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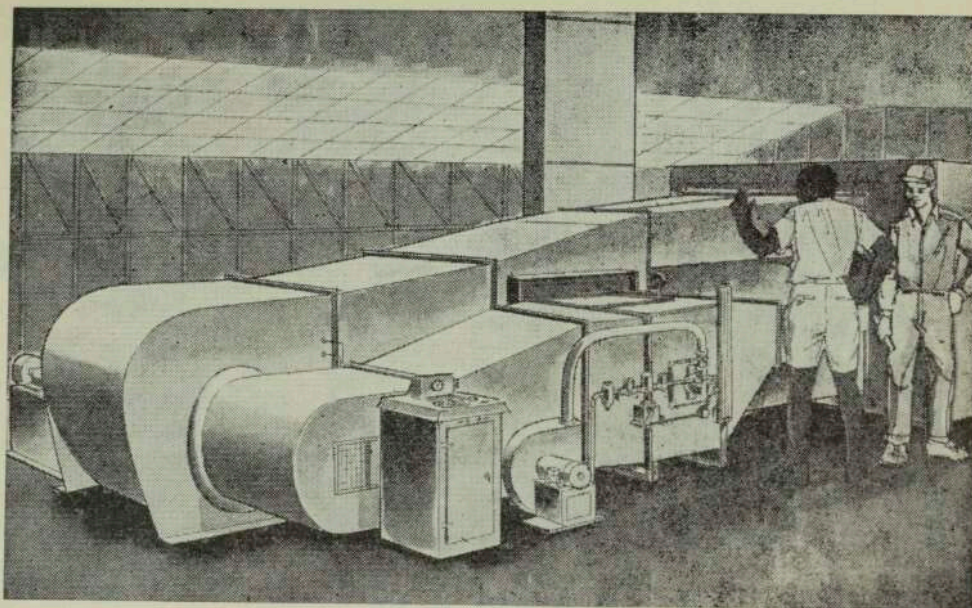
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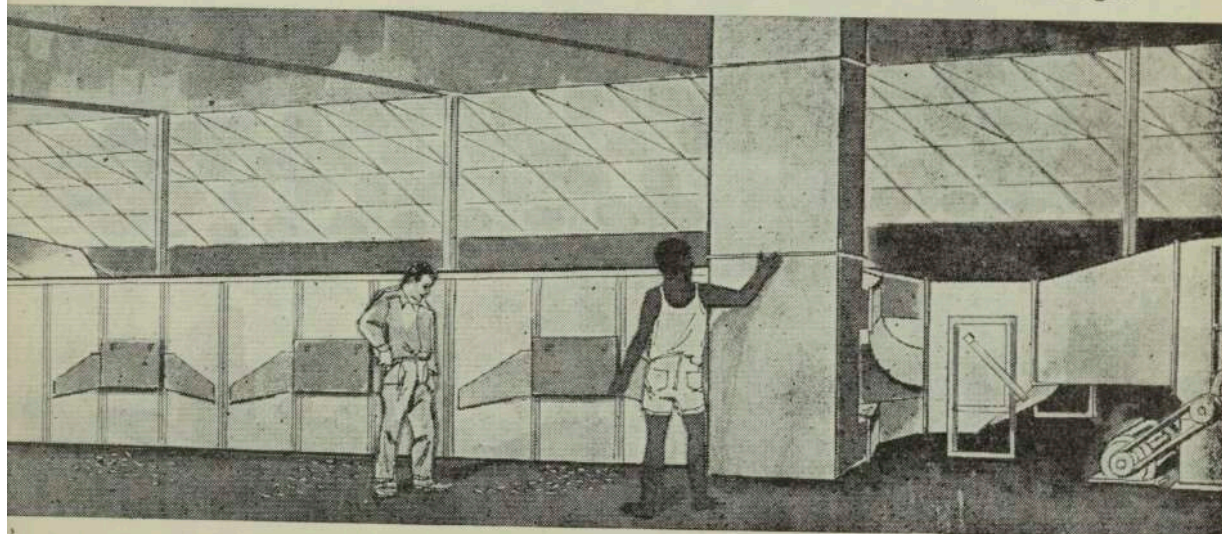
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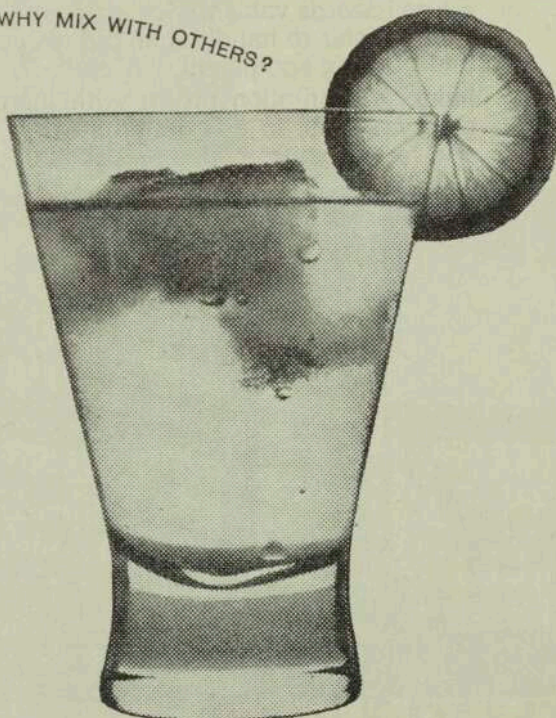
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PACIFIC ISLANDS MONTHLY—DECEMBER, 1965

As the Lisbon Lemon said to the Indian Tonic

GILBEY'S IS SUCH A GREAT INTERNATIONAL GIN

WHY MIX WITH OTHERS?



GILBEY'S

2760V

OUR COVER: Adding her charms to the Sydney scene these days is Miss S. Devi Singh, of Suva. The attractive Singh was recently appointed as a representative to Air India's Sydney booking office. Air India flies to Fiji, among other places.—Photo: Vic Johnston.

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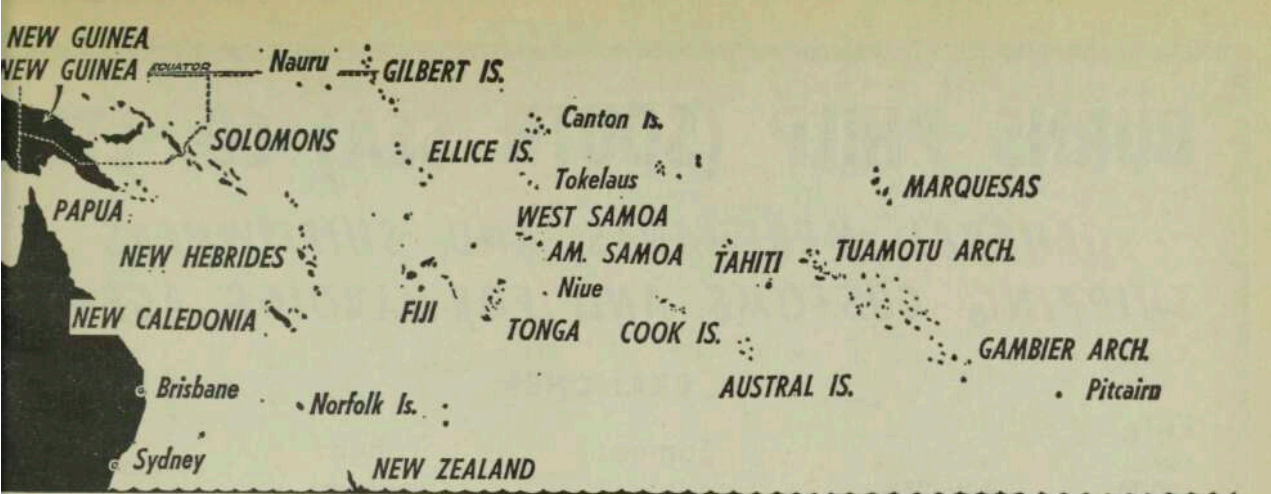
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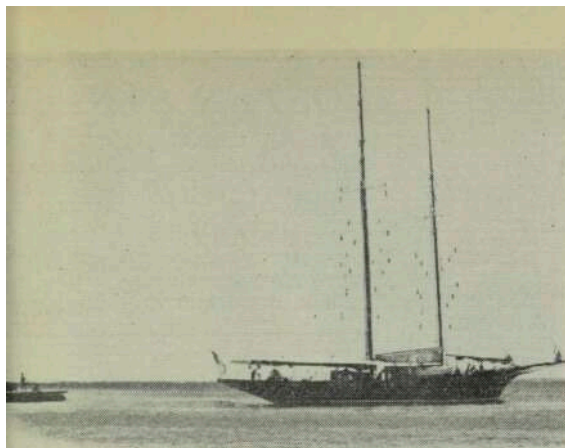
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Last Of Her Adventures In Paradise

The "Adventures in Paradise" yacht "Valrosa" is no more. She met a sudden end in October on a reef in the Tuamotus. All that is left now is some debris strewn along the beach of Tikehau. At left is her last photograph—taken by James L. Anderson as "Valrosa" left Rangiroa only a few hours before she struck the reef. There were no casualties. "Valrosa", a 99 ft topsail schooner built of teak in 1903, has been in many French and British movies—particularly the "Adventures in Paradise" TV series. See Shipping, p. 103.

GILBERTS IN TROUBLE WITH THE BUDGET

At a meeting of the Gilbert and Ellice Islands Colony's Advisory Council in Tarawa in November, the 12 unofficial members of the Council "ganged up" against the Government over delay in fixing a new royalty rate for Ocean Island phosphate and over the effect of this on the Colony's Estimates for 1966.

The unofficial members voted unanimously against the five official members to defeat a Government motion to send the 1966 Estimates to a Council committee for discussion.

Their view was that it was useless and irresponsible to discuss the Colony's expenditure when the Government did not know what next year's phosphate revenue was expected to be.

The unofficial members, led by E. G. H. Blacklock, an LMS accountant, said the delay over the royalty rate made nonsense of the whole Estimates, and that the Colony had been treated very distastefully and was made to look about a serious matter.

The Assistant Resident Commissioner, Mr. R. Angeloni, said the Government shared members' disappointment, but it was sure the outcome of negotiations would be satisfactory. On this assumption, it increased proposed expenditure 5 per cent. for next year.

Negotiations to fix a new royalty rate for Ocean Island phosphate began in Canberra in May following expiry in February of an agreement with the British Phosphate Commissioners. Under this agreement the GEIC Government received a royalty of 23/- a ton, and the Ocean

Islanders, who, since the war, have lived on Rabi Island, Fiji, received 2/8 a ton.]

The day after the Government motion was defeated, Mr. Angeloni successfully moved that the Estimates be sent to the Resident Commissioner for approval. He said it was not to the advantage of the Colony to delay them further, and that although the unofficial members had voted against the motion to discuss them in committee, he was sure they supported the estimates in principle.

Earlier, at question time, an unofficial member, Amara Makaea, had

New Honour For Queen Salote

Queen Salote of Tonga in November was made an honorary Dame Grand Cross of the Order of St. Michael and St. George—the first woman to be appointed to the order. The announcement of the appointment, made by Queen Elizabeth, came from the British Commissioner and Consul in Tonga, Mr. A. C. Reid, a day or two before the Queen flew to New Zealand for medical treatment.

asked what right by law the Colony had to money from Ocean Island phosphate.

Replying, Mr. Angeloni said that because Ocean Island was part of the GEIC, the Colony Government made the laws that applied there; and that an Ordinance passed in 1963 gave the Colony the right to the money, according to an agreement with the BPC made in 1960.

In replies to other questions by Amara, Mr. Angeloni said that the Colony Government was the only one that could take taxes for phosphate.

Referring to constitutional development in the GEIC, Mr. Angeloni said the Government considered the time had come for a major step forward, and that it hoped to introduce proposals soon.

Other significant developments in the GEIC recently have been:

- The acceptance of a constitution and the election of a committee of the new Gilbertese National Party, the GEIC's first political party, at a meeting in Tarawa on November 20. Seventy of the 410 party members attended. The president of the party is Barbera Kirata, a Treasury officer.

- The formation of a second political party, the Christian Democratic Party, at a meeting in Tarawa on November 27. Membership of the party does not take account of religion, creed or race. Its aims are to ensure more involvement in Colony affairs and facilitate constitutional development; further the welfare and promote harmony between the peoples of the Colony; improve copra and reduce the copra levy to encourage production; improve education, particularly primary and technical education; examine land tenure to ensure individual rights and increase production. The party's committee includes Gilbertese, Ellice Islanders, part-Gilbertese and one Fijian.

European Planning Behind That Melanesian Party

From a Honiara Correspondent

It was a pleasure to old-timers in the Solomons to see that our latest "visiting firemen" from across the water were not altogether taken in by local window-dressing for their benefit.

THE visitors were Sir William Robson-Brown, MP, a Conservative member of the House of Commons and Mr. Fred Blackburn, MP, of the present UK Labour Government. These spent four days here in November, their tour being financed by the British Parliamentary Association but at the invitation of the very young BSIP Parliamentary Association which, needless to say, is without funds at the moment and probably will be so for ever more.

The majority of the members of the local association are Melanesians. The visitors were probably pleased at the question of one of them, Mr. Michael Rapisia, MLC, when he asked what was the best thing for the Solomon Islanders to do to keep under the British flag. It showed, if nothing else, that the UK grant-in-aid had not gone unnoticed by the peoples of the Solomons. If these people have leaders who can recognise their present limitations, perhaps the BSIP will have a future after all.

Leader of the Melanesians at present is Mariano Kelesi, who is not the type to hide his light under a bushel, although he, too, has mellowed in recent years.

Mariano Kelesi

When he was first appointed by the High Commissioner to the Legislative Council as an unofficial member he immediately gave the impression that here was someone on his way to a political career. He could talk loudly, wave his arms around, and put in a joke or two to tone down his fiery words.

He is still a very young man but clever with it and perhaps beginning to realise the limitations of the Solomon Islanders. He has been fortunate in having the guidance of a European fellow member of Legco, Mr. E. V. Lawson, through this early period.

He may claim that the idea of the Democratic Party was his, as he did when interviewed by *PIM*'s Robert Langdon (*PIM*, Nov., 1965), but, in

fact, the idea was largely that of Mr. Lawson.

The idea and the aims of the party were handed over to Kelesi ready-made, but he was not slow to figure out that he had got hold of something important. He then went a step further and inspired the new Gilbertese Party, as also reported in November *PIM*.

He could be going too fast but at least it can be said, even if he is not as moderate or tolerant as sometimes seems on the surface, that he can think big. Solomon Islanders are fortunate that they have such a man of their own race.

It was obvious the UK Parliamentarians were impressed by him. They were also impressed by Mr. Michael Rapisia, MLC, who is a completely different sort of person.

He is an old man by Solomon Islands standards, does not speak fluently in English, but is possessed by a fortunate sense of humour. He entertained the MP's in the manner

ROSTER SYSTEM

Sunday "drinking pools" were flourishing among New Guineans in Lae, Deputy District Commissioner D. N. Ashton said in November. Under the system, drinkers pool their wages each week for one man at a time to go on a glorious drinking spree.

to which he was born—a "Loo look, all about", and then feasting and dancing girls, at his home village of Guadalcanal.

It is interesting to note that there are no Chinese members of the newly formed Democratic Party although the Chinese community is pressing for more representation in political affairs in the Protectorate.

One indication of this is the recent formation of the Solomon Islands Chinese Association, whose objects are to "encourage a friendly feeling and unanimity among all the Chinese residing in the Protectorate on all matters involving the common good to promote and protect their interests to improve their standard of living and the economic development of the Protectorate; and to promote good community relations with people of all races." A monthly newsletter in Cantonese will be published.

Officers include Mr. Peter Lai president; Mr. James Wang, chairman; Mr. C. H. Cheng, vice chairman.

It's All "Go" For French Pacific TV

As far as *Tele Noumea* and *Tele Tahiti*, the Pacific's newest television stations, were concerned all systems were reported to be "Go" a month after opening day. Most viewers with access to sets were enjoying the programmes but wondering how much a licence fee was going to cost. Rumours put it as high as £15 per annum but nothing has been announced yet.

The cost of establishing Noumea's TV station was over £A250,000 and a similar sum has been allocated for initial operating costs. In addition another £250,000 will be spent on constructing a high-powered radio transmitter at Noumea designed to become the Voice of France in the Pacific. Similar sums were spent or have been allocated for Tahiti TV and radio.

The money is coming from Metropolitan France—in other words the poor old French taxpayer. In view of his donation perhaps New Caledonian and Tahitian viewers should not complain, no matter what a TV licence costs.

It was estimated that there were about 1,000 privately owned TV sets in Noumea at the time the station opened (October 19); and a considerable number have been purchased since.

The last and only other TV transmitter in the South Seas is at Pago Pago, American Samoa.



New Guinea old hands in Brisbane are, from left, Eric Feldt, Ivan Champion, Judge Gore and R. P. Greatrix.

They Helped Him Launch A Book

A number of old residents of Papua-New Guinea were among the 50 people who helped Judge Ralph Gore launch a new book in Brisbane in November. The book, *Justice Versus Sorcery*, tells of Judge Gore's experiences during 40 years in New Guinea—36 of them on the Bench.

The party was arranged by the publishers, Jacaranda Press, of Brisbane. Managing director Brian Clouston warmly proposed the health of Judge Gore in South Pacific lager, locally flown from the Port Moresby brewery for the occasion by Mr. F. Johns.

The bashful new author insisted his book was not up to the standard he had wished. For once in his life he found his verdict sharply engaged by his many friends and wishers. He thanked numbers of people for the help given him in putting up his reminiscences. Judge Gore and his wife now live in retirement at Southport, Queensland.

Guests at the party included Daniel J. K. Murray, Dr. A. J. Messers, R. P. Greatrix, H. L. J. Er, Eric Feldt, Con McLaughlin, Champion, Ian Chester, Don

Clouston, John Irvine, Doug Channel, Tony Newman and R. W. Robson.

Round about the time Jacaranda was launching Judge Gore's book in Brisbane, another member of the same publishing group, Lansdowne Press, in Melbourne was launching Malcolm Wright's book on coast-watching, *If I Die*. Mr. Wright is a former New Guinea District Commissioner and his book mentions many New Guinea old hands, including Eric Feldt and Ivan Champion, seen in the above photograph. Commander Feldt was in charge of coast-watching operations. Recently he has been ill (see p. 141).

