokker Prop-Jet and DC3

Mon.: Dep. Lae (DC3) 0600 for baul, Buka, Munda, Yandina, niara, arr. 1620 (Oct. 4, 18, Nov. 15, etc.).

Wed.: Dep. Honiara (DC3) 0730 for ndina, Munda, Buka, Rabaul, Lae, . 1545 (Oct. 6, 20, Nov. 3, 17, .).

Dep. Lae (Fokker) 0900 for Rabaul, ka, Munda, Honiara, arr. 1635, calls ndina alt. Tues., arr. Honiara 1705.

Wed.: Dep. Honiara (Fokker) 0645 for nda, Buka, Rabaul, Lae, arr. 1200 ct. 13, 27, Nov. 10, 24, etc.).

P-NG - WEST NG

TAA, with DC3 Aircraft

Tues. (Oct. 12, 26, Nov. 9, 23, .): Dep. Lae 1000 for Madang, ewak, Sukarnapura, arr. 1350.

Wed. (Oct. 13, 27, Nov. 10, 24, .): Dep. Sukarnapura 1005 for ewak, Madang, Lae, arr. 1605.

Wed. (Oct. 6, 20, Nov. 3, 17, etc.): p. Lae 0915, arr. Sukarnapura 1210.

Tues. (Oct. 5, 19, Nov. 2, 16, etc.): p. Sukarnapura 0935, arr. Lae 1320.

BIAK (WEST NG)-LAE

Garuda Indonesian Airways (DC3)

Alt. Tues. (Oct. 5, 19, Nov. 2, 16, etc.): Dep. Biak 1815, Sukarnapura, arr. 0825, dep. 0935, arr. Lae 1320.

Alt. Wed. (Oct. 6, 20, Nov. 3, 17, etc.): Dep. Lae 0915, Sukarnapura, arr. 1210, dep. 1300, arr. Biak 1510.

TAHITI - USA

UTA, with DC8 Jet Aircraft

Wed : Dep. Papeete 0900 for Los Angeles, arr. 1950. Dep. Los Angeles 0100 Thurs., arr. Papeete 0605.

Fri.: Dep. Papeete 0900 for Los Angeles, arr. 1950. Dep. Los Angeles 0100 Sat., arr. Papeete 0605.

Pan American Airways, with Intercontinental Jet Clippers

Mon.: Dep. Los Angeles 0900, dep. Honolulu 1300, arr. Papeete 1825.
Tues.: Dep. Papeete 0915, arr. Honolulu 1435 dep. 1600, arr. Los Angeles 2355.
Sat.: Dep. San Francisco 2145, dep. Los Angeles 2359, arr. Papeete 0515 Sun.
Sun.: Dep. Papeete 2200, arr. Los Angeles Mon. 0855, arr. San Francisco Mon. 1100.

W. SAMOA - AM. SAMOA

Polynesian Airlines Ltd., with DC3 Aircraft

Between Western Samoa and American Samoa—flight time: 45 minutes.

Dep. Faleolo (W. Samoa): Sun. 0500, 0745, 1900, Tues. 1400, Thurs. 0600, Fri., Sat. 1530.

Dep. Pago Pago (American Samoa): Sun., 0630, 0900, Mon. 0900, Tues. 1515, Thurs. 0715, Fri., Sat. 1645.

W. SAMOA - COOK ISLANDS

Polynesian Airlines Ltd., with DC3

Between Western Samoa and Cook Islands (Aitutaki and Rarotonga).
Thurs.: Dep. Faleolo 0900, arr. Aitutaki 1500, dep. 1530, arr. Rarotonga 1635.
Fri.: Dep. Rarotonga 0800, arr. Aitutaki 0905, dep. 0940, arr. Faleolo 1410.

W. SAMOA - FIJI

Polynesian Airlines Ltd., with DC3

Wed.: Dep. Faleolo 1000, arr. Nadi Thurs. 1330.
Thurs.: Dep. Nadi 1430, arr. Faleolo Wed., 2010.
International dateline crossed between Faleolo and Nadi.

W. SAMOA - TONGA

Polynesian Airlines Ltd., with DC3

Sun.: Dep. Faleolo 1030, arr. Nukualofa next day 1345.
Mon.: Dep. Nukualofa 1445, arr. Faleolo Sun. 1800.
International Dateline crossed between Faleolo and Nukualofa.

Details from Polynesian Air-Centre, Beach Rd., Apia, or any Polynesian Airways agent.

INTERNAL SERVICES

FIJI

Fiji Airways with Herons, Drovers, and DC3s.

Suva-Nadi: Daily, dep. Suva 0730, arr. Nadi 0815. Thurs., dep. Suva 1230, arr. Nadi 1315. Daily (except Thurs. and Sat.) dep. Suva 1500, arr. Nadi 1545. Thurs., Sat., dep. Suva 1600, arr. Nadi 1645. Mon. dep. Suva 1600, arr. Nadi 1645. Tues., Wed., Fri., Sun., dep. Suva 1730, arr. Nadi 1815. Thurs., Sat., dep. Suva 1830, arr. Nadi 1915.
Sat.), dep. Nadi 1615, arr. Suva 1700.

Nadi-Suva: Daily, dep. Nadi 0615, arr. Suva 0700. Daily, dep. Nadi 0845, arr. Suva 0930. Thurs., dep. Nadi 1445, arr. Suva 1530. Daily (except Thurs., Thurs., Sat., dep. Nadi 1715, arr. Suva 1800.

Suva-Ura-Suva: Dep. Suva 0725, Wed., Sun., Ura, arr. Suva 0955.