- J. K. McCarthy reviews "If I Die" on p. 21, and R. W. Robson reviews "Justice Versus Sorcery" on p. 95.

Nadi's Progress Is Good—Bad—Indifferent (Take Your Pick)

From a Suva Correspondent

Twenty-two men, armed with briefcases and a businesslike air, arrived in Fiji at the beginning of November. Together with a group of local men they soon formed themselves into the 17th session of the South Pacific Air Transport Council.

FOR 10 days they met—behind closed doors. They then produced a Press release which said little beyond the fact that the United Kingdom, Australian and New Zealand delegates had agreed to recommend to their governments that the programme to train locals to take over Nadi International Airport should be continued.

At present the three countries run the big airport between them, through the Air Transport Council.

The leader of the Australian delegation, Dr. K. N. E. Bradfield, said the whole of the electricity generating plant at Nadi airport would be transferred to the Fiji Government. Responsibility for works, services and stores would be transferred from New Zealand to Fiji.

They'll Spend A Million

The Governor of Fiji, Sir Derek Jakeway, who opened the meeting, mentioned that the airport's house-keeping bill for 1965-66 would be £1,083,000, but he didn't say what it would be spent on.

He also said the council was giving thought to the development of the airport to enable it to handle the supersonic aircraft which should be booming all over the world by the mid-1970's.

Beyond that, nobody learned anything.

When your correspondent asked for further details of the transfer of the electricity plant to the Fiji Government, he was told that the Governor would be talking about it in his speech at the Legislative Council's Budget meeting on November 26.

Thus we would be thunderstealing, obviously! (Is it that there will be so many unpalatable things to be told on Budget Day that a little news about a free gift of a million or so to the Colony will coat the pill?)

Nadi Airport cost £1 million of

Cook Is. Want More Money

Premier of the Cook Islands, Mr. Albert Henry, was to have talks with the NZ Government in late November about the economic development of the recently self-governing Cooks.

It is expected he will ask NZ for £NZ150,000 to finance capital works, especially harbour and road development. He also wants an overall economic survey of the Cooks.

somebody's money last year—presumably the taxpayers of Britain, NZ and Australia. It is several millions in the red.

Perhaps it is finally coming into its own, but if so, we have to work it out for ourselves.

Passenger traffic in the last 12 months has increased by 52 per cent. over the previous year. And airlines are no longer thinking in terms of landing for refuelling only, overflying or coming in at night and the awkward early morning hours.

Three airlines are advertising day-time departures and landings at Nadi and no longer are the people who man the terminal buildings assuming nocturnal habits.

Tourism in Fiji is growing. Nadi Airport will play a vital part in gaining profits for the industry, but it seems its successes as well as its failures are destined to be kept secret.

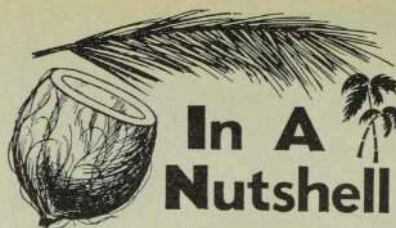
Apparently in October, landing charges, which were already higher than at many other airports, were increased by 10 per cent., but no announcement was made of the fact.

Some airline executives have talked about Nadi Airport pricing itself out of business. It seems a very remote possibility at present, but if airlines are seriously thinking on those lines, it could one day have a deleterious effect on the local tourist industry, and the local people ought to be told just what the situation is.

And what will "localisation" of the airport mean and when will it happen?

Already 157 posts at Nadi are filled by Fiji Government civil servants on secondment to the New Zealand administering authority.

The whisper is that the three governments plan to complete localisation of airport personnel and hand the airport over to Fiji management in 1971. But it's just a whisper, and it would be nice to have some facts for a change.



SPC 'Should Alter Its Attitude'

BACK in Apia after attending the South Pacific Commission's October session in Noumea, Western Samoa's first Senior Commissioner to the SPC, Laufo Meti, revealed that he had warned the SPC that it had to change its attitude or be eclipsed by other international organisations working in the Pacific. (Western Samoa was admitted to full membership of the Commission last year).

Laufo said the SPC needed more money, a re-dedication of aims and a "fundamental change in attitudes". Since the SPC had started, the Pacific peoples had developed a sophistication "equal to that of their metropolitan friends", and they were better informed on regional matters.

There was a failure by the Commission to understand the inner minds of the Pacific people, who were sensitive and proud people. Any concession which from time to time the SPC felt it was able to give them, but which fell short of their capabilities, was taken as an affront to their intelligence.

Laufo said the SPC should not deny the determination of Pacific peoples to fashion their own destiny in their own way and in accordance with the pace they themselves might wish to set.

● An Australian member of the Papua-New Guinea House of Assembly, Mr. Graham Gilmore, in the Assembly in late November called for a plebiscite in the Trust Territory of New Guinea to find out what future status its people wanted.

He claimed that efforts were being made to implant in the minds of the New Guineans the thought that union with Papua and independence for the union was the only political future available to them. His motion lapsed after a fierce debate.

● The 42 ft Peruvian balsa raft *Tangaroa* beached on the Fakarava atoll, in the Tuamotus, in mid-November, after a 4,000 miles drift from South America, emulating the

1947 *Kon Tiki* crossing. Aboard were Carlos Caravedo, Jaime Toledo and Jose Matousse, who were reported from Papeete in November to be in good shape. They had set off on July 26.

● Fears are held for the safety of lone-handed yachtsman W. (Bill) Proctor, who is nearly four months overdue at Port Moresby, having left Honiara, British Solomon Islands on July 8 in his 20 ft sloop *Popeye*. Mr. Proctor was circumspectly navigating the world from England. His route from Honiara was Port Moresby, Torres Strait and across the Indian Ocean.

Before he left Honiara, Mr. Proctor wrote to his wife in England asking for funds to be sent to him in care of a Port Moresby bank, but so far this money has not been claimed. Inquiries among yachtsmen and BSIP and P-NG administrative officials have proved fruitless.

● Earth tremors and quakes in Malekula, New Hebrides, which started in September and continued into October, have already had some side-effects on Melekulan life.

Many villagers from west coast settlements left their houses on the beach and have been camping on the inland plateau where they are safe from tidal waves.

The people of Laravat are thin

METHO IS FOR MEN

New Guineans are drinking more than 130 gallons of methylated spirits in the town of Rabaul every week, according to the Acting District Commissioner, Mr. Bill Kelly.

He told the Rabaul Advisory Council in November that up to October 5, about 9,000 gallons of methylated spirits had been imported into Rabaul this year. Police estimated 60 per cent. of this amount had been drunk by natives.

Rabaul police have been cracking down in recent weeks on irregularities in methylated spirit sales. The Administration also is seeking methods for a campaign to prevent it being drunk.

"It's a man's drink," said one man charged recently. "Rum and whisky are for women."

of moving their village altogether because the water has receded from the small boat passage and their well drinking water has dried up completely. The British District Agent has advised them to move to a new site down the coast where there is a good anchorage and plenty of fresh water.

On the credit side of the disbalance, a reef that has been raised about eight feet is already being used by local people and being turned into a road to link the villages of Tisvel and Vunmavis.

● Although Western Samoa's export figures for 1965 were the lowest for four years of independence, progress in development plans led Minister of Finance G. F. D. Betham to declare when presenting his Budget for 1966 in November that he was more confident than ever before about the future of Western Samoa.

Any suggestion that a state of economic crisis exists or is near at hand is purely a figment of the imagination," he said.

Figures to the end of October indicated that the country would once again end up with a trade deficit of about £1 million, but invisible earnings, particularly in the form of remittances sent home from well-off Samoans in New Zealand, was expected to result in a favourable balance in overseas funds of over £1,000,000—again showing little change on the previous year.

Total expenditure for 1966 is estimated at £2,395,065 compared with £2,365,365 for 1965. But in addition to the normal budget for 1966 there is a special development budget to be presented to parliament at the end of November and providing for development expenditure of £200,000. This is part of a programme aimed at utilising £1 million of local funds for development over the next five years.

With our limited funds the emphasis for development in 1966 must necessarily be directed towards agricultural activities because for the immediate future agriculture will provide the highest returns on investments," said Mr. Betham.

New Caledonia is facing a drought which threatens to be a calamity unless relief comes soon. Villagers on the west coast are especially affected and stock losses are heavy. Bushfires have swept through rural areas. Hills around Noumea are black with dying vegetation, and vegetable prices have skyrocketed.

The people of four villages on the island of New Hanover, New Guinea, who attempted to buy Presi-

NOUMEA BOUND

New residents for New Caledonia are attractive Mrs. K. N. Ferguson and her son Craig, aged five, here photographed aboard the Matson liner "Mariposa" shortly before their departure from Sydney in November. Mr. Ferguson is already in Noumea, with Imprimerie Generale Caledonien.



dent Johnson from the United States have had their money returned. A tax of 10/- a head was levied on supporters of what is known there as the Johnson Cult.

The tax was collected in a large bag and offered to Father Jekubco, of Lavongai Catholic Mission, recently for forwarding to the Bishop at Rabaul to buy President Johnson. The money has been returned to the villages at their own request. Other

villages, however, are still collecting money for renewed attempts to buy President Johnson.

● Sixty of 100 male nurse trainees at the Port Moresby General Hospital walked off the job in November, and demanded better pay and conditions. They also complained about teaching practices and said they wanted more instruction in nursing theory and less practical work.

● In a statement likely to cause a stir in some parts of the Colony, the Governor of Fiji, Sir Derek Jakeway, told the Budget session of the Fiji Legislative Council in November that there was no room for an attitude of mind "intent on wrecking" the new Fiji constitution agreed on at the London conference in July.

He said he entirely repudiated the suggestion that Indians had been reduced to second class citizens by the new constitution.

Fiji is budgeting for a surplus of £216,000 in 1966, which will probably end as a £300,000 deficit, according to the Financial Secretary, Mr. H. P. Ritchie. Fiji is to pay more, through increased import duties, for spirits, fabrics and shirts, movie films and cars.

P-NG Team For Jamaica

PAPUA-NEW GUINEA will send a team of four to the Commonwealth Games in Jamaica next year. The president of the P-NG Commonwealth and Empire Games Association, Mr. Les Michel, said in Port Moresby in November the Territory could not send a bigger team because it was planning to send a big team to the South Pacific Games in Noumea, four months after the Jamaica Games.

He said it would probably cost £2,000 to send the team of four to Jamaica. The Territory sent a team of 27 to the 1962 Empire Games in Perth, and won a bronze medal for boxing.

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FIJI — SAMOA — TONGA

Tropicalities

at hoary old perennial, a Federation of Oceania, has recently been brought out and dusted off for exhibition, this time the New Zealand Manufacturers' Federation, which heard a paper on it in November from Mr. K. G. Fraser, of the Auckland Manufacturers' Association.

PIM sponsored something of the sort back in the 1930's; there was a fresh flurry on the subject again after World War II. But even then back in ancient history there have been official and unofficial efforts to bring the nearer Pacific Islands into closer union with either New Zealand, Australia or both.

Nothing has come of any of these plans, and, if this was so 20, 30 or 40 years ago it is hard to see how anything can succeed now when every island with a population of less than 2,000 or so is independent and happy.

Moreover, none of the contrived federations of the post-war period have succeeded.

One of this isn't to say that what the NZ Manufacturers' Federation is not the plainest of plain nonsense, especially for the islands partners in the scheme. They are a federation embracing Australia, New Zealand, Samoa, Cook Islands, Papua-New Guinea and the others—of which only Australia and New Zealand have a really free economy. All the others must exist through outside funds pumped into them from the United Kingdom, Australia, New Zealand or elsewhere.

In addition to this present aid, the proposals would like to see Australian and New Zealand contributions to the South Pacific Commission and the Colombo Plan "used out" and diverted instead to providing more educational, health and other services to Islands neighbours.

As a starter to the scheme for federation, they suggest a free trade embracing Australasia and the islands mentioned; and for Australia and NZ to lift its restrictions on entry of people from the Islands. The theory is excellent; in practice full of screams of anguish of Queensland sugar-farmers, NSW peanut growers, Auckland garment manufacturers, and everyone who has a vested interest in allegedly cheap labour. The exchange for their greater con-

tribution to prosperity in the Islands, Australia and NZ would embrace a sphere of influence that reaches to the equator and stretches three-quarters of the way across the South Pacific.

This is precisely what the great grandfathers of the present Australasians had in mind when they got possession of Papua in 1884, the Cook Islands in 1901, New Guinea and Western Samoa in 1914.

Pursuing this to its logical conclusion, we can therefore only wonder why Islands territories are not only being allowed to quit the parental nest but are actually being helped out.

But along that line of reasoning, friends, lies not so much treason but, in this day, something much worse: Reactionary thought.

For our part, having shot our bolt in the matter many years ago, we are content to leave the solution of this thorny problem of a South Pacific Federation to the Manufacturers' Federation of NZ and the NZ Prime Minister, who has promised to look into the matter. We certainly wish them luck, but we are prepared to wager that nothing short of a cataclysm will bring it about in our time.

Fiji-Indian Cookery For Strine Tastes

MRS. JANE TARA NUTTA SINGH, a Fiji-born Indian now living in Southport, Queensland, is in the process of producing a recipe book of typical Indian dishes which suit the Australian palate. It should be in print early next year.

Mrs. Singh came to Australia in 1955 to do four years general nursing training at Brisbane General Hospital. She graduated in 1959 and, after a trip home to Fiji, returned to do a year's course in obstetrics in Sydney.

A television station televised her subsequent marriage to Thomas Nutta Singh, in Brisbane. It was a



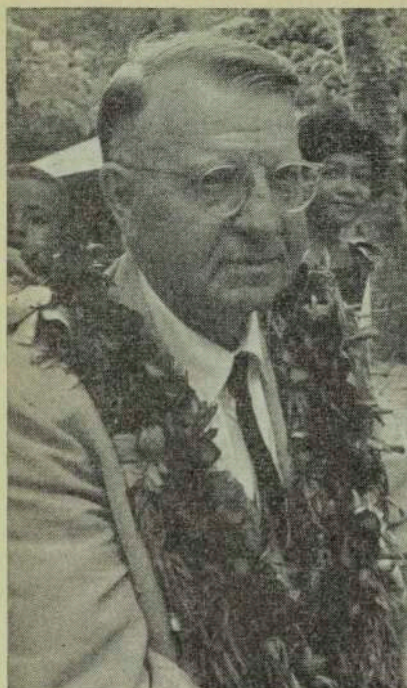
Mrs. Jane Tara Nutta Singh, in Sydney in November.

Methodist ceremony but the bride and groom wore traditional dress and the breakfast was of Indian dishes.

Mr. and Mrs. Singh entered the restaurant business in Southport with the "Taj Mahal" and this is where she gained her experience about the particular tastes of Australians, which more usually run on the lines of a meat pie and veg.

Mrs. Singh's recipe book is based on proven recipes from the restaurant, which has since been sold. She tells us that although the dishes in her book were planned primarily for Australians they should be a useful guide to Indians interested in cookery.

(Over)



Judge Morrow, at his farewell in Pago Pago.

24 Years As A Judge In Samoa

CHIEF Justice Arthur A. Morrow, who has served the administration of American Samoa for 24 years, retired from the Bench in October. He won't be giving up judicial work entirely, however, nor will he be leaving American Samoa.

He has become a special assistant to the Governor and as such he will have part-time duties in land negotiations for the new Territorial Park system; he will serve as chairman of the Land Commission, and as public defender and as an advisor to the Constitution Committee.

Judge Morrow started his service in American Samoa in 1941 when it was still under the control of the Department of the Navy. He continued through the war years and, in 1951, when the naval base was closed and the territory came under the control of the Interior Department he remained on.

Although there is usually a general movement of top officials with each change of American President, Judge Morrow has become a part of the American Samoan scene.

In the week before his retirement he was honoured at many ceremonies in Pago Pago and at all of them well-deserved tributes were paid to him for his great service.

A New Charter Cruise For Fiji?

THAT much-travelled schooner, *Okeanos*, with Joe and Benita Pachernegg, is in Suva these days and it could be that she will now remain in Fiji.

The couple are taken with the idea of developing, in that Group, the kind of charter yacht cruises that operate successfully out of Florida into the Caribbean.

Since Joe took the 39 ft *Okeanos* away from New Guinea in 1962 (Benita joined up a few months later in Japan) the schooner has logged 40,000 miles; nonetheless the couple found time last year to spend eight months working for Windjammer Cruises in the Caribbean. Joe in charge of the 151 ft *Polynesia* and later the 128 ft *Mandalay* and Benita acting as hostess to the passengers. These vessels carry from 30 to 40 paying-guests in a considerable degree of comfort, usually on cruises lasting about 10 days.

The Pacherneggs think that Fiji would be an ideal place for a similar development; so do most people who are connected with the tourist industry in Fiji. The only snag is the money needed to develop it—about £30,000 according to Joe's estimates.

In the meantime Joe has made a contract to salvage what cargo still remains on the 9,000 ton Swedish vessel, *Ragna Ringdal*, which went up on a reef off Vatoa, in the Lau Group, on November 27, 1962. She was on a voyage from Canada to Australia and, at the time, her cargo was stated to be mainly timber. About 500,000 super feet of this was

eventually salvaged but a great deal more was washed up on to the island.

Joe obviously isn't interested in timber but what the rest of her cargo consisted of is not known. *Ragna Ringdal* was abandoned and began to break up soon after.

Joe and Benita will go out to Vatoa with the necessary salvage gear at the end of November and they expect to be there several months.

Okeanos is to be left in the Fijian Islands, Suva, and has been put up for sale (see classified advertisement this issue). Proceeds from sale of the schooner and from the salvage efforts may help them in that charter business in Fiji.

In The Queue For A Sinful PIM

FIJI has a growing reputation among travellers for the variety of the juicier paperbacks that are available there and for those it is which less robust protectors of public morals have seen fit to ban in Australia and New Zealand. They are naturally popular with Kiwi Aussie visitors with a passion for getting at the facts of life.

Nevertheless, *PIM's* founder publisher, R. W. Robson, was taken aback recently in a small town on Viti Levu when he found a scrawny sign outside a bookshop (see picture) which said:

LATEST SONG BOOKS
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We are expecting a 100 per cent rise in *PIM* circulation from that of Fiji.