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Matei-Savusavu-Suva: Dep. Suva 5, Tues., Sat., Matei, Savusavu, Suva 1340.
abasa-Matei-Labasa-Suva: Dep. a 0730, Mon., Fri., Labasa, Matei, asa, arr. Suva 1140.
abasa-Savusavu-Labasa-Suva: Dep. a 1030, Tues., Sat., Labasa, Savu- u, Labasa, arr. Suva 1410.
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Dep. Papeete 0700, Raiatea, arr. 0, dep. 0820, Bora Bora, arr. 0840.
Wed., Sat.: Dep. Bora Bora 1600, atea, arr. 1620, dep. 1640, Papeete, 1730.
Dep. Bora Bora 0930, Tikehau, arr. 0, dep. 1515, Papeete, arr. 1630.
: Dep. Bora Bora 1700, Papeete, 1810.
Dep. Bora Bora 0900, Tikehau, arr. 0, dep. 1410, Rangiroa, arr. 1435, 1505, Papeete 1630.
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a-Mare: Mon., Tues., Fri., dep. umea 1430, 1430, 1430, resp., arr. re 1510, 1515, 1515. Dep. Mare 0, 1545, 1545, arr. Noumea 1610, 0, 1630.
a-Lifou: Tues., Wed., Fri., dep. umea 0800, arr. Lifou 0845, dep. 5, arr. Noumea 1000. Sat. dep. umea 0815, arr. Lifou 0900, dep. 0, arr. Noumea 1015.
a-Ouvea: Tues. dep. Noumea 1045, . Ouvea 1130, dep. 1315, arr. umea 1400. Sat. dep. Noumea 0800, . Ouvea 0845, dep. 0915, arr. umea 1000. Thurs., dep. Noumea 0, arr. Ouvea 0840, dep. 0900, arr. umea 0940.
a-Isle of Pines: Daily dep. Noumea 5, arr. Isle of Pines 1115, dep. Mon., d., Fri., Sat., 1145, Tues., Thurs. 5, arr. Noumea Mon., Wed., Fri., t. 1215, Tues., Thurs. 1145. Sun. dep. umea 0800, arr. Isle of Pines 0830, . 1700, arr. Noumea 1730.
a-Houailou: Mon., Tues., Fri. dep. umea 0815, arr. Houallou 0850, dep. 0, arr. Noumea 1015. Sat., Sun. . Noumea 1330, 1500, arr. Houallou 5, 1535, dep. 1455, 1625, arr. umea 1530, 1700 resp. Wed. (via a.), dep. 0800, arr. Houoilou 0915 . 0925, arr. Noumea 1040.
a-Poindimie: Mon., Tues., Wed., Fri. . Noumea 0815, arr. Poindimie 0910, . 0920, arr. Noumea 1015. Sat., n. dep. Noumea 1330, 1500 resp., r. Poindimie 1420, 1555, dep. 1435, 5, arr. Noumea 1530, 1700.
a-Kone: Mon., Wed., Fri. dep. umea 0745, 1400, 1400 resp., arr. ne 0845, 1445, 1445, dep. 0945, 1545, 5, arr. Noumea 1030, 1630, 1630.

● **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.**

Noumea-Koumac: Mon. dep. Noumea 0745, arr. Koumac 0910, dep. 0920, arr. Noumea 1030, Wed., Fri. dep. Noumea 1400, arr. Koumac 1510, dep. 1520, arr. Noumea 1630.
Noumea-Kouaoua: Mon., Wed. dep. Noumea 0815, 0800 resp., arr. Kouaoua 0915, 0850 resp., dep. 1015, 0950 resp., arr. Noumea 1105, 1040 resp. Sat. dep. Noumea 1230, arr. Kouaoua 1320, dep. 1330, arr. Noumea (via Houailou) 1530.
Noumea-Tontouta: Wed., and Thurs.: Connecting with UTA, Qantas flights. Fri. Connecting with Air New Zealand flights.

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VILA-SOUTHERN ISLANDS

Mon.: Dep. Vila 0830, arr. Lenakel 0945, dep. 1100, arr. Vila 1215.
Wed.: Dep. Vila 0830, Erromanga (optional), arr. Lenakel 1000, dep. 1030, Erromanga (optional), arr. Vila 1200.
Fri.: Dep. Vila 0830, arr. Lenakel 0945, dep. 1530, arr. Vila 1645.
Alt. Fri. (Oct. 1, 15, 29, Nov. 12, 26, etc.): Dep. Lenakel 1030, arr. Aneityum 1105, dep. 1400, arr. Lenakel 1435.
Fri. (monthly): Dep. Lenakel 1030, arr. Futuna 1115, dep. 1400, arr. Lenakel 1445.

VILA-NORTHERN ISLANDS

Tues.: Dep. Vila 0830, arr. Tongoa 0905, dep. 0930, arr. Santo 1040, dep. 1230, arr. Tongoa 1340, dep. 1400, arr. Vila 1430.
Wed.: Dep. Vila 1300, arr. Tongoa 1330, arr. Lonore* 1430, arr. Sara* 1505, arr. Longana 1545, arr. Walaha 1630, arr. Santo 1705.
Thurs.: Dep. Santo 1400, arr. Walaha 1420, arr. Longana, 1445, arr. Sara* 1510, arr. Lonore* 1530, arr. Tongoa 1630, arr. Vila 1715.
Thurs.: Dep. Santo 0800, arr. Walaha* 0820, arr. Longana 0845, arr. Lonore* 0920, arr. Sara* 0945, arr. Longana 1010, arr. Walaha* 1055, arr. Santo 1130.
Sat.: Dep. Vila 0830, arr. Tongoa 0905, dep. 1030, arr. Vila 1100.

(NOTE: Asterisk represents optional stop. Lonore and Sara are on Pentecost; Walaha and Longana are on Aoba; Lenakel is on Tanna.)

Details from New Hebrides Airways, Vila.

PAPUA - NEW GUINEA

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LAE-RABAUL-LAE (Fokker Prop-Jet and DC3)

Tues.: Dep. Lae 0830, Rabaul, arr. 1025.
Mon., Wed.: Dep. Lae 0915, Rabaul, arr. 1150.
Wed.: Dep. Rabaul 1045, Lae. arr. 1235.
Mon., Wed.: Dep. Rabaul 0600, Lae, arr. 0835.

PORT MORESBY-DARU (DC3 and Catalina)

Sat. (DC3): Dep. Pt. Moresby 0800, via Balimo, arr. Daru 1105, returning same day 1435 direct, Pt. Moresby, arr. 1620.
Thurs. (every alt. week, by Catalina (Oct. 7, 21, Nov. 4, 18, etc.): Dep. Pt. Moresby 0800 for Daru, arr. 1010.
Fri. (every 4th week, by Catalina Oct. 1, 15, 29, etc.): Dep. Daru 0900, arr. Pt. Moresby 1115.

PT. MORESBY-WEST PAPUA (Catalina)

Wed.: Dep. Pt. Moresby 0800 for Kerema, Baimuru, Kikori, Baimuru (on request), Kerema, Pt. Moresby, arr. 1525. Reservations beyond Kerema subject to administration requirements.
Thurs. (every 4th week): Dep. Pt. Moresby 0800 for Daru, Lake Murray, Daru, arr. 1500 (Oct. 21, Nov. 18, etc.).

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PT. MORESBY-EAST PAPUA (Catalina and Beechcraft)

Mon.: Dep. Pt. Moresby 0800 for Samarai, returns Pt. Moresby, arr. 1630, calls at Esa'ala alt. Mon. (Oct. 4, 18, etc.).

Alt. Mon.: Dep. Pt. Moresby 0800 for Samarai, returns Pt. Moresby, arr. 1630 (Oct. 11, 25, Nov. 8, 22, etc.).

Wed.: Dep. Pt. Moresby 0800 for Gurney, Misima, arr. 1055, return via Gurney, arr. Pt. Moresby 1420.

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Mon., Thurs.: Dep. Lae 0730 for Madang, Wewak, Manus, Kavieng, Rabaul, arr. 1605.

Mon.: Dep. Rabaul 0730 for Kavieng, Manus, Wewak, arr. 1250.

Tues.: Dep. Lae 1000 for Madang, Wewak, arr. 1255.

Sat.: Dep. Lae 0900, for Madang, Wewak, arr. 1110.

Sat.: Dep. Wewak 0600 direct Lae, arr. 0810.

Sun., Tues.: Dep. Wewak 0600 for Madang, Lae, arr. 0845.

Wed., Fri.: Dep. Kavieng 0630 for Rabaul, arr. 0735.

Tues. Thurs.: Dep. Rabaul 1245 for Kavieng, arr. 1350.

CENTRAL HIGHLANDS (DC3)

Mon.: Dep. Madang 0900 for Baiyer R., Hagen, Banz, Minj, Goroka, Lae, arr. 1420.

Tues.: Dep. Lae 0900 for Goroka, Minj, Banz, Mt. Hagen, Baiyer R., Madang, arr. 1425.

Wed.: Dep. Madang 0800 for Wabag, Wapenamanda, Hagen, Banz, Minj, Goroka, Lae, arr. 1420.

Fri.: Dep. Lae 0900 for Goroka, Ma Wewak, arr. 1240.

Sat., Sun.: Dep. Madang 0645 for G Lae, arr. 0840.

Thurs.: Dep. Lae 0900 for Goroka Banz, Hagen, Wapenamanda, W Madang, arr. 1510.

Sat.: Dep. Mt. Hagen 0650 for (opt.), Lae, arr. 0820.

Sat.: Dep. Lae 0940 for Goroka, Ma arr. 1140.

Tues.: Dep. Mt. Hagen 0650 for G Lae, arr. 0840.

Sun.: Dep. Lae 0900 for Goroka Banz, Mt. Hagen, Madang, arr.

PT. MORESBY-POPONDETTA-LAE

Sun.: Dep. Pt. Moresby 0730 for K (opt.), Popondetta, Garaina, Lae 1015.

Sun.: Dep. Lae 1045 for Ga Popondetta, Kokoda (opt.), Moresby, arr. 1330.

PT. MORESBY-WAU-BULOLO-LAE

Thurs., Sun.: Dep. Pt. Moresby 104 Wau, Bulolo, Lae, arr. 1320.

Thurs., Sun.: Dep. Lae 0730 for Bulolo, Pt. Moresby, arr. 1005.

MADANG-GOROKA-LAE (DC3)

Tues.: Dep. Lae 0900 for Goroka, Banz, Hagen, Baiyer R., Madang, 1425.

Mon.: Dep. Madang 0900 for Baiye Hagen, Banz, Minj, Goroka, Lae, 1435.

Sat., Sun.: Dep. Madang 0645 for Go Lae, arr. 0840.

Sat.: Dep. Lae 0940 for Goroka, Mad arr. 1140.

PT. MORESBY-GOROKA-MADANG

Fri., Sat., Tues., Thurs.: Dep. Ma 0740 for Goroka, Pt. Moresby, 1030.

NOTE: No northbound flights from Moresby, check Lae, Goroka, Madang connections.

LAE-RABAUL-LAE (DC3)

Tues., Thurs., Fri., Sat., Sun.: Dep. 0915, arr. Rabaul 1150.

Fri., Sat., Sun., Tues., Thurs.: Rabaul 0600, arr. Lae 0835.

Thurs.: Dep. Lae 0900 for Finschha Cape Gloucester, Talasea, Hosk Jacquinot Bay, Rabaul, arr. 1450.

Sat.: Dep. Rabaul 0900 for Jacquinot Hoskins, Talasea, Kandrian, Gloucester, Finschhafen, Lae, 1450.

LAE-FINSCHHAFEN-LAE (DC3)

Tues.: Dep. Lae 0700 for Finschha Lae, arr. 0830.

RABAUL-BUIN-RABAUL (DC3)

Mon., Wed., Fri.: Dep. Rabaul 0800 Buka, Wakunai, Kieta, Buin, Ki Buka, Rabaul, arr. 1500.

RABAUL-TALASEA-RABAUL (DC3)

Mon.: Dep. Rabaul 0900 for Jacqu Bay, Hoskins, Talasea, Hosk Rabaul, arr. 1040.

Tues.: Dep. Rabaul 0900 for Hosk Talasea, arr. 1040.

Sun.: Dep. Talasea 1155 for Hosk Rabaul, arr. 1330.

Thurs.: Dep. Talasea 1210 for Hosk Jacquinot Bay, Rabaul, arr. 1450.

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Mon.: Dep. 0915 Lae, arr. 1200 Raba Dep. 0545 Rabaul, arr. 0825 Lae. Dep. 0730 Madang, arr. 0835 Lae. Dep. 0915 Lae, arr. 1010 Goro arr. 1105 Madang.