Mr. R. W. Robson first in the queue



Right Man For the Fiji Job

WHEN Basil Rogers, the Fiji Government's first representative in Australia, leaves Sydney soon to take up a new post in Aden, there will be some colour missing from the scene of the South Pacific. He was to have gone on December 6 but became ill late November and his departure was delayed.

Fiji men particularly will miss his easy-going waistcoats and monocle, his geniality and his privately-owned Lancia motor.

But Mr. Rogers has put little Fiji on the map in the 18 months he has been here. He has made friends easily and enjoyed his job, yet never failed to impress on the people who met him that his interests have all been with Fiji and that Fiji could be treated with better consideration in Aus-

trade matters he has loosened old attitudes and prepared the way for stronger trade representations in Fiji. He has done more than any man in getting Fiji known as a desirable island for Australians—and only Fiji's tourist message has been so well sold in Australia in the last 12 months.

For this he has had the support of an efficient secretary and assistant, Betty Evans, formerly of Suva, who always has a smile in her voice for many telephone inquirers and all information for the many who come to Fiji's attractive Martin Garden office.

Back in Suva some people have been prepared to sniff a bit at "the new man" and his soft Sydney job—but taken, they believe, at great expense and for little result.

But he's been the right man in the place. Fiji needed a genial

showman to launch its Sydney office, and the colony has had full value for money in Basil Rogers.

Fiji's Deputy Accountant-General, Mr. B. J. Smith, will look after things in Sydney when Basil leaves, but his appointment is not permanent. Beach talk in Suva has it that the permanent job has been offered to a former Financial Secretary, Mr. H. W. Davidson, now living in England. He left Suva in 1958.

Not So Very Far From Home

TALKING of Fiji, we spent some little time recently wandering about those palm-clad, blue lagoon islands, and then a few days later we found ourselves climbing a glacier, and walking on snow-covered peaks, in the remarkable South Island of New Zealand.

The difference, of course, was quite marked—which is just the point our hosts, Air New Zealand and the New Zealand Tourist Department, wanted to make. New Zealand's Southern Alps, with snow all the year round and glaciers almost to sea level, are all set for a drive to attract Islands people looking for a change of scenery and a change of faces.

And New Zealand also has its weather eye open for Americans making the Grand Tour of the South Seas who, of course, can get to New Zealand more easily now that Auckland airport is open for jets.

But we had the last laugh. You can't really get away from the Islands in that snow country. After landing on the Franz Josef Glacier in a ski-equipped Cessna we got out on the snow with our pilot, and found he was Jerry Savage, until recently flying in West New Guinea and the Sepik district as a commercial pilot with

Same man, different places. See below.

the Catholic Mission. Of his 1,800 hours, 1,000 were put up in New Guinea. He finds that flying for Mt. Cook Air Services is not really different from New Guinea mountain flying—except that turbulence is worse in the NZ snow country.

"Remember me to everybody in New Guinea!" grinned Jerry.

The photographs show him with local sightseers in New Guinea, and on the Fox Glacier, with Mount Cook in the background. He's the fellow wearing the cap in both pictures.

The End Of A Cracker Idea

Ingenious Solomon Islands residents who have been using fire-crackers to kill fish, and thus contravening the regulations that prohibit the dynamiting of fish, will probably soon be deprived of their fun.

A bill to plug up this loophole in the Fisheries (Explosives) Ordinance will be among legislation introduced at the next meeting of the BSIP Legislative Council which is due to commence in the High Court Building, Honiara on December 6. The meeting is expected to last 10 days.

The new bill prohibits the use of any explosive substance, including fireworks, for catching fish; and also prohibits anyone from attempting to get fish in this way or of permitting other people to do so.

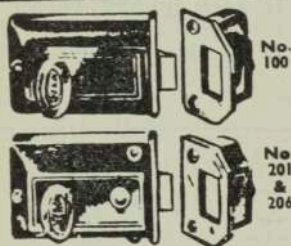
Other legislation that will be introduced includes a new Income Tax Bill.

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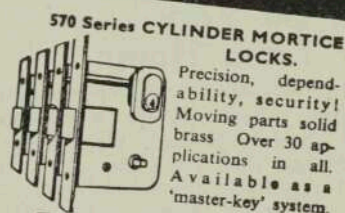
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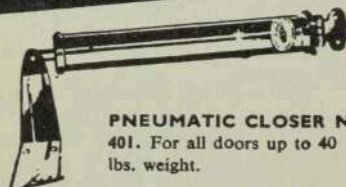
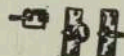
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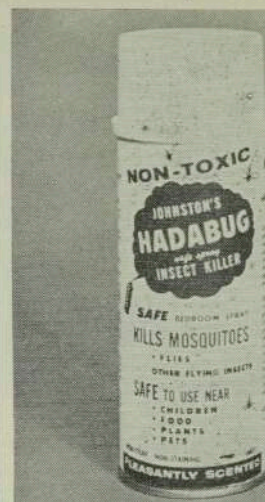
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They Can't Do There

THE crow of the cock will not be heard in the land. Not in Noumea, anyway.

Some time ago the city municipal council decreed that householders could no longer keep roosters, geese, geys or ducks. A few hens only were to be tolerated and the hen houses were to be concreted and closed down at frequent intervals.

It is presumed that the poor rooster was eliminated because of his early morning crowing but Noumeans were not taken kindly to the council's decision. Following a visit by the council's inspector, a couple of dozen householders were up before the magistrates in November for keeping roosters. They got off with light fines and a reprimand.

Some householders see in the decision the subtle hand of Big Business (which rules the local municipality) trying to prevent locals from growing their own poultry. The dissenters to this opinion say that the council could better spend its money and efforts in controlling the packs of stray dogs which at the Noumean night air hideous barking and wailing and, indeed, danger.

Only a few weeks ago a suburbanite was held at bay by a pack of strays which they killed his pet goat.

Householders feel, moreover, that the council still has any energy or courage after controlling the dog nuisance then attention should be turned to the roaring of powered vehicles in suburban streets at all hours of the night and morning.

And He Didn't It Here

THE popular New Guinean MHA, Simogun (who these days likes to be known as Petar Simogun) was in Sydney and Melbourne in November to help publicise Malcolm Wright's book on coastwatching, *If I Die*. The book is reviewed on this issue.

Simogun accompanied Malcolm Wright where (they are good friends) with his wide grin helped the city angle mightily.

People who were especially keen to see the two men were of the 2/22nd Battalion boys—aging—who were put on the Rabaul and who were helped by people like Messrs. Wright, Simogun, Les Williams, Peter Figgis, McCarthy, etc. The beer



Simogun, and grin.

flowed freely at times, especially as McCarthy was in town, too.

Malcolm Wright's book shows more clearly than any other report just what Simogun did to earn that B.E.M. in New Britain and it implants his reputation quite firmly in New Guinea's history books.

But although Pidgin-speaking Simogun is a mighty man with a rifle, he's no shakes as a literary gent, and he probably couldn't write a book to save his life. Many eyebrows, including Simogun's, must have shot up at the front page story in Port Moresby's *South Pacific Post* on November 10, announcing that *If I Die* was Simogun's new book—"dictated in Pidgin to Malcolm Wright, who translated it into English".

Poor Malcolm Wright had four novels rejected by various publishers before he finally hit the jackpot with his first attempt at real life narrative, *If I Die*. Now they've taken it away from him.

Look Out, Here They Come!

ABOUT 400 Australian university students are to descend on Papua-New Guinea and the Solomons in January, under a two-weeks work-camp scheme to help the Administration and local governments.

The students will mainly work on construction jobs such as erecting local government buildings, helping with the water supplies for schools, installing sporting facilities, digging pits for water tanks.

Main organiser of the scheme is Kevin Martin, National Papua-New

Guinea officer for the National Union of Australian University Students, who tells us that the aim of the plan is to give university students the chance to see the Islands at first hand and to do something worthwhile at the same time.

The students are paying their own fares for travel and are being provided with free board and food. The Governments are behind them, and the student headquarters has had many letters of encouragement from the Islands.

The students will be divided into four main sections. Port Moresby receives two groups of 50, Madang one group of 20 and four groups of eight are distributed widely in the British Solomons. The remainder are assigned to various P-NG local governments who want a hand.

Many students will be living with New Guineans in villages, and later will be billeted with European settlers—to get a balanced view of Islands life. There will also be a week of touring to see areas apart from those in which the students are assigned.

It's a worthwhile project, on the grand scale, and it's taken 12 months of organising.

When Is A Fijian A Native?

A PECULIAR little piece of legislation is coming before the Fiji Legislative Council, brought with the sole object—or so it seems on the surface—of avoiding stepping on the toes of the Fijian people.

The bill is a measure to amend the Agricultural Produce (Authorities by Natives) Ordinance, by replacing both "native" and "non-native" by the words "Fijian" and "non-Fijian". The expression "native" is disliked, according to the Government.

The Fijians, who are singularly free of any complexes regarding nomenclature, have never cared much whether they were called Fijians or natives. They've always got hot under the thatch, however, if anyone else has assumed the name Fijian, which so far as the Fijian is concerned is tied up with his ownership of the land. He doesn't like Fiji-Indians being called Fijians.

The bill will do a few other things—such as control the payment of cane money to Fijians and cancel a measure whereby the approval of the Secretary or Deputy Secretary for Fijian Affairs, or of a District Officer, was needed before a "non-native" could pay cane money into a Fijian's bank account.

Approval will still be needed for the authorisation by a Fijian of

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PLAYED THE LAST CARD BUT ONE

The New Guinea House of Assembly in late November overwhelmingly defeated a move to repeal the controversial Playing Cards Ordinance it made in August.

The ordinance makes it an offence to play any sort of cards in a private home, unless the cards have been hired or borrowed from a licensed cardplaying premises and returned as soon as possible.

Bridge players who play with their own cards in their own homes, for example are liable to three months goal.

The ordinance also makes it an offence to import or manufacture playing cards without the authority of the Commissioner of Police.

It is at present before the Governor-General, Lord Casey, who has the right to disallow it before it becomes law.

The ordinance is an attempt to lessen the incidence of gambling among New Guineans.

Mr. Keith Tetley, who introduced the bill to repeal the original ordinance, said it made the Papua-New Guinea parliament "the laughing stock of the world".

"Any law that cannot be enforced is a stupid law," he said. "Since the ordinance was passed people have been buying up playing cards by the gross which makes it quite clear that they intend to continue playing."

"The government has let this house write into law one of the most ridiculous pieces of legislation in history," he said.—AAP Reuter.

ment to a non-Fijian of any of the proceeds of any agricultural produce payable to such Fijian, otherwise the transaction will be void. Obviously a case of protecting unbusinesslike Fijian from the legged sharks.

The bill has prompted the thought that the substitution of "Fijian" for "native" could have another motive and it.

The word "native" were to be left undisturbed, future Governments of a self-governing country could play ducks and drakes with legislation governing the Fijians' rights to the land.

It might be that "native land" would come to mean land relating to a person born in Fiji who, of course, is the generally accepted sense of the word, would be "native" of Fiji. There are those who hold that is only interpretation that can properly be put on the word.

Setting Funeral for An Old Salt

NEW GUINEANS don't usually live to a ripe old age. Their lives have been against them. But Paul Administration marine worker Subotan was 83 when he died the other day, and furthermore he was living right up to the time of his death.

A proper tribute was paid to Subotan by his fellow marine workers, who formed a guard of honour (right) as his body was taken aboard the Administration trawler *Theresa May*,

for burial in New Ireland, where Subotan came from "in the German times".

He worked for the Germans, and for the Australians from 1915—all of it near the sea. Commander of the honour guard was Jerry Squires, a well-known Rabaul skipper.

Change Of Address

TERRITORIANS note. From November, Sydney office of the Department of Territories is not hard by the Coroner's Court and the Morgue, but in livelier offices in the Commonwealth Bank, cnr. Market and George.

When Can There Be Rule Of Law?

When can the Rule of Law be said to have taken root in New Guinea? According to P-NG Administration senior official David Fenbury, when:

A CLOSELY-CONTESTED election is fought without lawlessness; when a Hanuabadan magistrate can pass out a stiff sentence to a Kerema and that afternoon sit unmolested among a crowd of Keremas at a football match; or when an unescorted surveyor can measure up a parcel of village land which is to be compulsorily acquired for a public purpose without interference from disgruntled land owners.

In "Kot Bilong Mipela", in the fourth issue of the Council on New Guinea affairs quarterly magazine *NEW GUINEA*, shortly on sale, David Fenbury discusses the two systems of courts that exist in New Guinea—the ordinary Territory legal system and a native New Guinean system.

"It is a disquietening fact," says Fenbury, "that the indigenous community of Papua-New Guinea has for many years been operating a widespread, completely unsupervised, and technically illicit system which has no contact with the Territory legal system."

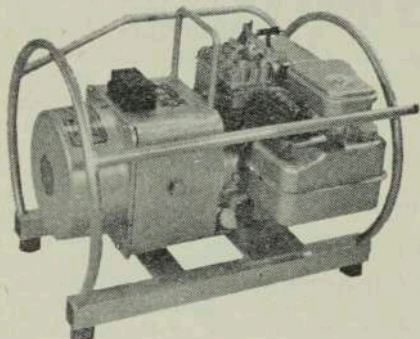
Other articles in the issue include: ● Political scientist Paul van der Veur discusses the meaning of political asylum for West Irianese refugees and the meaning of "permissive residence".

● Economist Ric Shand continues his concise economic surveys with an article on the coffee industry, "Is coffee as good as it looks?"

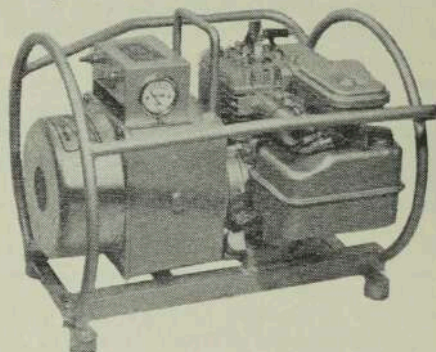


BRAYBON — POWER PLANTS

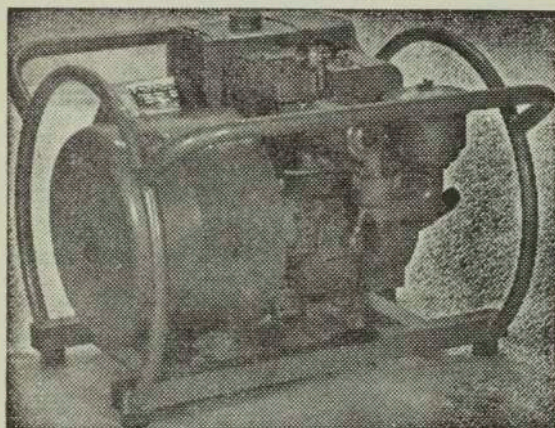
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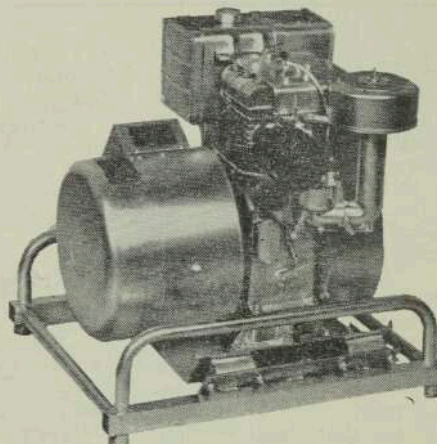
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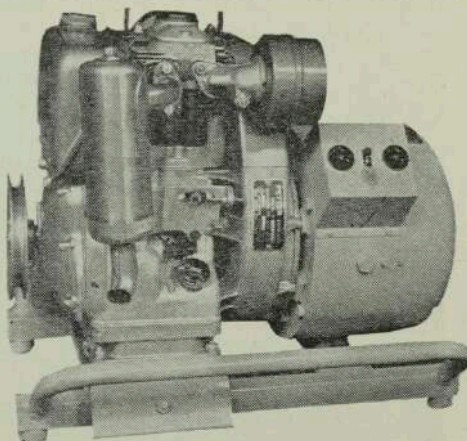


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Malcolm Wright, in Sydney in November at the launching of his book. He lives in Melbourne these days.

BEHIND ENEMY LINES WITH THE COASTWATCHERS

By J. K. McCarthy

Malcolm Wright was a patrol officer in New Guinea before the war, joining the service as a lieutenant in 1937. I had the good fortune to have him posted to New Guinea in 1938, when I was there, and my personal satisfaction may be forgiven when I think that I sent him to Milne Bay, in East Nakanai, New Guinea, to re-open the patrol post there.

WRIGHT was essentially a "native man"—if one can dare use such an old-fashioned term—and the reason to which he gained the hill people's friendship and loyalty is shown in the pages of his book, *Die*, just published in Melbourne. It is almost a too modest account of Wright's many months as a coastwatcher, stationed in enemy-held territory during 1942-43. He was the first of "Feldt's mob" to be put ashore behind the Japanese by submarine—and he did this well. The reader does not need much imagination to feel what might have been felt when, in the dead of night, he left the submarine in a motor dinghy, to paddle through the darkness and land on the dangerous shore of Cape Orford—but this was the beginning of his real mission. The initial solo attempt, Wright successfully contacted the villagers, lived with them a week, then re-

turned to Australia by submarine, where he formed and led a party which included Peter Figgis, Les Williams (now District Commissioner at Popondetta), and my old friend Simogun.

These men made a new landing and remained concealed at Wang—their observations post at Cape Orford—for almost a year, setting up an intelligence network which extended even to the Japanese stronghold at Rabaul, and making frequent reports to Moresby and Australia.

With the landing of new parties at Cape Orford, Wright crossed New

Britain to his former mountain home in Central Nakanai. He was welcomed by the villagers who remembered his work there five years before.

By this time the Japanese had pretty accurate information of the coastwatchers' position but their efforts to hunt and capture the Australians were thwarted when Wright had arms dropped so the villagers could be trained to attack the Japanese. Wright finished up "commanding" several hundred Nakanai guerrillas, who inflicted heavy casualties on the Japanese.