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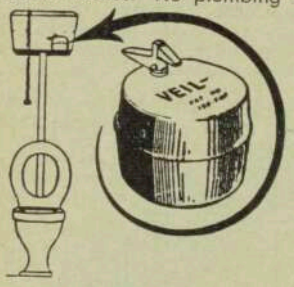

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Dep. 0700 Goroka, arr. 0755 Lae, . 0845 Wau, arr. 1025 Pt. Moresby.
Dep. 1100 Pt. Moresby, arr. 1210 lolo, arr. 1310 Lae, arr. 1435 Goroka, . 1545 Mt. Hagen, arr. 1710 Madang.
Dep. 0915 Lae, arr. 1125 Wewak.
Dep. 0915 Lae, arr. 1045 Mt. Hagen.
Dep. 0700 Mt. Hagen, arr. 0830 Lae.
Dep. 0700 Wewak, arr. 0815 dang, arr. 1005 Goroka, arr. 1125 .
Dep. 1620 Vanimo, arr. 1735 Wewak.
Dep. 0700 Madang, arr. 0755 Mt. gen, arr. 0840 Banz, arr. 0910 Minj, . 1000 Goroka.
Dep. 0715 Rabaul, arr. 0815 Kavieng, . 1010 Momote, arr. 1220 Madang, . 1405 Wewak, arr. 1550 Vanimo.
Dep. 0845 Madang, arr. 1020 mote, arr. 1220 Kavieng, arr. 1350 baul.
Dep. 1315 Mt. Hagen, arr. 1345 mbu, arr. 1415 Goroka, arr. 1450 inantu, arr. 1530 Goroka, arr. 1630 . Hagen.
Dep. 1100 Mt. Hagen, arr. 1125 ndi, arr. 1210 Erave, arr. 1240 ibu, arr. 1305 Kagua, arr. 1345 Mt. gen.
Dep. 0700 Mt. Hagen, arr. 0755 dang.
Dep. 1100 Wewak, arr. 1145 Lumi, . 1220 Nuku, arr. 1315 Wewak.
Dep. 1415 Wewak, arr. 1440 Maprik ayfield), arr. 1515 Yangoru, arr. 5 Wewak.
Dep. 0730 Wewak, arr. 0845 lefomin.
Dep. 0915 Telefomin, arr. 1030 wak.
Dep. 0920 Lae, arr. 1200 Rabaul.
Dep. 0545 Rabaul, arr. 0825 Lae.
Dep. 0915 Lae, arr. 1020 Madang, . 1200 Wewak.
Dep. 0615 Wewak, arr. 0730 Madang, . 0850 Lae.
p. 0915 Lae, arr. 1010 Goroka, arr. 5 Madang.
Dep. 0630 Lae, arr. 0725 Goroka, . 0825 Madang, arr. 1005 Wewak, . 1225 Momote, arr. 1430 Kavieng, . 1600 Rabaul.
Dep. 0645 Goroka, arr. 0740 Lae, . 0830 Wau, arr. 0905 Bulolo, arr. 5 Pt. Moresby.
Dep. 1100 Pt. Moresby, arr. 1210 lolo, arr. 1310 Lae, arr. 1435 roka, arr. 1540 Madang.
Dep. 0915 Lae, arr. 1045 Mt. Hagen.
Dep. 0700 Mt. Hagen, arr. 0830 Lae.
Dep. 0700 Rabaul, arr. 0800 vieng, arr. 1005 Momote, arr. 1225 wak, arr. 1410 Madang, arr. 1520 roka, arr. 1645 Lae.
Dep. 0700 Madang, arr. 0735 Goroka, . 0850 Wau, arr. 1020 Pt. Moresby.
Dep. 1100 Pt. Moresby, arr. 1240 au, arr. 1405 Goroka.
Dep. 1445 Mt. Hagen, arr. 1530 roka, arr. 1605 Chimbu, arr. 1650 . Hagen.
Dep. 0730 Wewak, arr. 0815 Aitape, . 0900 Dagua, arr. 0925 Wewak.
Dep. 0730 Wewak, arr. 0845 Vanimo.
Dep. 1115 Vanimo, arr. 1230 Wewak.
Dep. 1200 Wewak, arr. 1225 goram.
Dep. 1235 Angoram, arr. 1300 wak.
Dep. 1000 Wewak, arr. 1030 Ambunti.
Dep. 1040 Ambunti, arr. 1110 Wewak.
Dep. 0920 Lae, arr. 1200 Rabaul.
Dep. 0545 Rabaul, arr. 0825 Lae.
Dep. 0730 Madang, arr. 0835 Lae.
Dep. 0630 Lae, arr. 0725 Goroka, r. 0825 Madang, arr. 1005 Wewak, r. 1225 Momote, arr. 1430 Kavieng, r. 1600 Rabaul.

Dep. 0700 Goroka, arr. 0755 Lae, arr. 0845 Wau, arr. 1025 Pt. Moresby.
Dep. 1100 Pt. Moresby, arr. 1210 Bulolo, arr. 1310 Lae, arr. 1435.
Dep. 0915 Lae, arr. 1010 Goroka, arr. 1115 Minj, arr. 1140 Banz, arr. 1215 Mt. Hagen.
Dep. 0615 Wewak, arr. 0825 Lae.
Dep. 0700 Madang, arr. 0755 Mt. Hagen, arr. 0840 Banz, arr. 0910 Minj, arr. 1000 Goroka.
Dep. 1045 Goroka, arr. 1120 Madang.
Dep. 1400 Mt. Hagen, arr. 1610 Pt. Moresby.
Dep. 0950 Tari, arr. 1030 Mt. Hagen.
Dep. 1100 Mt. Hagen, arr. 1125 Mendi, arr. 1205 Kagua, arr. 1235 Erave, arr. 1305 Ialibu, arr. 1340 Mt. Hagen.
Dep. 0900 Mt. Hagen, arr. 0940 Tari.
Dep. 0915 Lae, arr. 0955 Kainantu, arr. 1025 Goroka, arr. 1125 Mt. Hagen, arr. 1210 Wapenamanda.
Dep. 1230 Wapenamanda, arr. 1240 Wabag, arr. 1325 Mt. Hagen.
Dep. 0700 Mt. Hagen, arr. 0830 Lae.
Dep. 0915 Lae, arr. 1030 Madang.
Dep. 1415 Vanimo, arr. 1530 Wewak.

Sat.: Dep. 0915 Lae, arr. 1200 Rabaul.
Dep. 0545 Rabaul, arr. 0825 Lae.
Dep. 0915 Lae, arr. 1020 Madang.
Dep. 0700 Rabaul, arr. 0800 Kavieng, arr. 1005, Momote, arr. 1225 Wewak,

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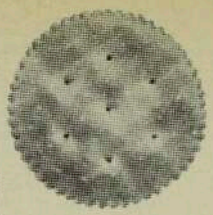

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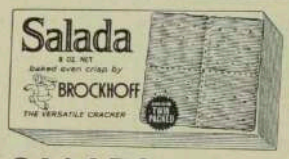

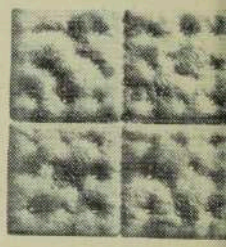

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uan Airlines Pty. Ltd. ("Patair")

Dep. (DC3) Pt. Moresby 0730 for
pondetta, Kokoda, Pt. Moresby, arr.
10.
Dep. (Piaggio) Pt. Moresby 0800 for
rona (opt.), Aroa (opt.), Kairuku
pt.), Bereina, Woitape, Tapini,
reina, Kairuku (opt.), Aroa (opt.),
rona (opt.), Pt. Moresby, arr. 1130
0 mins. later if call made at Rorona,
oa, or Kairuku.)
Dep. (Piaggio) Pt. Moresby 0820 for
pini, Woitape (opt.), Pt. Moresby,
r. 0950 (20 min. later if call made
Woitape).
Dep. (DC3) Pt. Moresby 0730 for
pondetta, Kokoda, Pt. Moresby, arr.
10.
Dep. (DC3) Pt. Moresby 1045 for
aru, Balimo, Daru, Pt. Moresby, arr.
00.
Dep. (Piaggio) Pt. Moresby 1100 for
pe Rodney, Paili (opt.), Pt. Moresby,
r. 1250 (20 min. later if call made
Paili).
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rona (opt.), Aroa (opt.), Kairuku,
reina, Pt. Moresby, arr. 1535 (35
n. later if call made at Rorona
d Aroa).
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Hagen, Pt. Moresby, arr. 1530.
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00.
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(Piaggio): Dep. Pt. Moresby 0830
Woitape, Tapini, Pt. Moresby, arr.
30.
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rona (opt.), Aroa (opt.), Kairuku,
reina, Pt. Moresby, arr. 1535 (35
n. later if call made at Rorona
d Aroa).
Thurs. (Oct. 7, 21, Nov. 4, 18,
.): Dep. (DC3) Pt. Moresby 0700
Popondetta, Wanigela, Vivigani,
suia, Popondetta, Pt. Moresby, arr.
30.
(Oct. 14, 28, Nov. 11, 25, etc.):
p. (DC3) Pt. Moresby 0700 for
pondetta, Pt. Moresby, arr. 0900.
Dep. (DC3) Pt. Moresby 0730 for
pondetta, Pt. Moresby, arr. 0930.
Dep. (DC3) Pt. Moresby 1030 for
irney, Pt. Moresby, arr. 1400.
Dep. (Piaggio) Pt. Moresby 1100 for
pe Rodney, Paili, Pt. Moresby, arr.
10.
Dep. (Piaggio) Pt. Moresby 0830 for
pini, Woitape, Pt. Moresby, arr. 1030.
Dep. (Piaggio) Pt. Moresby 1345 for
rona, Aroa, Kairuku, Pt. Moresby,
r. 1535.
Dep. (DC3) Pt. Moresby 1430 for
reina, Pt. Moresby, arr. 1635.
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Wed. (DC3 week): Dep. Honiara 0800, arr. Kira Kira 0905, dep. 1300, arr. Honiara 1405.

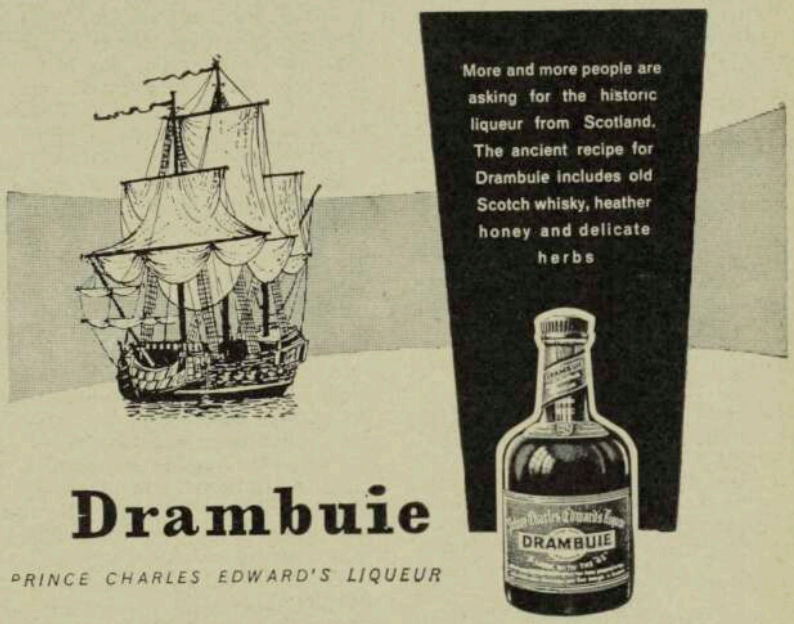
Thurs. (Fokker week): Dep. Honiara 0930, arr. Yandina 0955, dep. 1230, arr. Honiara 1300.

Fri.: (in Fokker week): Dep. Honiara 0800, arr. Munda (New Georgia) 0915, dep. Munda 0925, arr. Barakoma (Vella Lavella) 0945, dep. Barakoma 1000, arr. Munda 1020, dep. Munda 1030, arr. Honiara 1145.

Fri. (in DC3 week): Dep. Honiara 0800, arr. Yandina 0825, dep. 0840, arr. Munda 0925, dep. 0945, arr. Barakoma 1015, dep. 1045, arr. Munda 1105, dep. 1125, arr. Yandina 1210, dep. 1230, arr. Honiara 1300.

(Note: Fokker week and DC3 week refer to TAA services from Papua-New Guinea. See timetable under Inter-Territory Services.)

Details from Megapode Airways, P.O. Box 103, Honiara, BSIP.



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DEATHS OF ISLANDS PEOPLE

Dr. J. M. Hood

The death occurred at Sydney's Royal Prince Alfred Hospital on September 8 of Dr. James Maitland (Mick) Hood, who took over Dr. Radcliff-Taylor's practice in Rabaul two or three years ago.

Dr. Hood, who was 47, was born in Scotland and served as a captain in the Royal Scots Greys during World War II in the Middle East and European theatres. He was involved in the Wooden Horse escape from Stalag-Luft III. He won the MID and Croix de Guerre avec Palmes.

Dr. Hood left a widow, Verna, two sons of a former marriage, Peter, 18, and James, 16, a daughter Mariella, 7, by his wife Verna, and a step-daughter.

Mr. A. N. Reddy

Mr. Adi Narayan Reddy, widely known throughout Fiji as Thatha, died at Labasa in September at the reputed age of 103.

Mr. Reddy went to Fiji under the indenture system and worked as sidar for the CSR Co.

He was responsible for building many schools and temples in Fiji.