It is not possible to militarily assess,

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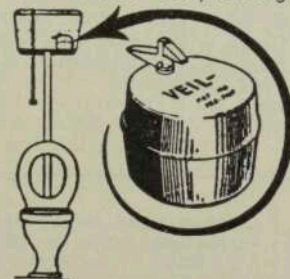
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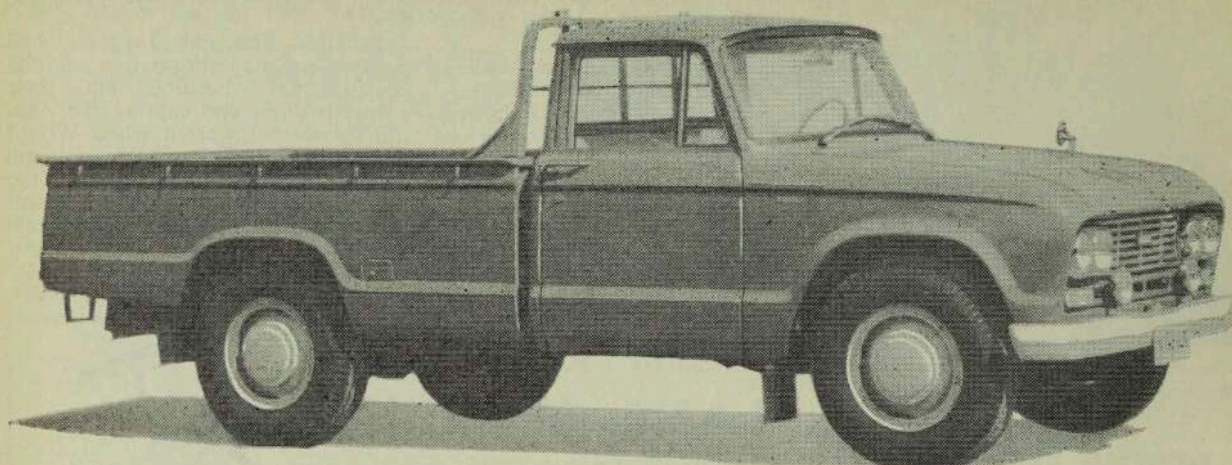
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"magnificent Golpak", who helped coastwatchers, including Wright's party.

d-bloodedly, the work carried out men like Wright. On the other and it is possible to count the ore as it affected the political past New Guinea—bluntly put, this ans that Australia's pre-war ad- ministration of the country must have en sufficiently admired by the ive people otherwise coastwatching ties would have been betrayed to powerful Japanese as soon as they d landed.

The book, self-effacing as it is, ounds with the names of heroes— magnificent Golpak, Alan berts, Chas Bates, Searle, of ilindi, Simogun, now a member the House of Assembly, Ian nner and John Stokie. (Incident- y, Stokie, a first-class bushman and repid climber of mountains, was ce refused enlistment into the AIF ause his natural stride was not g enough for him to keep in step!) There are many other names in s excellent book that are known d fondly remembered by those who ow New Guinea. Some of them w unknown—for instance, one uld like to know more of Johannes "Malay", and his family, who re executed because they chose to ain loyal.

There are many such heroes who l remain forever unknown—the ple villagers who met death be- use of their comradeship with the ite man. These, like the unmarked ves in New Guinea's war ceme- ies, are "Known to God".

The American airman Fred Hargesheimer, with Bill Townsend (who is now commanding the RAAF Base at Butterworth, Malaya) have since the war been instrumental in building a school in Nakanai that commemorates the coastwatchers' effort to save escaped airmen—and this, like the Golpak memorial at Pomio—forms a fitting epilogue to the story of *If I Die*.

It is of course factual—perhaps coldly so—but even the least imaginative cannot be but thrilled by it.

To me, and surely to many others, it brings a keen nostalgia. Some of the dialogue, correct at the time, seems curiously old-fashioned 22

years later, as for instance, the form of address used by the New Guinea people. "Master" is now dead in many places, and is dying out in others.

The world changes, of course, and this is as it should be. One hopes, however, that the same loyalty of the people will be shown in the years to come by the descendants of those who followed Malcolm Wright.

It has often been said that the written history of New Guinea is sparse. *If I Die* is therefore especially welcome and I highly recommend it to all who wish to learn something of New Guinea's story.

(IF I DIE. Lansdowne Press. 35/-.)

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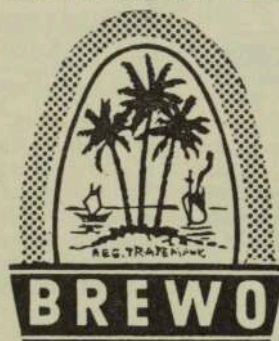
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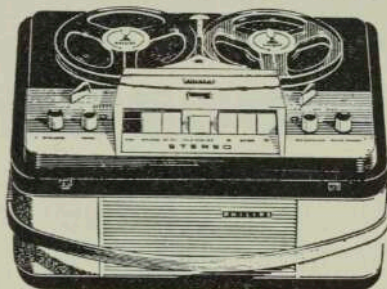
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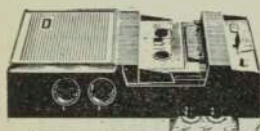
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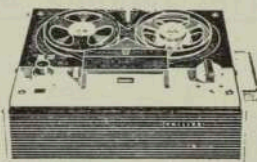
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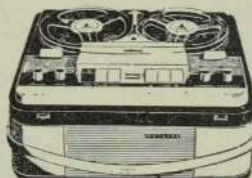
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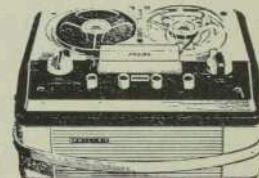
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(For Philips' Agents/Distributors, see p. 40)

NEW HOPE FOR N-AGAIN, OFF-AGAIN CHRISTMAS IS?

The Pacific's Christmas land has been used for growing coconuts commercially since 1902 so it may seem a little late for a soil survey to see whether this can be done or not.

But that is what has been happening on Christmas lately (they have given up testing nuclear bombs here, for the moment, anyway). A soil surveyor from the Directorate of Overseas Surveys in London and a coconut agronomist from the British Colonies have spent six weeks there surveying the agricultural potential of the big atoll, particularly in reference to coconuts.

They have taken away samples of soil, water and coconut leaves and all these will be analysed in London with a view to suggesting new planting and replanting techniques.

If something could be done to rejuvenate Christmas it would help with the everlasting battle that the Gilbert and Ellice Islands Colony has with overpopulation in the other parts of the Colony. The land area of Christmas is 222 square miles—just over half of the total land area of the Colony, which is scattered over one million square miles of ocean.

More Copra Needed

According to preliminary estimates from the experts, only 6,000 acres on Christmas would be of use for planting but even this would be a little, if not for resettlement then for increased production of copra, which is the Colony's only export crop.

Captain Cook discovered Christmas on Christmas Eve 1777. The Anglo-Australian Guano Co. worked for low-grade phosphate in 1865 but soon gave it up as unprofitable. Britain got around to annexing it in 1895 and in 1902 leased it to Lever Brothers, who established the plantations. They were far from happy with the results.

In 1913 Levers sold Christmas to Captain Rougier, a Roman Catholic missionary turned Pacific planter, who owned the plantations on neighbouring Washington and Fanning Islands. Rougier formed his plantations into a company, Central Pacific

Coconut Plantations Ltd., which he registered in London and this company continued to operate until some years after Rougier's death in 1932.

His nephew inherited from him but he became involved in a bank crash in Tahiti in the 1930's and the plantations on Fanning and Washington Islands were sold to Burns Philp interests in 1935. Christmas was not so highly regarded as a copra producer and remained in CPCP ownership until after World War II when

the plantation was acquired by the GEIC Government.

Since 1956, of course, Christmas has had an on-again, off-again career as a nuclear testing base and little has been heard of it as a coconut plantation. The palms planted early this century must now be nearing the end of their useful commercial life.

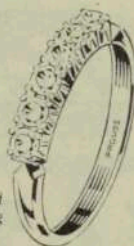
The greatest drawback to plantation development on Christmas in the past has been the unpredictable rainfall and this will continue to be the greatest problem in any future plans.

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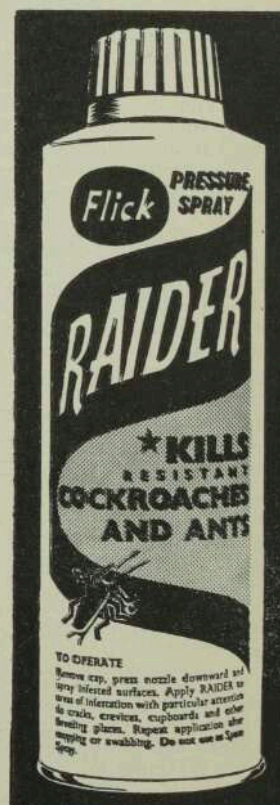
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Territories TALK-TALK

With Tolala

It is a pretty safe guess to say that in this month of December, when Christmas-time is coming up, the majority of us become a bit sentimental and let our memories go back to other Christmases.

Since the Territory of Papua-New Guinea is becoming more Australianised than ever these days, with labour strikes, dissatisfaction in Public Service, the prevalence of these messy, sexy crimes, drunkenness—you know what I mean, it is easy to be expected that Christmas promotion has been launched in the Territory's urban areas, even in Australia.

It is sad to see this festival commercialised so greatly; but it is one of those things we Squares have to endure, together with stretch-pants and de-genderised females stalking the streets.

I little wonder then that my mind reels back to the days when sales promotion was less organised and *quid* was less *pro quo* than it is today. At least it was wrapped up in a paper.

I am thinking of those early Christmases at Soraken, down in gainville—the headquarters of the Buseul Plantations Ltd. in 1913-14.

Soraken really started Christmas on gainville for native labourers on plantations.

It also launched the fashion of drinking hot tea and biscuits first thing in the morning for many of the labourers, and a few other amenities, introduced by that old scout, James Campbell, who was CPL's first general inspector. This was done in an "eye to casting bread upon the waters" in the interest of resting. And it paid off.

The first Christmas sing-sing at Soraken was something to remember. There were sports, there were pigs, there were peculiar contests—strange these bush natives—such as sack races, three-legged races, pillow-fights, and there was a tug-of-war.

Tugs-of-war were favourites, but they sometimes ended in tragedy. At this time at Soraken there were labourers from all over Britain, New Ireland, Talasea and various parts of Buka and gainville and at times, in blissful ignorance, tugs-of-war were arranged

between tribes with long-standing feuds. The defeated team's supporters invariably took it upon themselves to wreak vengeance on the victors; at other times tempers snapped with the ropes.

It was difficult at first to teach these primitives that the ethics of sport did not include the death of the vanquished. "Fun" wasn't in their vocabulary.

The major domo of those early sing-sings was Stanley Annandale, an ex-BSIP Government official, who had previously been in Samoa. A true master of protocol, an Englishman and a cousin of the well-known British Lord Chancellor of the time, Lord Haldane, Annandale, in all his contest-adjudicating, seemed to get away with his verdicts to everyone's satisfaction.

Those who benefited more than all from the Christmas sing-sings, were the recruiters for the early CPL plantations.

There was Buckley in *Rogeia*, and then later there was Bill Stower in *Actaea*, who later became famous as a NG recruiter.

Thousands of lads eventually "made paper" or (if you prefer it) signed forms of indenture between themselves and Adam Forsyth, who was one of those nebulous Back Room Boys of Burns Philp, possibly chairman of CPL at the time. Labour indentures in those days were made between an individual official of a company and the native.

Much has been written about the "forced labour" of those early days of the century; of coercion, intimidation and false representation, but boiled down (with very few exceptions) the inducement technique was little different to present-day methods adopted by the live-wire commercial houses in obtaining purchasers of their wares.

The image of a recruiter too often is reflected from the days of the African slavers; even as the harsh overseer of labour is another Simon Le Gree.

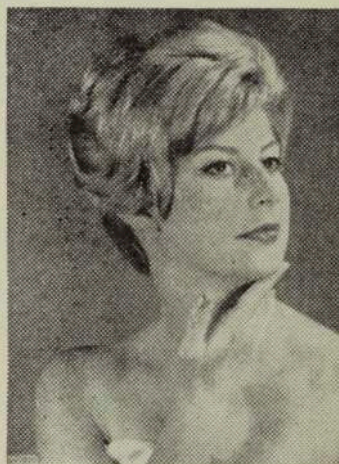
The tactics of the slavers who aim to make a quick quid, get out and

Christmas Wishes

A happy, peaceful and contented Christmas, and for all the days in the Coming Year, is my wish for all readers . . . Tolala.

never return have not existed in New Guinea since Tib's Eve and those folk who have used them are as much hated by their own colour as by the native. For he is the reason of the enmity and revenge which have been dealt out to the innocents who follow in the wake of these quick quidders and have too often spelt bloody massacre.

Conditions have changed considerably during the last decade where labourers are concerned: trade



It is indeed wise to see that your neck is worthy of admiration by giving it daily care during your normal beauty routine. Fingertip massage with a moist oil will preserve the creamy smoothness of the skin and tone the contours of the neck to keep it youthful and supple. With gentle upward strokes, start at the base of the throat and smooth the oil of Ulan under the jaw-line, then down the nape of the neck to the shoulders. Keep this up and you will soon have another pretty feature.

. . . Margaret Merrill

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** TRADEMARK OF UNION CARBIDE CORP., U.S.A.

THE PECULIAR CASE OF THE CANING

ons, native labour officers, escalation of wages, and the reduction of our forces generally.

cannot visualise a plantation running a line of "beetle monkeys", numbering perhaps 50, in these days of high wages. And what happens to the pests: the larvae of the *enchophorus ferrugineus*, the mastid tribe and the leaf hispa *agatti brontispa*? The good, old PRO looks after all those diseaseable items on a plantation, presumably. But what is going to happen when this wonderful independence becomes a fact? Will there be strikes and pay rises?

do believe that many a lad is pier with a hibiscus stuck in his ear, twanging away at a jews-harp, and togged up in an Hawaiian shirt, playing at a guitar. I mean basically happy; not bottle-happy.

f A Century Ago

is difficult to understand the reason for a recent co-ordinated effort by Sydney newspapers in dragging out of the past—over half a century ago—the "flogging" in Proclamation Square, Rabaul, of those Germans for their treatment of missionary Cox.

Someone, going through the effects of G. A. V. Stanley, comes upon a photograph of an event in New Guinea's World War I history, an event of which photographs were banned. But banning a thing usually means putting it under the counter, sometimes it gets away, as in this case, and the Sydney Press features it and becomes front page "news", an extravagantly displayed and sold one an entirely new concept of the value of newspaper space.

Did the recent publicity accomplish good for anybody? It tied up no current affair; an event half-century old was certainly not news; relations with Germany in no way warranted such publicity; in fact raking over of old ashes is one of the easiest means of rupturing international relations.

For old G. A. V. Stanley will probably turn in his grave when he sees the publicity that has been heaped by his "banned" photo. Ironically, when does a banned photograph become de-banned?

Of all the Press comments on the Proclamation Square incident the one which appealed to me the most was in Gavin Souter's "Data" column in the *Sydney Morning Herald*.

"How strange," he writes, "that the caning of a few Germans by the AN&MEF in New Guinea half a century ago should be causing a stir."

And then he starts to play down the incident (as he should do) and opens up a bit of a barrage on other incidents about that time which were "nastier shocks".

I am not interested in retailing stories of those first years of Australia's occupation of German New Guinea. I was there, I heard of many an action, I saw several incidents which embarrassed us Australians as being compatriots of these power-

drunk soldiers stumbling sadistically through the bush.

It would have been far more appropriate if the papers had lifted out of the past such incidents as that of Dr. Brian Pockley, who gave up his Red Cross brassard to a temporary stretcher bearer carrying a wounded soldier, and was then himself killed; or mention of the deaths of Australia's first casualties in the First War along the Bitapaka Road. Even on anniversary dates these incidents which occurred during Australia's initial action in World War I are seldom, if ever, mentioned. VCs have been given for less brave deeds than that of Brian Pockley's.

The point made in "Data" about

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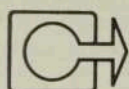
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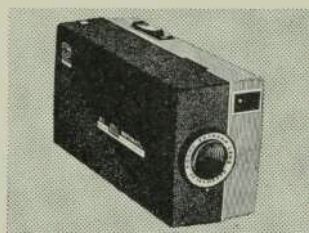
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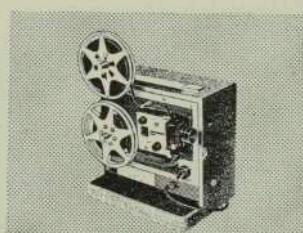
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ing" instead of the common use "flogging", was a good one. too often we start yelling out at "flogging" when young Johnny given half a dozen strokes with a at school for some breach of discipline. It must be a latent com- we have from the convict days at triangles and cat-o'-nine-tails. ly strokes with a cane are a ng; with a birch a birching and at-o'-nine-tails a flogging? Don't get too extravagant in our uage!

aning was a common means of maintaining discipline in New Guinea he German time: And when I "maintaining" I do not mean "in- ng" discipline.

s most of us know, the old sians were stocklers for prestige discipline. That was the reason the government issued what was d a *Disziplinar erlaubnis* (Dis- ne Permit) to approved civilian ters or employers of native urers who were then entitled to inister canings up to 10 strokes, ect to keeping records of strokes n, reason, etc., etc.

ne real value of this permit was so much the fact that the holder he permit was officially invested that authority, *but the native urers knew it*, and when the em- er threatened punishment the e knew he could expect to re- it if he disobeyed.

ater, after the arrival of the Civil inistration in the early twenties, oral punishment was out for all te individuals, and the native knew that, too.

Unfortunately there were quite a cases of illegal punishments in- d, many resented by the em- ee, and there's where trouble ed.

ne native did not know exactly e he was, and that is one of the ons why old-time natives, dis- arians themselves, remark in days: "Time bilong German fella time belong before". The Guinean likes to know where ands.

See "When 'Floggings' Were The Rule", p. 85.

The Commonwealth Department Works has completed work on a airstrip for the Royal Australian Force at Kiunga, in Papua.

ne airstrip, near the Fly River only about 20 miles from the New Guinea border, is one of ain of airstrips being built for RAAF in western P-NG.



1

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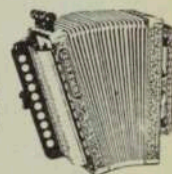
£5' 5'.