Mrs. J. McCown

Mrs. Jonnie McCown, widow of Mr. A. G. McCown, died at her home on Ovalau Island, Fiji, on September 5.

She was a daughter of a Texan judge, and married Mr. McCown in the early 1930's.

She was an untiring worker for progress at Levuka.

Mr. J. S. Fahnestock

The death occurred in St. Mary's County, Maryland, USA, on August 27 of Mr. John Sheridan Fahnestock, who organised two notable scientific expeditions to the South Pacific before World War II. He was 53.

Mr. Fahnestock sailed from New York on his first expedition in the 65 ft schooner *Director* on January 1, 1935—soon after he had turned 21. The oldest of his six companions, who included his brother Bruce, was 25.

In Tahiti, the expedition was joined by the Fahnestocks' widowed mother, Mrs. Mary Sheridan Fahnestock, who subsequently wrote a book called *I Ran Away To Sea At Fifty*.

After leaving Tahiti, the expedition visited Samoa, Fiji, the New Hebrides, Solomons, and New Guinea, where numerous specimens were collected for the American Museum of Natural History.

The *Director* expedition ended in Peking in 1937 at the time of the Japanese invasion, and in the following year, the Fahnestock brothers published a book called *Stars To Windward*, describing their experiences.

In 1940, Sheridan Fahnestock organised a second South Seas expedition in the 137 ft schooner *Director II*. It, too, sent back many valuable specimens to the American Museum of Natural History; but much other material was lost when *Director II* was wrecked on the Great Barrier Reef, near Gladstone, Queensland, in October, 1940.

Before the United States entered World War II, President Roosevelt sent Sheridan Fahnestock to the Dutch East Indies to ascertain how the people would withstand the approaching Japanese invasion.

In 1942, he was commissioned as a captain in the US Army, and he headed a small patrol craft that ferried supplies from Australia to New Guinea. His brother, Bruce, an Army lieutenant, was killed in New Guinea in October, 1942.

In 1944, Sheridan Fahnestock was chief of transport command for the invasion of the Philippines. He retired from the Army the following year as a lieutenant-colonel.

From 1946 to 1963, when ill-health forced him to quit, Mr. Fahnestock was publisher of a weekly newspaper in Maryland.

He leaves a widow, a son, and two daughters.

Mr. Russell Abel

A member of a pioneer New Guinea mission family, Mr. Russell William Blair Abel, died on August 2 after becoming ill while on a patrol among the Amau people of the Abau hinterland of Papua. He was 60.

Mr. Abel, a missionary teacher, had his early education in the Territory, then at Sydney Church of England Grammar School and Peterhouse, Cambridge, where he graduated as Master of Arts. He began work in 1927 with Incorporated Kwato Extension Association, Papua, which was founded by his parents who arrived in what was then British New Guinea in 1890 and began Kwato in its present form in 1918.

Mr. Abel was the author of a biography of his father, *Charles W. Abel, of Kwato*, and translator of the New Testament into the S language, the vernacular of the M Bay area.

He leaves a widow, Sheila, three children.

Mrs. A. G. Smyth

Mrs. Emily Richmond Sm formerly of Western Samoa, die Sydney on September 13 after a illness. She was 88.

Mrs. Smyth, widow of the Alfred George Smyth, was bor Scotland and lived on Thursday Is and at Levuka, Fiji, before goin Western Samoa with her husband

Mr. Smyth, a trader, became a minent political figure during the troubles and was exiled from Wes Samoa for a period.

Mrs. Smyth is survived by daughter, Emmie (Mrs. Chisholm

Sambutan

One of the last remaining who worked for the German Adm stration in New Guinea died Rabaul at the beginning of S tember.

He was a native of New Irel Sambutan, whose age was estim at 83.

After working for the Germ Sambutan joined the Austra Administration staff in 1914. joined the Customs and Ma Department in Rabaul in 1921 worked there until he died.

Mr. David Kiely

David Kiely, a 23-year-old A tralian journalist, died in Lae September 20 from burns recei when his house was gutted by two days earlier.

Mr. Kiely, a single man, of M bourne, was a member of the s of the New Guinea *Times-Cour*

He was admitted to hospital v severe burns over most of his b after escaping from the burn house.

The cause of the fire has not b established.

Mrs. May Griffen

Mrs. May Griffen, formerly M May Turner, of Fiji, died sudde at Auckland on August 27, aged

Her home at Birkenhead, Au land, was a headquarters for stude and visitors from Fiji.

Her husband died about 20 ye ago.

Mr. C. Rounds

Mr. Charles Rounds, member o well-known Fiji family, died at Su on August 29, aged 60. He w the son of the late Mr. Isaac Roun

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Sir Owen Corrie

ir Owen Cecil Kirkpatrick Corrie, ner Chief Justice of Fiji and ef Judicial Commissioner, Western ific, was killed in a road accident Ipswich, England, on August

ir Owen, who lived at Bath, was

Mr. S. H. Chance

Ir. Sydney Howard Chance, a ed resident magistrate and former -known resident of Papua, died Brisbane on September 13. He 72.

Ir. Chance went to Rabaul after ld War I for the Department of ds and Surveys, and in 1920 was pinted District Officer for Manus. 922, he transferred to the Papuan ice and served on 11 Government ons and two police camps.

/ith Patrol Officer Clarence ley, Mr. Chance discovered er Falls (450 ft) on the Mobi r and was the first European to the Papuan five-toed pig.

World War I, Mr. Chance ed in France and Belgium; and Vord War II, he was with Military fare, American Red Cross, lec- ig on native matters and survival ropical products, etc. He was the or of *Lau Hereva* (I Talk), a klet based on radio talks.

r. Chance was married twice. leaves a widow Agnes, and a son ter and a daughter Lois by his wife.

Mrs. Isobel Crane

rs. Isobel Crane, a former resi- of Fiji, was killed in a land- at Muriwai Beach, near kland, on August 27. Her 18- -old daughter, Margaret Maria, also killed.

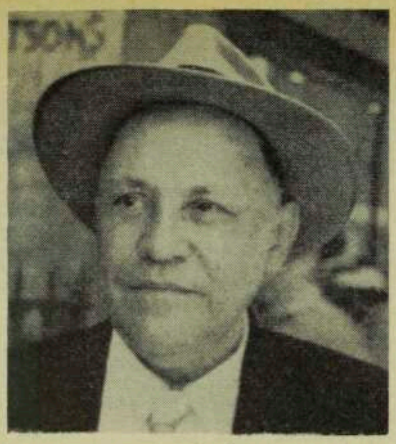
rs. Crane's husband, Mr. E. A. e, was principal of the Lelean norial School from 1946 to 1953, the family left Fiji for Tonga. r. Crane and a 15-year-old hter, Christine, were also buried e landslide, but were rescued.

Mr. Hankar Singh

r. Hankar Singh, who had a close ciation with equestrian sports in for upwards of half a century, in Suva on September 17, aged

r. Singh went into the service of Governor of Fiji when he was 15, taught the families of several ernors to ride horses.

e was an active member of the Suva Polo Club, and the Suva ng Club, and was a familiar e as clerk of course at race meet-



Oscar Nordman

Picturesque Oscar Nordman Is Dead

Oscar Nordman, one of Tahiti's best-known businessmen and personalities, died in Tahiti at the end of August.

OSCAR who was 73, became ill some seven or eight years ago, and withdrew from active business life in Papeete. There was no one to fill his place—in many ways, Oscar was unique. His death emphasises the fact that another picturesque Old-timer has gone from the Pacific—and there does not seem to be any more of the type coming along, to become Old-timers in their turn.

Oscar was a member of a large family established in Tahiti late in last century by Edward Nordman, a Swedish merchant; and while still young he went to sea. He spent most of his early working years as a steward and purser on trans-Pacific passenger ships running out of San Francisco, and he became favourably known to travellers in the old *Mariposa*, between San Francisco and Papeete.

Thus Oscar gained a business experience and a complete mastery of English, which served him well in Tahiti, when he settled down there as a victualler of ships. In this way, he engaged in various enterprises, as a caterer, hotel-keeper, ship-chandler, merchant. Any shipmaster visiting Tahiti, requiring service of any kind, was usually told to "Ask Oscar—he knows". That became Oscar's well-advertised business slogan.

Oscar's outstanding characteristic was friendliness. In his later life, he seemed to have well-wishers in every country. This writer met him in various ports—frequently in Sydney, occasionally in Auckland and in Suva.

He had had many adventures, and he loved to reminisce. When he settled down to it, it was difficult to break the flow.

There was the time when the youthful Oscar was instructed by his father to clear away a dilapidated old house wherein had resided a poverty-stricken artist, who had gone off somewhere—was it to the Marquesas? So Oscar pulled the house down, and burned carvings and statuettes and "a lot of old paintings".

And at this stage of the story Oscar would begin to groan—the stuff, of course, had been the work of Paul Gauguin, and everything by Gauguin had become priceless.

One day before World War II, Oscar Nordman, running to corpulence, came into my Sydney office. He had just arrived from Tahiti per steamer, and he moaned, sat down and pulled off his shoes. People came in there from many places—*autres pays, autres moeurs.*

Characteristic

But Oscar put his hands deep into his big shoes and pulled out tight packets of American dollars—quite a large sum. The French always have been unwilling to allow the removal of money from their territories, once it had got in there, and they then were quite fierce about it. Also, at that time, there were rules about bringing certain currencies into Australia. Oscar, in characteristic fashion, literally walked over such laws.

With the funds thus available, Oscar bought a merry-go-round contraption for the entertainment of Papeete folk. It was a good idea—but the very shrewd side-show gentlemen in Sydney whom Oscar approached saw him coming, and Oscar was cruelly defrauded. He came back to Sydney afterwards, and launched a prosecution against the people concerned, but got no satisfaction from the court.

In his later years, Oscar combined the development of tourism with his other enterprises, and did much to assist the traffic in Tahiti. He had a happy home life—his wife helped him much in his business. They had two very good-looking and accomplished daughters, who kept Papeete's social pot boiling before they were married. Scores of his contemporaries all across the world will learn with regret of the passing of friendly and enterprising Oscar Nordman, of Tahiti.—RWR.

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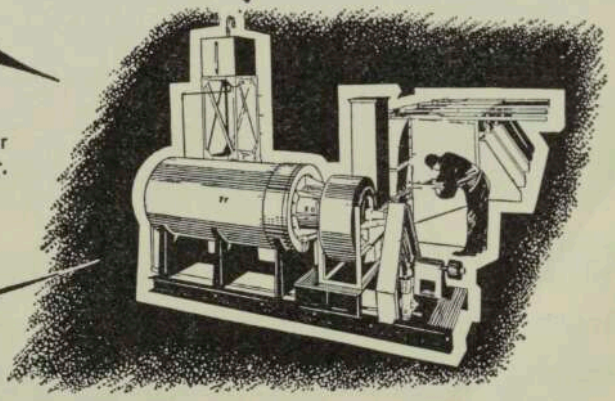

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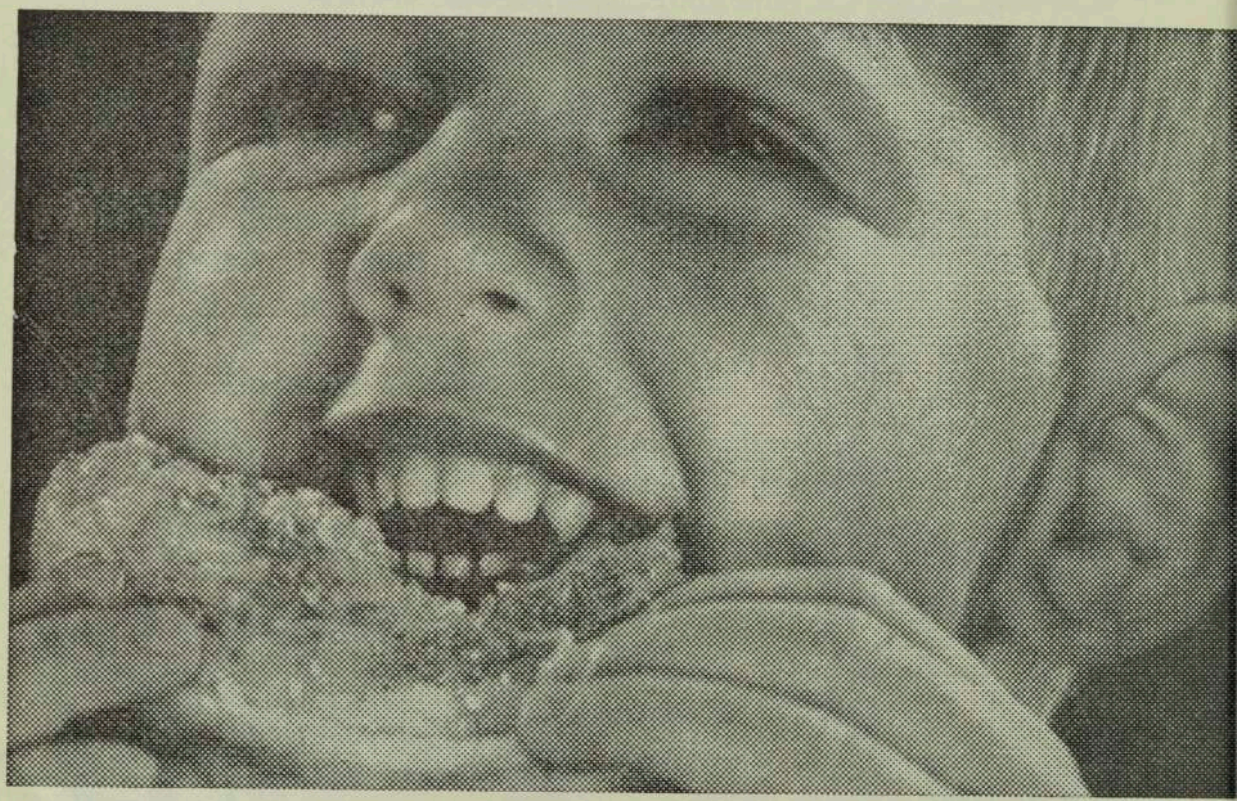