2

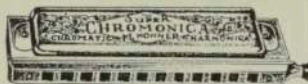
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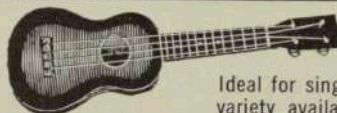
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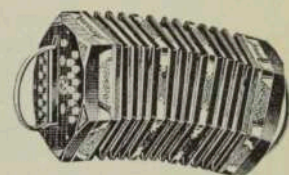
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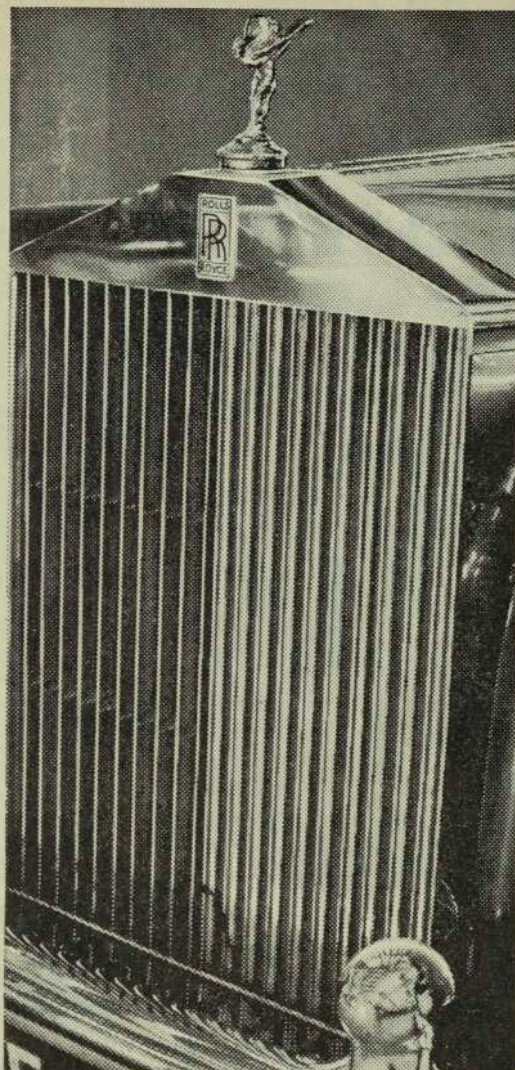
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The Editors' Mailbag

MEMORIES OF LAE

I was very interested to see, in 53 of July PIM, some photographs taken from the air of Lae, Guinea. During the war my (20th Aust. Fld. Coy) spent and a quarter years in Lae, long after its recapture by Japanese hands.

The photographs are therefore of enormous interest to me and also friend of mine, Mrs. A. Edwards, brother, W. W. Simmonds was at Scarlet Beach and is now at the war cemetery on the right of the strip.

Edwards and I would like to, therefore, if copies of the photographs (and of any others you have) are available.

I thought occurred to me also the possible event that you print letter) that some kind resident could possibly send me photographs of the Lae war cemetery and findings, as these would be of great value to Mrs. Edwards and family.

From PIM's photographs it seems the only landmark unchanged is the nose of the Jap ship just off the end of the runway. The growth of town is amazing. Perhaps some could enlighten me as to the location of the old 2/7th AGH and S barracks, also the Myoko

CLIVE COSSOR.

Oper St.,
y, NSW.

CHAMBER OF COMMERCE AT WORK

In a recent issue of PIM it stated that a tourist brochure was issued by the New Hebrides Condominium Government. We are grateful if you would inform your readers that it is not the Condominium Government which publishes the brochure, but the New Hebrides Chamber of Commerce, Industry and Agriculture.

For mention of the brochure led to some interesting correspondence, but letters are only going us in a roundabout way through the Condominium Govern-

JOHN STEGLER,
Vice-president.

New Hebrides Chamber
of Commerce, Industry
and Agriculture, Vila.

POOR DEAL FOR PLANTERS IN NEW HEBRIDES

Sir,—The New Hebrides has slowly been dying of economic strangulation ever since the war. Local revenue depends mainly on agriculture, with its export of copra, cocoa and coffee, and very recently beef.

During a few short years the

markets for the produce soared sufficiently to help raise the standard of living—but unfortunately that boom was temporary and matters have been at a standstill for many years.

Shortage of labour has also been a snag ever since the war (prior to that, the Indo-Chinese were imported on five-yearly contracts) and the present available workers demand far too high a wage.

Plantations and other enterprises endeavour to solve the shortage by importing Gilbertese workers, but find passages exorbitant (£20 per person as "deck cargo"), as well as

One Obligation You owe to Your Family



Many men make great sacrifices for their families. The longer they work to achieve financial security, the more important it becomes to ensure that their efforts should be completed. To make certain that your hard-earned assets will continue to bring security, you have another obligation to your family—the appointment of a professional Executor, Burns Philp Trust, in your Will.

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. . . Margaret Merri

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ving to fight government red-tape
blems, which are discouraging.
Those not concerned with agri-
ture find the New Hebrides an
usual income-tax-free retreat. They
get that direct taxes on exports
l imports are unusually high com-
ed to the size of the place and
general revenue. Direct taxes are
rciless.

f a planter produces at par or at
oss when market is low, he still
to contend with the customary
per cent. export duty on what-
r he ships overseas, not forgetting
101 "extras" for freight, dock-
rges, handling fees, etc., plus com-
sion and the terrible shrinkage
ything up to 12 per cent. on
ra) incurred by the time the
duct reaches its destination.

The French Government also
oses "certificat d'origine", an
ed tax on copra shipped to
rselles.

t has been noted, however, that
comparatively new enterprises,
anese fisheries and French man-
ese mining, which for about six
rs have been favoured with a
per cent. export tax because
their "newness", have now had
tax reduced to one per cent.

is to be hoped that our Resi-
t Commissioners, who have the
er of life and death in their
ds, will stretch the point of
lar leniency towards the present
ht of New Hebridean planters
livestock breeders.

here has been talk of copra grad-
Unfortunately, this would entail
pecial board, and more officials
uited with more new houses,
ch the Condominium can ill
rd. A simple testing apparatus
ld suffice which could be handled
any agricultural officer.

nd fines should be imposed on
on or persons buying "rubbish"
ra. (Anyone with the minimum
e can tell the difference between
air copra specimen and pulpy-
h or burned product).

MADAME X

to,
r Hebrides.

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your address and happy to write
you all. Now I am going to
you about my school here at
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small creeks and valleys. We
always dance on Saturday night
play basketball on Sunday after-
n.

JAPI BAUR

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ke Island,
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Preparations For Noumea Games Ahead Of Schedule

From Fred Dunn, in Noumea.

Preparations for the second South Pacific Games, to be held in Noumea in December, 1966, are ahead of schedule and there are already predictions that the whole thing will be a feather in the cap of the French territory.

THE total cost of building stadium, sports halls, tracks, etc., will be about 300 million CPF—the equivalent of £A1,500,000. Most of this sum is being found by Metropolitan France and will ensure that after the games are over, Noumea will be one of the best-equipped towns in the world for sport.

Work on the main stadium near the seaside suburb of Magenta is ahead of schedule. The cycle track, together with its 2,000-seat stand, is finished and will probably be used in this season's track-racing, which will take place in December.

In the main stadium the outside stands, which will seat 4,500, are nearly finished and the grandstand, which has 1,000 covered seats and 1,000 that are not covered, is well advanced.

Drainage of the arenas is well advanced and is expected to be complete by March, 1966. It is hoped that the whole stadium, seating and stands, will be complete by mid-1966, which will give six months to develop a good cover of grass.

Near Magenta Airport

The only real trouble up to date with the proposed flood-lighting of the stadium is quite near the secondary airport of Magenta and the planned height of the pylons that carry the flood-lights was higher than allowed by air-safety regulations. Various solutions to this problem are being studied.

The sports-hall is situated right in town—Noumea and a late start has been made on its construction. However, work is now running on schedule and it will be completed by the due date.

Construction of the Olympic swimming-pool is ahead of schedule. The site for this is at the base of

Mt. Ouen Toro, which dominates Noumea's Anse Vata seaside resort. Work has started on the seating arrangements around the pool and the shower and toilet block is finished. The longest job yet to be done is the landscaping of the park that will surround the swimming centre.

As the work of construction goes on, so does the search for local talent. A team of selectors has been touring the country districts of New Caledonia and the Loyalty Islands and several "finds" have been reported, especially in the javelin-throwing and high-jump. All young hopefuls are to be given special training.

Fijians Protest At Sunday Events

METHODIST Fijians may refuse to take part in the Games in Noumea if the French organisers insist on events on Sundays.

More than 90 per cent. indigenous Fijians belong to the Methodist Church. The Fiji Sports Association has protested to the Games organising committee for including several events in Sunday programmes.

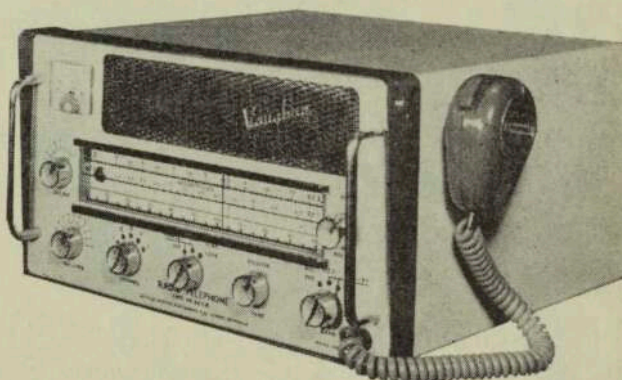
The president of the Methodist Church in Fiji, the Rev. Setareki Tuilovoni, said in November that Fijians respected Sunday.

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Plan For Tighter Control Of Visitors To Norfolk Island

From a Norfolk Island Correspondent

The Norfolk Island Council has adopted a report from the council's sub-committee on Immigration. This report contained suggestions for the control of immigration, and it plans to regulate the stay of tourists and non-residents wishing to earn their living on the island.

ONE of the main points of the recommendations is that all new arrivals other than immigrants must have return tickets.

Tourists on arrival must state how long they intend to stay and those intending to stay longer than three months must produce evidence of ability to maintain themselves.

Workers coming to the island, regardless of the intended length of their stay, must have their accommodation and employment guaranteed.

Immigrants must have enough money to establish themselves in a home and a small reserve against contingencies, plus an annual income of at least £500 a year in the case of a single person and £750 a year for a married couple. This income must be from sources other than by personal exertion.

People intending to open businesses who may be debarred by certain conditions but who appear to the Administrator to have enough capital or special skill to give them a reasonable chance of success, may be granted a certificate of exemption for a year's trial, and this may be extended by the Administrator.

Likewise, where an applicant for permission to immigrate possesses some qualifications which would make him a desirable citizen, the Administrator may refer the matter to council and act on its advice.

Applicants dissatisfied with the decisions of the council may appeal to the Minister.

Norfolk has had, in fact, some sort of a means test for immigrants for years. This was first introduced to prevent people coming to the island who might become a burden on the community.

The proposals affecting businesses are a new departure. Many new ventures have been set up since the tourist boom began on Norfolk, and there is a limit to how many the small island can support.

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(See advertisement on page 24)

Panic Over "Moon Killer"

From "PIM's" Noumea Correspondent

Noumea women who had been a panic stations since the discovery, on October 27, of the naked, battered body of Jocelyne Accarie in her small suburban flat, quit them only when a 28-year-old man was detained in connection with the case in early November.

THERE were certain similarities in the murder of 24-year-old Jocelyne and that of a married woman two months previously, and when someone discovered that both crimes had taken place at the time of the new moon, rumour took wing. The assassin au clair de lune became the chief topic of conversation. Police were deluged with telephone calls reporting mysterious prowlers. There was also an avalanche of requests for pistol licences.

As soon as it was dark, women barred doors and windows and refused to go out; and, whether by coincidence or not, a local newspaper ran an advertisement for automatic "protection pistols" with two clips of ammunition free.

To add to the general panic, the local TV station found nothing better to run than a thriller depicting the adventures of a mysterious killer with three strangulations to his credit.

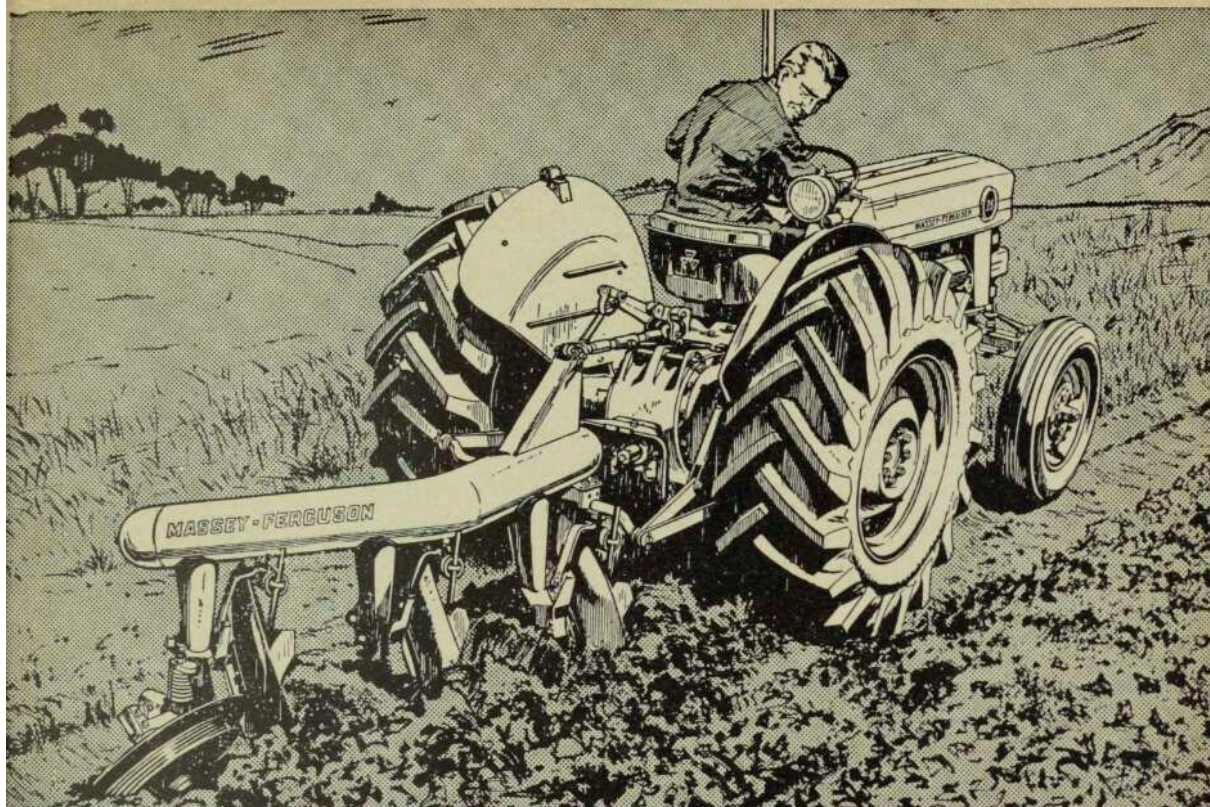
After the worst of the tension had eased old residents began to comment angrily on the fact that both the victim and the young man who was detained are new-comers to New Caledonia.

New Caledonians are still insular and are sometimes vocal on the proportion of people entering this country who don't measure up to what is regarded as desirable.

The Metropolitan Frenchman and the New Caledonian Frenchman don't always agree on this, but certainly our stream of post-war migrants has included a few ugly customers—a few drug smugglers and at least one internationally known white-slave operator.

NO HELP. A New Guinean who stole a Supreme Court judge's reading glasses because he thought they would help him to read was fined £10 at Port Moresby Police Court.

Naoni Morer, a Supreme Court cleaner, pleaded guilty to stealing the glasses from Mr. Justice Frost, who had left them on a desk in his chambers. Naoni can't read, police said.



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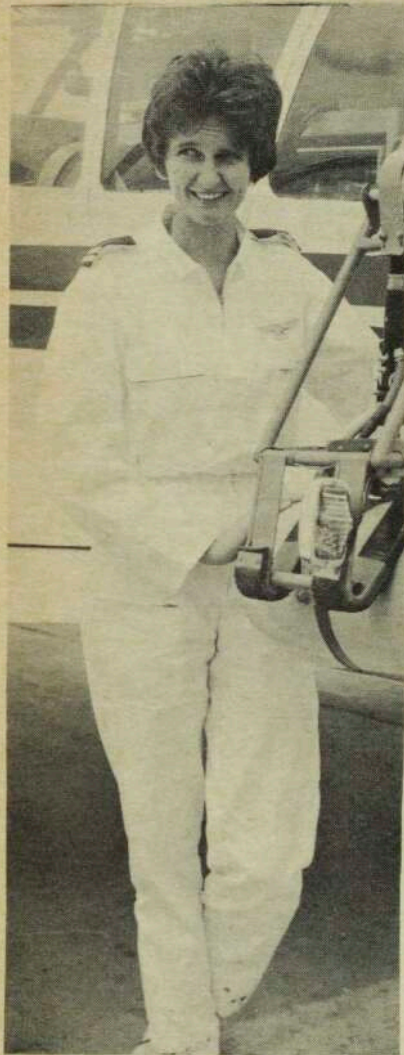


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PILOT. Miss Beryl Young, 28, of Sydney, is in the British Solomons for the next 12 months, flying her Avis Piper Aztec on a geophysical survey for the UN Special Fund. Two other Australian charter aircraft and pilots are taking part. The survey will help locate minerals.



MARRIED. Mr. and Mrs. H. L. R. Niall, photographed in Sydney in October following their recent marriage. Mr. Niall, of Lae, PNG, is Speaker of the Papua-New Guinea House of Assembly.

MARRIED. Mr. and Mrs. Thomas Oldehaver and their wedding group, following their marriage in Apia recently. The bride, Phoebe, is daughter of leading West Samoan businessman Emile Fabricius.—Photo: H. Straube.

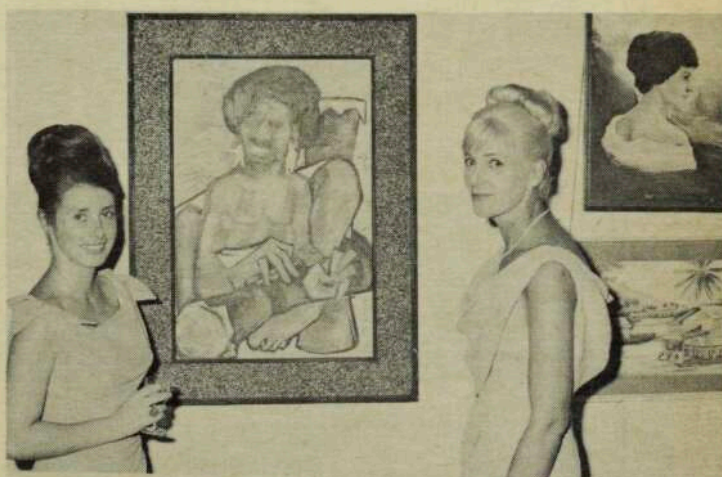




FIJI POLICE REVIEW. These police dogs and their handlers added to the colour when the Governor of Fiji, Sir Derek Jakeway, reviewed part of the Fiji Police Force in Suva in October. Colonial Long Service Medals were presented, at the review, to Inspector Narain Nair Panikar and Corporal Akuila Ravuci.—Photo: Rob Wright.