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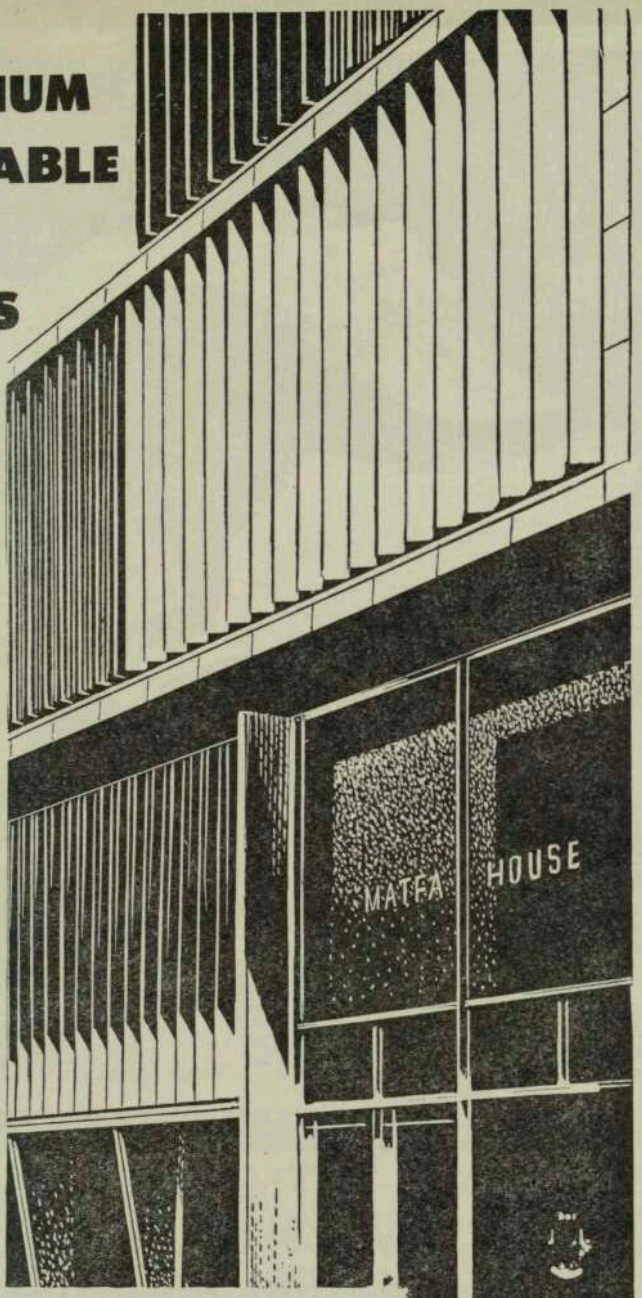

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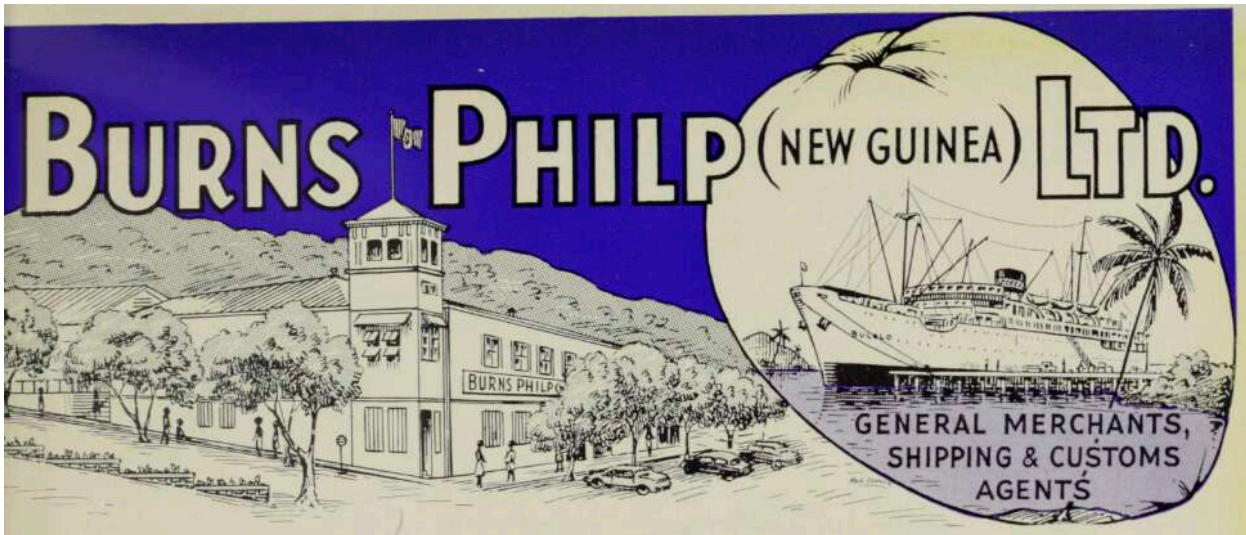

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