People In Pictures

RABAU ART SHOW. More than 200 entries were received for the Rabaul Art Show, now recognised as the Leading New Guinea art exhibition. A judge was flown from Sydney to decide the winners. Here, Ines Best and Beverly Wetherall admire some of the work.—Photo: Max Hayes.

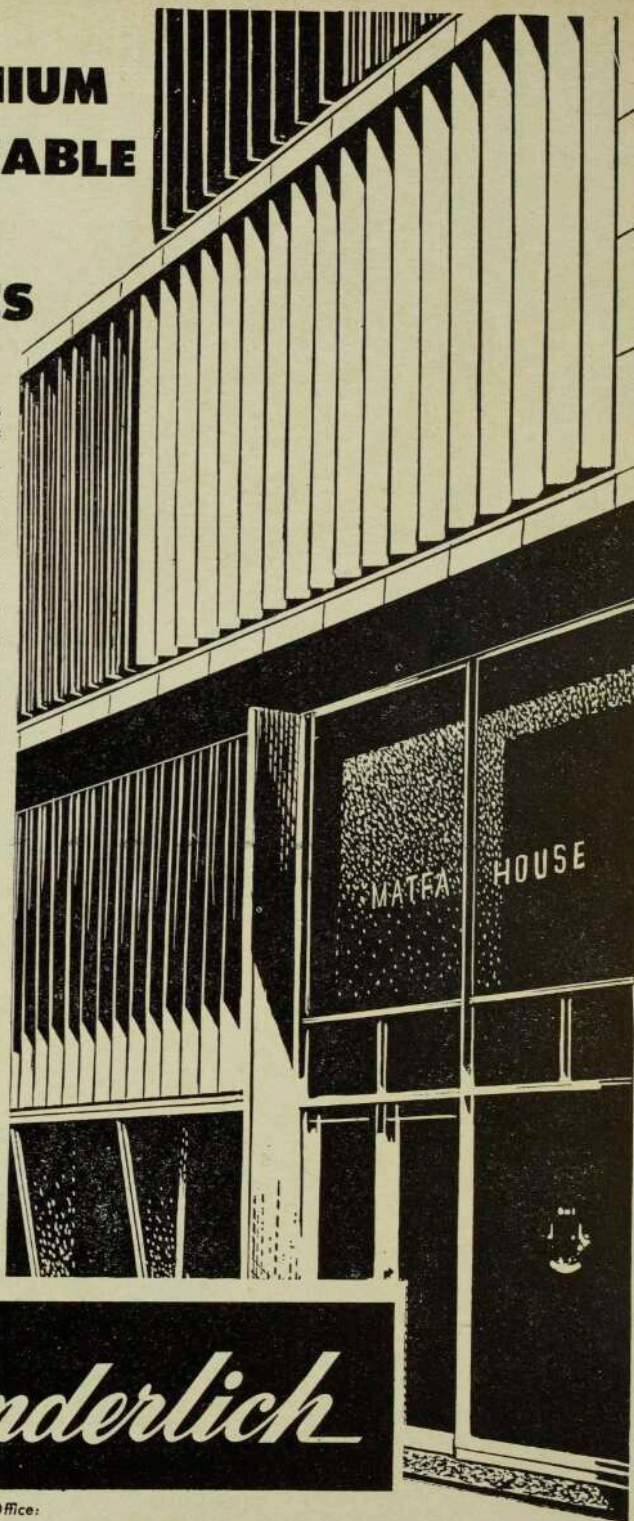


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pick up, 4-door wagon... and their variations such as ambulance and fire truck. The Land Cruiser is all of these and more. Motor Trend magazine dubbed it the "go-anywhere" vehicle, but they might have called it the "do-anything" vehicle as well. See what you think by paying a visit to your nearby Toyota dealer. Who knows what you'll end up with?

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An extension of the jetty to give greater protection to the tiny basin, and the erection of a better boat-house and slipway, have at last brought changes to Pitcairn's famous Bounty Bay.

LIFE ON TODAY'S PITCAIRN

From Margaret Cowell, in Suva

We left London on a bleak, wintry day earlier this year and three weeks later, having crossed the Atlantic and half the Pacific, sighted the familiar hump-back of Pitcairn rising from the blue sea. We had discovered how hard it can be to arrange a short visit to this lonely island three years before, when we had travelled the same long route. Then, our plan to drop off one ship and pick up another ten days later misfired.

WITHIN three hours of our sighting the island the launches and boats were bobbing alongside the Pitcairners, unkempt in their clothes, were jumping for the ship's ladder, scrambling up, each carrying a leaf basket of stamps and venirs, fresh fruit and vegetables, trade with passengers and friends on the crew.

Margaret Cowell is the wife of Mr. Reidell, of the South Pacific Office, Suva, who is Britain's administrative liaison officer for Pitcairn.

Pervis Young, the acting Magistrate, Ben Christian, the Secretary, and Jack Forster, the Education Officer, greeted us formally but quickly before calling on the Master and purser and going about their business.

In time nearly everyone else drifted by to welcome us also, and dart off again. They have only two hours on board and every minute is precious.

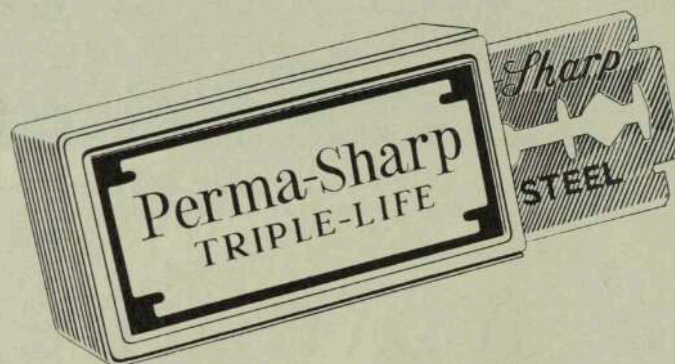
Trading comes first but cargo, too, has to be unloaded; wood-carvings are sold for almost any currency;

fruit and vegetables are bartered for flour, rice, meat and other stores; and, while the men take turn unloading the cargo, the women, making most of the social opportunity, sell their woven baskets, fans, shells and grass skirts, and squander some of the proceeds on fripperies from the ship's shop.

This is life to the Pitcairners, a crowded market day afloat: money, food, stores of all kinds from a few fathoms of rope, a few feet of dunnage, to the large, rain-storage tank for the school and the drums of

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iesel fuel for their launches, generators and recently-acquired tractors.

All this and the joy of company, too, is every ship day at Pitcairn island!

It was a good deal calmer than it had been last time we went ashore but, even so, we said goodbye to our friends aboard a little reluctantly.

Most of the Pitcairners scuttled down; my husband went; and the mate fastened a rope round my waist and wished me an encouraging goodbye.

I looked up with a fixed smile, waved, and stepped over the side and sea. A rope ladder is not difficult to manage if you keep your head, but crawling down the black hull of a ship to a bobbing boat, 10 feet or so below, is not my favourite pastime.

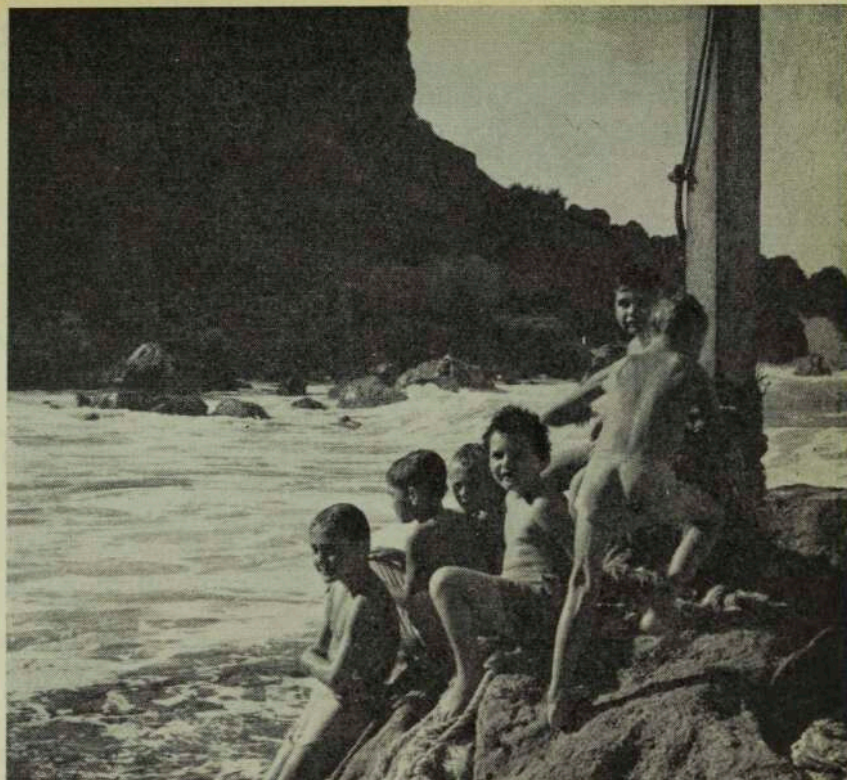
Headed For The Landing

But there were strong arms to pull me in across the last gap, lower me gently on to the piled cargo and cast off the rope. The ship towered high above, and as the last legs tumbled down, and the engine of our launch, the *Reid Cowell*, coughed into life, the *Athenic* moved slowly off.

The traditional song of farewell ended as the gap widened and in company with the *Dolphin*, we turned to Pitcairn and the landing at Bounty Bay nearly three miles away.

Pitcairn is the top of an ancient volcano, rising high from the South Pacific, mid-way between Panama and Auckland, just south of the tropic of Capricorn. It looked red and rugged as the sun dipped behind it, and catching sight of Lookout Point a feeling for its loneliness came over me.

It was from a hole in this rock-face that Fletcher Christian had stared over the empty seas, beyond the Americas towards the homeland he had cast off with Bligh.



Desolate thoughts of the mutiny and its murders faded as the island drew nearer, and the village of Adamstown stood out among the trees. A new, red gash up the southern slopes persisted and I sought an explanation. Ah, it was the new road! Some of the men didn't believe that the tractors, promised last year, would come. But they had come, the first of them early in December, and the road to the radio station was finished! Finished is an exaggeration, but the road is good enough for the tractors and trailers to use, and it is no longer necessary

Children of Pitcairn scramble over the rocks at the end of the extended jetty, overlooking the notorious smallboat passage to the island. A third of the population is under 16.

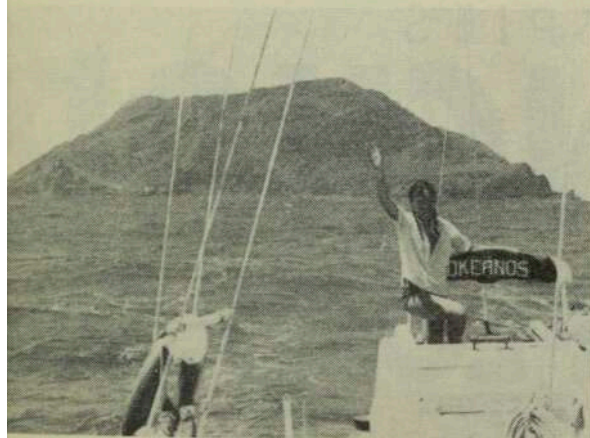
to manhandle stores and equipment up backbreaking slopes.

As we drew nearer to Bounty Bay, the cove where Christian made his landing, we passed close to the bluff where the *Bounty* was burned on January 23, 1790. The channel is narrow and a left-hand sweep has to be made to the sand and pebble beach.

On a rough day, when the south-east trades are blowing, the surf flies high over the jetty and it takes nerve, skill and experience to take the launches out and in. And even on a calm day such as this was, the right moment for entry has to be chosen.

We floated on the swell, engine idling, until a crest came; and, full speed ahead, we swept along, strained hard on the sweep-oar, cut the engine, and glided gently onto the beach.

In the last five years, the landing has been improved by blasting out the rocks that marred the approaches and, by extending the stub-jetty to "Mummy" and "Duddy", two stable boulders further out in the bay, there is now turning-room in the tiny basin



Pitcairn from a passing yacht — the "Okeanos". Cruising yachts are not infrequent callers.

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or the two 37 ft launches and a little more shelter from the ocean well.

The patchwork slipway of rough logs and the picturesque boat-houses with thatched roofs, which served the island for 160 years, have gone. A powerful winch now moves the launches easily up and down rails laid in concrete beds, new boat-sheds have been built and even the private canoes have been re-housed.

But Bounty Bay is still a landing—not a harbour; and much more will have to be done if it is to be made safe for an ocean-going vessel capable of restoring Pitcairn's ancient communications with Mangareva, 300 miles away. This is the plan: time will tell whether it can be realised.

There was no royal welcome as we jumped ashore this time: we were friends returning, not unknown official visitors. (We had gone to Pitcairn the previous year, from New Zealand.) It was the Sabbath evening and although the boats were unloaded and winched up no other work was done till sundown.

How The Church Arrived

The Seventh-day Adventist faith was brought to Pitcairn in a box—a box of literature—from the United States and, 10 years later in 1887, Mary McCoy wrote in her diary: "The forms and prayers of the Church of England laid aside. During the past week meetings were held to organise our church service on Sabbath".

Since then Pitcairn has remained staunchly Adventist, though, from time to time, a modern mutineer asserts his independence by refusing to attend services.

Last year, the track to the Edge, a tiny, platform 200 ft up the cliff face, was much as it was when the mutineers first tramped it. But the steepest path, set with a few stone steps where it was steepest, slippery with mud in the rain and with pebbly with in the sun, has given way to a respectable, dirt road with a steady but still punishing gradient. The mutineers had been at work!

At the Edge, under the dominating peak of Ship Landing Point, is a hut under a gnarled *miro* tree, where the old folk sit, looking after the idlers, and wait for those returning from the sea.

We were glad to rest and chat with friends until our luggage came being precariously up and across Bounty Bay by flying-fox.

It was only a few yards along the track to our home at "No. 1, Big Stone Road". We had rented it from an old and Dobrie Christian last year

and, although they were absent in New Zealand this time, it was ready for us again, with brother Warren and his wife, Millie, in command.

Millie had the copper alight and the water was ready for a hot, refreshing bath. Water was scarce in the first week of our stay, for the rains had recently been erratic, and the island was dry and dusty.

There are no rivers, except when the water gushes down ravines in the cliff face during a storm, and no surface springs of any significance. Normally, the rains fall regularly enough throughout the year to water crops and fill the concrete cisterns which every household has, and which the Pitcairners call "wells".

Drought is a nuisance more than a problem and, even in this dry period, the fruit and vegetables were abundant and delicious, of a variety one might find in a sub-tropical cornucopia. The mangoes were in full-season; we drank gallons of fresh orange juice, and ate incomparable tomatoes, crisp cabbage, apple cucumbers and numberless slices of fresh water-melon.

Our home, set back a hundred yards, rambled along the cliff face below the main road to the village square and commanded a majestic view of the Pacific. A hotch-potch of rooms in concrete and dunnage, radiating from a core of rough-hewn *miro*, lined with fibre-board and capped with iron, it petered out eventually in a workshop, bathroom and deep pit-latrine.

We were curious and amused to find our latrine in tandem, but soon discovered that all are twin-seated because, as the story goes, a lone child once dropped down the pit! We used only part of the house, leaving severely alone the gloomy kitchen with its big stone oven and "bolt" or open fire-place, for it was not easy to run.

A Flow Of Callers

Home served as Reid's office, too and, besides refreshing the steady flow of callers and consultants, the daily brooming had to be done to get rid of the dust, mud and little piles of frass which the white ants, reputedly introduced from the States in a pedal-organ many years ago, deposited ceaselessly.

Cockroaches abounded, and it surprised our "visitors" when we brought them rapidly under control. But we had less success with the vicious, but virtually harmless, mosquitoes which, fortunately, disappeared at dusk so that sleeping nets were unnecessary.

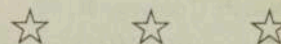
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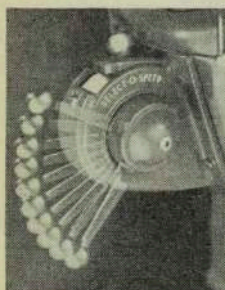
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ther than repeat last-year's chore of stoking the copper for a bath, we had up a bush-shower and filled by kettle.

There is no shop on Pitcairn so food, generously supplemented by lots of fresh fruit and vegetables, and fish occasionally, came out of the cans, bottles and packets we brought with us from London.

A small, kerosene refrigerator and electric-light in the evening, supplied by the school generator, were our luxuries and, all in all, although living was time-consuming it was highly comfortable.

The settlement of Adamstown, the original home of the mutineers, is attractively situated on a northerly slope 400 to 500 ft above sea-level and covers some 60 acres of park-like land. The main track from the village runs for about half a mile through the village, roughly parallel to the coast.

Many Houses Derelict

"Upside" and "Downside" of the hill, numerous little lanes wind through sprawling houses, like the ones we lived in but usually more derelict, which are scattered irregularly among bushes and shrubs and are shaded by a canopy of trees.

Many seem to have accepted defeat to the encroaching nature and the enormous termite for, of Adamstown's houses, over half are derelict and empty.

In the morning, while the children are at school and the men are farming or cutting firewood on the hillsides, fishing or working on their plots in Bounty Bay, there is little activity in this sombre village. The men are cloistered in their kitchens and only a few old folk wander around outside or gather in groups of three to reminisce or carve on the wall.

Fred, Hale And Hearty

Roughly a third of the population of 85 is under 16, and another third over 60; but the burden of caring for them is not so heavy as it might be for the Pitcairners are a robust people, many of whom are still active in their eighties.

Last year, influenza came to the island with us and, in turn, nearly everyone caught it, including Fred Christian who, at 81, left his bed to board the U.S.S. Wyandot which unexpectedly called. There was no fussing with Fred, and he must have counted the succeeding days in bed, drugged and nursed, a fair price to pay for his outing!

At 65 anyone can apply for a

small pension from public funds and medical attention on the island is provided free—genuinely free, for there is no taxation—by government and the church in co-operation.

The nurse, usually the wife of the Pastor, is able to deal with the everyday illnesses and, when the need arises, it is always possible to call in help from the surgeon of a passing ship or obtain emergency advice by radio.

It is a long time since anyone died on Pitcairn for the lack of medical attention and, in recent years, the risk has been further reduced by modern drugs and government's

meeting two-thirds of the cost of hospital treatment in New Zealand.

The heart of Pitcairn is the Square, and even now, when so few people are about, it beats strongly. On three sides, in three modern buildings stand the church; the dispensary, library and post office; and the court house and magistrate's office. Along the open fourth side, above the main road, runs a long, low bench shaded by trees broken only by the bell of HMS *Pitcairn*, a gift from the British Admiralty.

The bell, which is now cracked, is the public tocsin: a series of solemn strikes in ones and twos is the call

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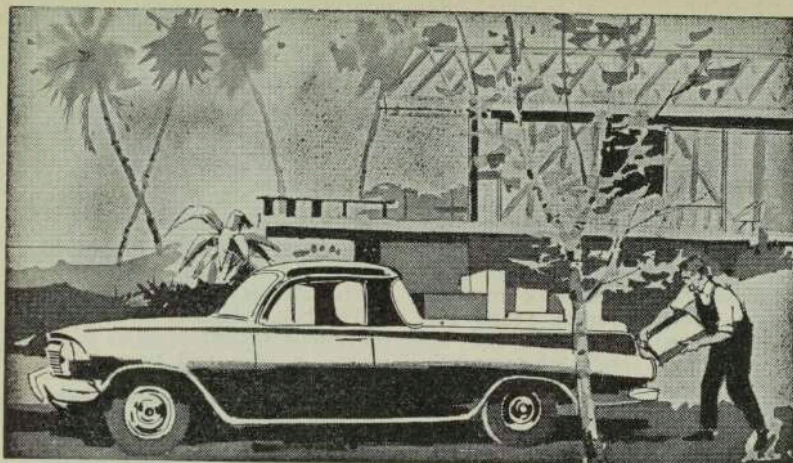
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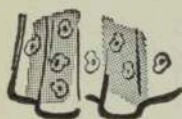
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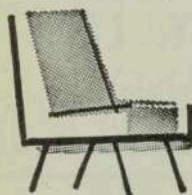
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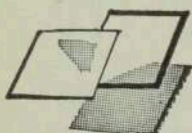
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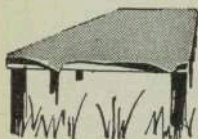
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to prayer; peals of three summons the men to work; four is the rare signal for a share-out of food from passing ships; and on a toll of five vigorously repeated and probably responsible for the crack, everyone down tools and hastens to Bount Bay to prepare for the visiting ship.

The church is very much part of the life of Pitcairn. We used to wait along to morning service on the Sabbath and wait in the square for it to begin, often sitting down, with groups of restless, inattentive children who were being given Bible lessons.

The Sabbath is a strict day of rest, thankfully observed, and nearly everyone attends church, the teenagers, in particular, taking the opportunity to dress smartly. We were always welcomed and if we found the service strange we also found charm in its simplicity and the vigour of the singing.

The "Bounty" Bible

Standing in its sealed case in the church is the *Bounty* Bible, on permanent loan from the Connecticut Historical Society, which we inspected with Pastor Ferris and Pervin Young in his dual capacity of Elder and acting Magistrate.

In it is a copy of the marriage lines of Captain Bligh, copied from the register in the parish church of Onchan in the Isle of Man.

Recently a Pathfinder Club, very similar in style to the Scouts and Guides, had been formed and, on Sunday evening, we attended a display on the lawn outside the mission house. Drill, first-aid and knot tying were demonstrated, the latter being remarkable for an argumentative confusion in Pitcairnese between a sheepshank and a sheetbend.

Everyone contributed to the tea, and after the display it was laid out as a community picnic on long trestle-tables, and shared. We ended the evening with slides of Pitcairn and Oeno Island, 60 miles away which the Pitcairners regularly visit for a holiday on coral beaches.

World Interest In Stamps

On three mornings a week, and of course on ship days as well, Oscar Clark is on duty at the post office. It is a bit trying to a visitor to be at the counter by seven o'clock but by that hour the whole island is on the move and, with Mrs. Ferris in the dispensary and many friends there or at the stamp counter, it became a pleasant start to the day.

There is a world-wide interest in Pitcairn's stamps which were introduced in 1940 and, although the public revenue depends on them, they

are sparingly issued and of good quality, so that collectors will continue to regard them highly.

Far more genuine business is done in stamps than one might expect on a small island, for much of the souvenir trade is conducted through the post and outside interest in Pitcairn keeps the ordinary letter correspondence remarkably high. Some months had passed since the first new stamps were issued but even

Mavis Warren, secretary of the Souvenir Agency, was often in the post office attending to orders from many different countries.

Pitcairn's Souvenir Agency

The Souvenir Agency is one of Pitcairn's responses to the recent reaction in the calls of passenger ships. It deals in mail orders for any type of souvenir, stamps and photographs and is ready to provide information about Pitcairn to anyone who enquires.

Outside the court house, on a path, stands one of the anchors of the *MS Bounty*, raised by Irving Johnson of the *Yankee* in 1957. The court house is rarely used for judicial proceedings and far more often serves as a committee room for the council and a village hall for movies, concerts and public meetings.

While we were on the island the ancillors, a majority of whom are elected, met frequently but, so as to interfere as little as possible with everyday life, always in the evenings.

They had a heavy log of work to accomplish including the annual budget and development planning, a civil and penal code, and a preliminary debate on proposals for modernising the land law.

Often, the sessions would continue until nearly midnight and it is small wonder that soon after we left most

WHY NOT PITCAIRN FOR A HOLIDAY?

What would Pitcairn be like for a holiday, and is it practicable to get there? A few years ago the editor of Pitcairn's monthly paper, "Miscellany", wrote: "No television, no buses, no trams, cars, trains, planes, et cetera—in fact nothing that carries except wheelbarrows. No taxes to pay and no bills to foot. No stores to buy from and no money in circulation. We have a rock in the Pacific five miles round and two miles through. We have beautiful valleys and hills and plenty of fish."

This is still mainly true and he might have added, in all truth, that Pitcairn also has a kind, courteous, strictly sober and hard-working people who make visitors welcome.

Once or twice a year the Shaw, Savill ships offer opportunity for a visitor to spend three weeks to a month ashore but careful planning is necessary—as we have found to our cost. Because the community is small accommodation is limited, but provided prospective visitors seem prepared to fall in with the ways and daily life of the island, the Pitcairn Council will give them permission to land and arrange for someone to take them in.

And, for anyone who has the time and to whom the sea, hills and limited amenities are no deterrent, a short stay on this historic island can be an unforgettable experience.—MC.

of the people set sail for the holiday atoll of Oeno.

On other occasions we attended movies in the hall, including documentaries of Pitcairn itself, and, of course, a concert of sketches, songs and music in our honour, at which we were presented with gifts of an elegant walking-stick and a beautifully-carved bird on the wing.

Last time, we arrived on New Year's Eve and the annual Christmas Party had been postponed, partly because of rain and partly so that we could enjoy it. Ten Christmas trees transformed the Square and every one of them was laden with presents. Father Christmas came down from the church roof with special gifts for the children who greeted him with "Jingle Bells".

Then came the real distribution: the men started stripping the trees

and calling out the names and, for an hour or so, the Square rang with voices, movement and laughter. Even we received presents, although we had just landed!

Then, too, the Square had served as a dining-room for a public feast, an occasion which usually marks the departure of the pastor or school-teacher. At least 80 of us must have sat down to eat at the long tables in an atmosphere of casual clatter arrested from time to time by not very formal speeches.

Strong Community Feeling

The feeling of community is strong and close on such occasions. There is no need for direction or orders, everyone instinctively comes together to participate in what is essentially an expression of the constancy of Pitcairn.

John Christian, the Magistrate, who on this visit was in New Zealand for an eye operation, was our principal host and he summed it up simply and adequately: 'I love this yah Pitkern'.

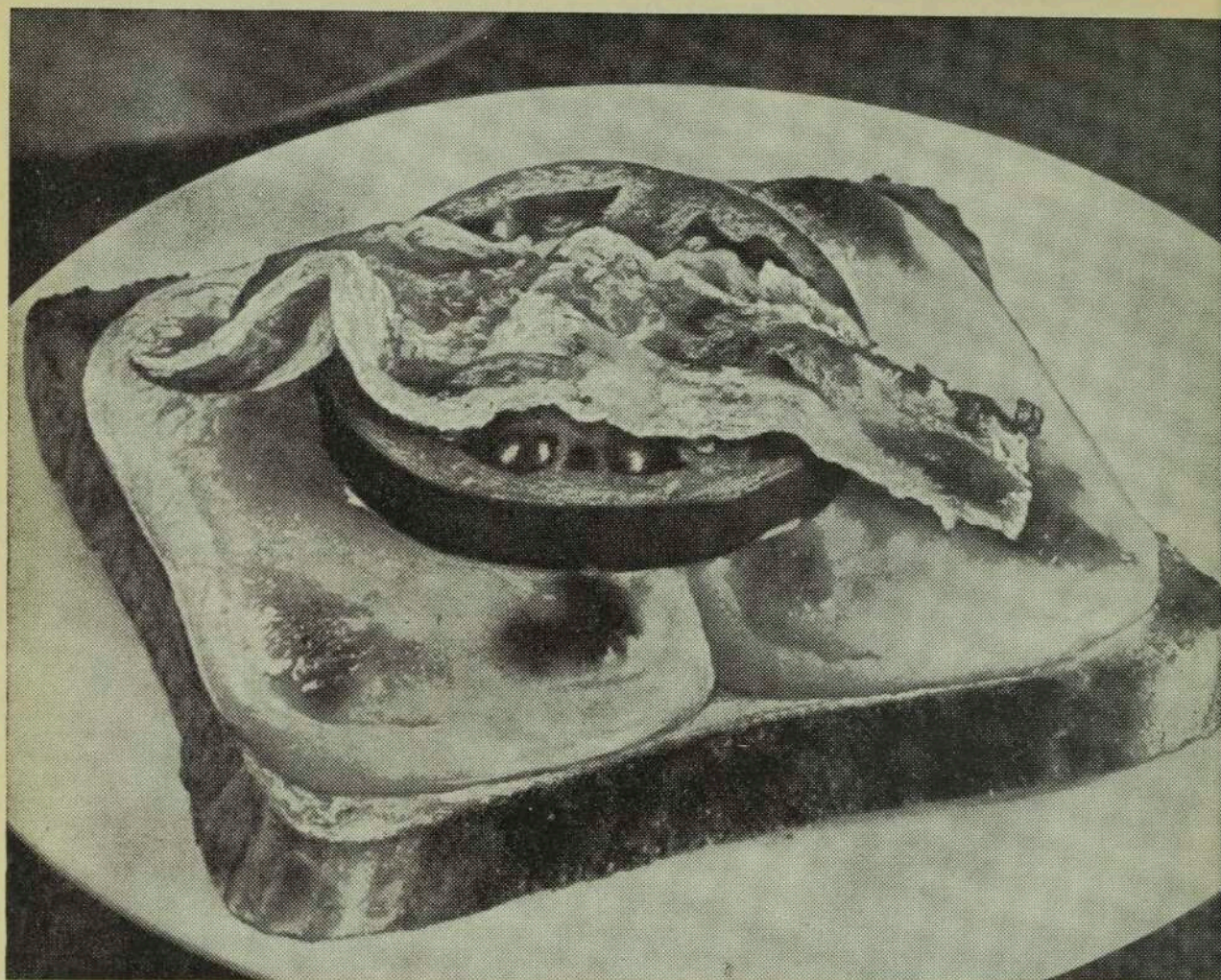
Just beyond the last house in the village, the main road peters out in the open grounds of the public school lying in the shadow of Christian's cave, at Pulau.

The story of education on Pitcairn began in the early years of the nineteenth century when John Adams taught the first generation of children to read from the *Bounty Bible* and Book of Common Prayer.

In 1823, John Buffet, a volunteer from a whaling-ship, remained behind as instructor and, in 1828, he was



At a departure or a birthday party the feeling of community is strong as the Pitcairners gather at the long tables in the open.



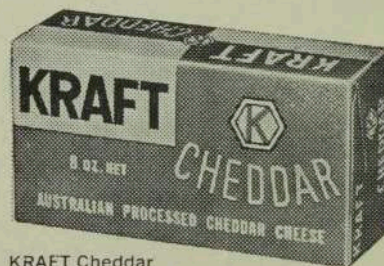
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succeeded by George Nobbs who, after, was ordained priest in the church of England.

After the return from Norfolk Island in 1864, Simon Young and his daughter Rosalind kept simple schooling alive until, towards the close of the nineteenth century, the Seventh-day Adventist Church assumed responsibility and discharged it in a variable fashion, until government took it over in 1948.

Through the courtesy of the New Zealand Department of Education, qualified teachers are posted to Pitcairn, usually for periods of two years each, and a full primary course is given to children between the ages of five and 15, in accordance with law first passed in 1838.

The school and teacher's residence is of timber and iron and the modern equipment includes a 240v lighting-plant, a film projector, tape recorder and other electronic aids, a library, sewing machines and a workshop for carpentry.

The average attendance has now fallen back to the lower twenties and, since 1959, Pitcairn girls have assisted the headmaster with the infant classes.

The School Is Lively

We visited the school unexpectedly one morning and found a lively and good-humoured scene. To an untrained eye, a one-teacher school covering a 10-year range in age is rather chaotic, but as we walked around, asked questions and studied the pupils' work, it was evident that the youth of Pitcairn is being well educated.

Their health, too, is not forgotten for in the few minutes after the bell for playtime rang, and before the children dashed exuberantly down the grassy slopes, each received a glass of milk and a fluorine tablet.

Dental health is a special problem for a community which depends on rainwater caught in tanks for drinking and which has a generally soft, vegetarian diet. It is not uncommon for a young man or woman to be wearing dentures, excellently constructed by self-taught Elwyn Christian, who has been the island's official dentist for many years, and who has just completed a short course in remedial dentistry in Fiji.

Sadly, the better schooling of the last 15 years has played a part in emigration from Pitcairn. Twice before the island has been evacuated to Tahiti in 1831 and Norfolk Island in 1856—and twice the people have returned. But since World War

(Continued on p. 61)

PITCAIRN HAS HAD MANY UPS AND DOWNS

Pitcairn has been formally self-governing since Captain Eliot of HMS "Fly" gave it its first constitution, with adult suffrage, in 1838, and it has been a cardinal principle of Britain to interfere with it as little as possible.

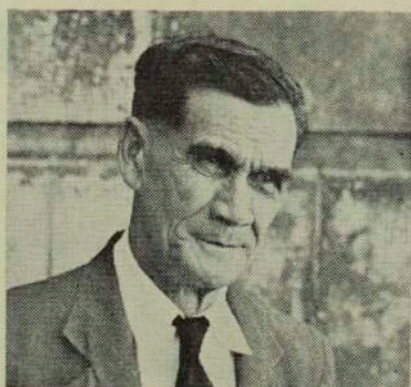
IN the succeeding hundred years the community had its ups and downs, including the evacuation to Norfolk Island and partial return, but two events changed the pattern of life entirely.

The first was the opening of the Panama Canal in 1915, which brought ships on the London to New Zealand run within a few miles of Pitcairn, and the second was the re-direction of those ships in 1960, under the force of competition with airlines for the trans-Pacific tourist trade.

By 1920, passenger ships were breaking the tedium of the long voyage for a few hours at Pitcairn and both the social and economic order of the island were transformed.

The self-sufficient structure of communal life gave way to a new individualism, and the souvenir trade, stimulated by Laeffler, an Austrian craftsman who came to Pitcairn in the 1920's, diminished dependence on subsistence farming; and arable land steadily degenerated into bush and weed.

Not the least of the consequences of the shabby, new economy—for the line between honest trading and sponging was often crossed—was that



Present-day Magistrate (elected leader of the council) is John Christian, a descendant of the mutineers.



Pitcairn was settled by the "Bounty" mutineers in January, 1790, but within a few years all the men but one—John Adams—were dead. Adams, above, was community leader when in 1808 a visiting vessel discovered the secret of the "Bounty". He died in 1829.

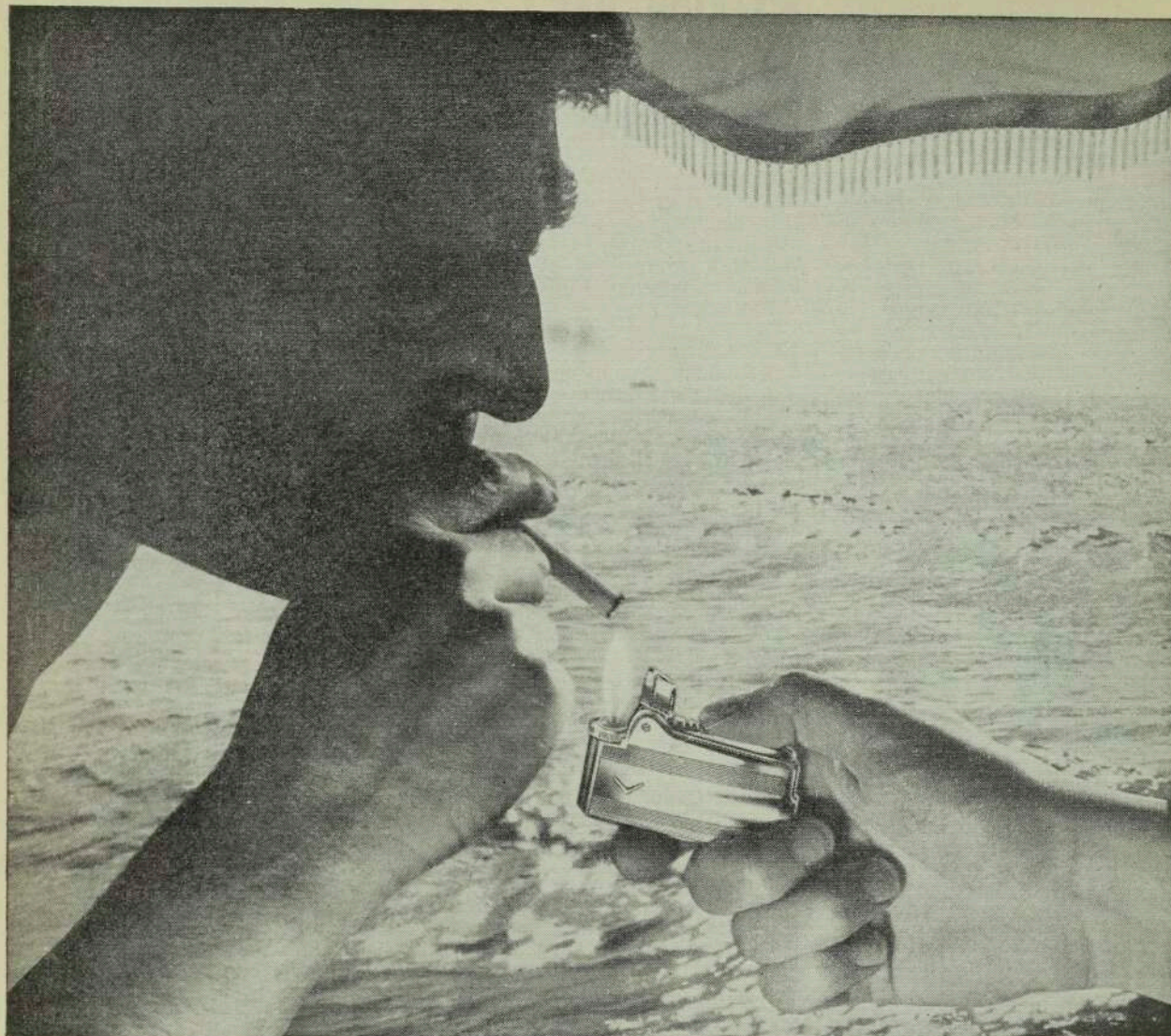
it masked a growing crisis in the system of land tenure.

Originally, the land had been divided among the mutineers and, probably, the patriarchal John Adams saw to it that their descendants each received an equitable, family portion. But over the years families varied in size; fortunate marriages were made—indeed new settlers such as the American Warrens, Browns and Clarks had no other way of acquiring land; and some of the emigrants who went to Norfolk Island never returned to claim their shares.

In consequence the pattern of ownership became uneven and the practice grew of leaving the land undivided, often in the name of a dead ancestor. Further emigration during and since the last war added to the confusion as more and more land fell into the hands of "caretakers" who were quite unable to use it.

Criticism began to grow but it might well have remained muted if the passenger ships, upon which the souvenir trade largely depended, had not been re-routed to Tahiti.

Suddenly, the young and active men who had come of age in the post-war years found their earnings and social contacts with the outside world reduced and their inheritance tangled in a web of tradition and indecision. Having had a reasonably good primary education and relatives in New Zealand to go to, they left Pitcairn.—Margaret Cowell.



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more and more young men and women have settled in New Zealand for reasons ranging from the attraction of an urban life to dissatisfaction with their own society and, more recently, reduced economic activity.

Walking around the island or, more accurately scrambling up and down the steep tracks, the evidence of a declining population is plain to see.

Broadly speaking, that part of Pitcairn which is used lies in an arc about a thousand yards radius from the centre of Adamstown. Over Big Ridge to the north lies the slopes of Tedside where is the only other landing, Western Harbour, and the wild goats roam destructively.

In the west, the cliffs drop sharply from Taro Ground, capped by the radio station; to the south, Ship Landing Point cuts off the rugged peninsular of St. Paul. Within the arc in the valleys and flatlands, deep with rich, black soil are the garden patches, citrus groves and banana lands — and the ever-encroaching ash and weeds.

It is round the circumference of this region that the new road is being built, with offshoots to St. Paul and, through the upland plain of Hulianda, to McCoy's Valley on the back way to Taro Ground.

Farming Is Inefficient

The objective is to encourage co-operation in the use of land by improving access to the best of it and making it worth while for groups of families to adopt the techniques of modern farming.

At present, farming is still conducted in a casual, inefficient and intensely individualistic way. Patches of "ground" are scattered all over the land and men and women stolidly nod up and down the many "walley" tracks from one patch to another, often pushing their heavy wheelbarrows which have stub runners in place of the usual legs to suit the hilly terrain.

When the soil is exhausted a new patch is cleared; the surface is scratched, the seed is sown and one then waits on the pleasure of the weather for the crop to come.

It might be wondered why this usual method of farming must be changed if the crops are good. The immediate reason is that it consumes so much time which, by so small a population, needs to be carefully husbanded and, in the longer term, the economy may have to exploit its natural resources to the full if the standard of living is to be maintained.

It is still too soon to mark much progress but we saw signs of the

lesson being learned in the re-forestation of St. Paul where, new *miro* and the Fiji rain-tree are being planted out under a council scheme conducted by Jacob Warren.

Forestry on Pitcairn is an armed occupation, for one of the hazards of any agricultural activity on the perimeter of settlement is the infamous goat! Many years ago, no doubt, the herds were a valuable source of meat but there is no evidence they were ever truly domesticated, even though the old records contain descriptions and diagrams of family marks.

But the goats are a part of tradition and, although the stock has degenerated and the meat is rarely

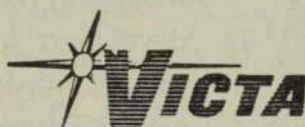
eaten, their effective control is a source of timeless controversy. For the present, because no owner is prepared to tether or fence them, they have been banished to Tedside and any wanderer may be shot on sight.

On the western side of the peninsular of St. Paul the land sweeps in to Rope, a shallow bay towered over by 800 ft cliffs. Down Rope, by a perilous path if one has a poor head for heights, are the caves containing the Polynesian rock-carvings, evidence of the occupation by Taratahi and his Mangarevans six centuries ago.

Along with Easter Island and Rapa, Pitcairn is of considerable interest to Polynesian archaeologists and in 1964 a team from Otago University



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spent two months on the island making an extensive survey of the evidence of occupation.

It seems to be fairly clear that Pitcairn was used by the early Polynesians at least as a temporary home and quarry site and the remains of settlement suggest a selective yet extensive use of its resources. With this expedition, Pitcairn began a liaison with the University of Otago which promises to benefit both the island and scientific research.

This year the council contributed to the costs of a social psychology and forest survey and next year the joint-program includes experimental work in the construction of earth reservoirs, lined with plastic, to store rain for agricultural purposes.

Radio Broadcasts?

Straddling the path of the goats along the western ridge is the modern radio station at Taro Ground, the culmination of a story which began when Andrew Young, the former island Secretary, experimented with signalling lamps to communicate with passing ships in 1921.

In the charge of Thomas Christian and Anderson Warren, today's radio station, with its towering lattice-steel masts and specially-adapted equipment, keeps Pitcairn in regular communication with New Zealand and Fiji, both of which are 3,000 miles away.

There are plans afoot, too, to begin a broadcasting service, not only for the benefit of the Pitcairners but also for sailors on the many ships which cross the empty, South Pacific ocean.

On the outskirts of the village we paused to visit the grave of John Adams and, then, the abandoned house of Thursday October Christian.

There is a curious story about the grave. We brought a letter ashore with us in which the writer claimed that the original gravestone, in wood, is in a churchyard in England and offered to negotiate its return to Pitcairn.

The claim may be a true one which should be followed up, for the present stone, repaired since our last visit, is a concrete slab of later construction than 1829 when Adams died.

Thursday October, the son of Fletcher Christian, was the first child to be born on Pitcairn after the mutineers landed and his house, which was lived in until recent years by San Francisco-born Roy Clark and his wife May, still contains much of its original design and rough-hewn timber. We suggested to the council that it should be restored and turned

into a museum while there are still people alive who remember the old style of living.

To take tea in a Pitcairn home is to attend a feast, and we were not disappointed at the Christians, three or more families of whom co-operated to entertain us.

The food was all laid out on a long table; soup made from lima beans or corn, chicken boiled or roasted, corned beef from a can which the Pitcairners love, fresh fish, Irish "taty", sweet "taty" or kumara, pumpkin, boiled bananas, salads of cabbage, tomato and cucumber and, of course, *pillhai*.

Pillhai is a local dish made of grated banana, pumpkin or sweet potato mixed with flour, wrapped in a banana leaf and baked in the oven.

The first course, if one has an appetite left, is followed by home-made ice cream, wild strawberries, canned fruit, a delicious salad of fresh mangoes, banana and pawpaw sprinkled with lime, boiled puddings,

cake and biscuits and, according to one's taste or beliefs, cocoa, tea or coffee.

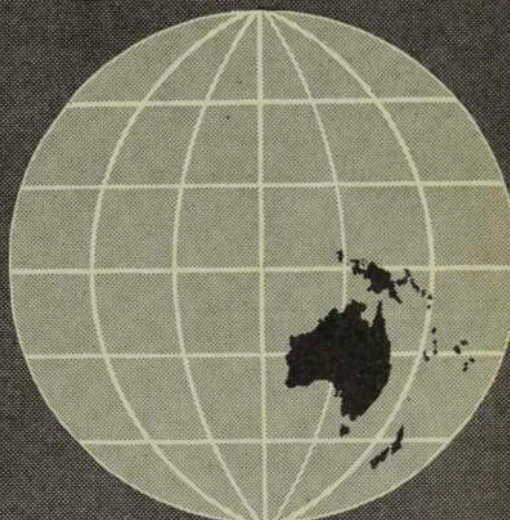
Not even the Pitcairners, much less their guests from abroad, can finish this gargantuan repast and each family is assured of the next day's meals as well.

A huge laundry-tub is brought in for the washing up, filled with buckets of steaming water from the copper, and the job is soon finished by willing hands, including our own, affably accepted, and with much chatter and laughter.

There was a slight confusion when the lights cut out through overloading but Warren Christian telephoned other houses on his circuit and soon had the generator going again. He was fortunate. There are two telephone systems on Pitcairn, a private and a public one, both of which are party-lines of tangled wires, unreliably connected by earth return to antiquated receivers.

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An anchor from the "Bounty" stands outside Pitcairn's court house—which more often serves as council chambers, public hall and cinema.

on the public line, though some are connected to both, but we established no communication at a distance throughout our stay—except by leaning out of the window and shouting.

However, a new public system is on the way and should be installed this year.

After the washing up was done we sat in the cool of the evening on the front verandah over which the large banyan trees loom darkly.

In between slices of water-melon and cool fruit-drinks, Fred and Parkins Christian reminisced about a voyage to Tahiti in 1917 aboard the locally-built *Messenger*, an account of which, written by Fred, had recently come to our notice. Towards midnight the party broke up.

Shadows and moonlight played on the dark road as we walked home contented and, as we turned indoors, Ship Landing Point rose clear ahead—a sharp and silent sentinel of a sleeping island.

When official duty at a plenary meeting of the council had been done, we invited the island to a farewell party and counted it a compliment when 69 out of 85 turned up.

The Last Night Arrives

The whole house was used for the first time, but the music and singing, chatter and laughter, could not defeat the toddlers, six of whom had to be sorted out from a large, string bed when the party ended.

We had saved several tins of sweet biscuits or cookies and supplemented our diminished supply of soft drinks with buckets of fresh orange-juice which some of the girls had helped to prepare.

But all knew perfectly well that what we could supply would not be enough and, in the generous Pitcairn style, each family brought a portion to make a common and sufficient pool. It was a simple and amiable evening which we shall never forget.

The last night came, our cases had gone down to the landing and we took a final slice of water-melon

next door with Pervis and Marona Young.

Since first light the craftsmen had been feverishly carving, the women weaving and preparing stamps, the children collecting fruit, and few of them went to bed early that night. It is a curious thing that where time has little meaning there is never enough of it to permit one to be ready for the next event.

At two-thirty the lights were on, the steady tramp of feet told of men on their way to the boats, and by four o'clock, in squally weather, they were at sea waiting for the *Wyandot*, which, incredibly enough, was also due that day as well as our ship, the *Corinthic*.

Dawn had broken, murky and grey, when we said our first good-byes under the miro tree at the Edge and trudged down the path to the landing.

At seven o'clock the men returned to unload cargo, launched the *Reid Cowell* on a falling tide which required some heaving and straining, and embarked us and their women-folk.

We sailed out of Bounty Bay waving more farewells, called for the few men still aboard the *Wyandot* and turned into the weather towards the *Corinthic*, looming large out of a rain squall. The ascent to deck is nowhere near as difficult as the descent, provided one steps off on to the ladder when the launch is at the top of the swell. This we accomplished like veterans and if legs were a little wobbly as we reached the top who could really tell?

Aboard, for the next two hours it was market day again but finally the siren sounded for the last good-byes and this time, we looked down on the bobbing boats.

There was a catch in our voices as they turned home to Bounty Bay and the Pitcairn song of farewell floated up to us, to die on the air as our courses rapidly parted.

One of the most enigmatic members of Papua-New Guinea's House of Assembly is the member for the Manus open electorate, Paliau Maloat. He sits on one of the back benches, quite close to Jim Grose, of Kavieng. He seldom speaks in the House, and outside it he keeps very much to himself.

JOHN Guise, Matthias Toliman, and other prominent politicians confess that he has them baffled, and if he has any confidant at all in the House it is probably Keith McCarthy, the Director of District Administration.

Yet this is the man whom Dr. Margaret Mead, the anthropologist, has described as possessing more real talent in the art of leadership than any other native person she has met. This is the man who in 1946, 1947 and 1948 held spellbound his fellow Manus with a brand of oratory which caused Ted Sansom, the then District Officer at Manus to say, "This fellow reminds me of Hitler at the Nuremberg Rally" (Ted did not, however, use the word "fellow").

Paliau, a wiry, light-skinned, well reserved man of about 50, is not a true Manus, but an island Manus (in the Manus language, Matunkor). A pre-war sergeant of police, he was highly thought of until he had the misfortune to be captured in Rabaul after the Japanese invasion of 1942. Denounced to the Japanese as an adherent of the Australians, he was given the alternative of working as a policeman for the Japanese, or being executed. He chose to live.

Worked For Japs

For the last couple of years of the war he was one of the most prominent natives working in Rabaul for the Japanese.

For these activities he was bitterly assailed, by many Europeans who knew and liked him before the war, and by some of his fellow Manus policemen, notably the late Sgt.-Major Foginau.

If Paliau knows you, and if he is satisfied you are not starting up an old witch hunt, he will tell you, "Yes, I worked as a policeman for the Japanese. I had to or die. I also saw many Manus who had been left behind in Rabaul. They were sick and starving. I looked after them. I became their leader. They were island Manus, island Manus and Mtwater Manus. Never mind, I looked after all of them and they looked up to me".

He will deny that he maltreated any prisoners—Australian, American

Enigmatic Man From Manus

or Indian—and he says with considerable reason, "If I had, why wasn't I shot on sight when the Japanese surrendered? The Australians could have done that and nobody would have worried about it".

In fact, he was kept under investigation for many months in Rabaul, and was cleared. Men who knew Paliau well, such as the late Sir Beaumont Phillips, Ted Taylor, the late Bob Melrose, Jim Taylor and Keith McCarthy, never condemned him for his wartime association with the Japanese. Their attitude to him was or is one of understanding for the position he was in.

When Paliau returned to Manus in late 1946 he found the place in a ferment. A cargo cult of large proportions had developed, brought about no doubt by the transformation of Manus from a peaceful outstation into one of the largest American bases in the SW Pacific.

Kings and prophets abounded. A cult leader had been murdered on Rambuto Island, and with the exception of the small SDA Mission on Lou Island, all other mission activity had practically ceased. On the south coast in particular the Catholic Mission had lost nearly all of its adherents.

Paliau, the saviour of the Manus in Rabaul, became the focus of all that the Manus were trying to express and achieve. The islands of Baluan, Mouk, Lou and Rambuto, and practically the whole of the south coast of Big Manus, were his dominions. He toured these areas, accompanied by his bodyguard of "Besman" as they were called, and he spoke eloquently and effectively on the changes the Manus would have to make in their way of life if they

Personality Parade



wanted to develop and play a significant part in the future of the Territory.

He was accused of being the leader and inspiration of the cargo cult, but this was never proved.

He was denounced by the Catholic Mission (the late Bishop Scharmach was particularly antagonistic) and the bulk of the Administration officers on Manus, and the few planters there, were also less than sympathetic.

When a charge of adultery was sustained against him and he served a short term of imprisonment, it seemed he would end like some other postwar leaders of native thought—Tomi, Kabu and Yali—bewildered, frustrated and soured by the apparent opposition and lack of understanding by the Administration towards native hopes and aspirations.

Enters Politics

The inception of a local government council on Baluan saved him. With an understanding and sympathetic officer, J. R. Landman, to start the council off, Paliau became its first president. He held this office from 1951 to 1963, when he was elected to the House of Assembly. He became a worthwhile member of the District Advisory Council and he interested himself in agricultural development and various movements designed to improve the status of women in Manus.

With his background, much was expected of Paliau when the House

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of Assembly really got down to its job of legislating for the Territory; instead of which he has been inconspicuous. Possibly his inability to speak English has tended to make him withdraw from debate and leave the field to the English-speaking members. Possibly also he has realised how insular and narrow the Manus have been in their outlook and thinking, vis a vis men like Guise, Toliman, Zurecnuoc, Lapun, Dirona Abe and Lepani Watson, who can take a much broader and rational view of events.

However, shrewd judges are sure that more profound and more significant reasons exist for Paliau's withdrawn and aloof attitude.

They put it down to a fierce resentment and a deep sense of humiliation which he still feels because of his treatment just after the war and up till the inception of the Baluan Council in 1951. To compound it, he hears of developmental programmes for the Highlands, the Sepik, New Britain, Morobe and other districts, but scarcely a mention of the need for development in Manus.

A Proud People

The Manus are a proud and independent people and they value freedom to a much greater extent than many other New Guinea people.

Paliau, and those of his age, remember vividly how their island fell into Japanese hands without a shot being fired in its defence. They remember its reconquest by the Americans and the building up there, in an incredibly short time, of that amazing and powerful base. They have seen all this vanish until now there is little but an airfield at Momote and an insignificant skeleton defence establishment.

Though there are only about 4,000 Manus, in terms of initiative, self-reliance and plain straight out "savvy" they are head and shoulders above most other New Guinea people, and in Paliau they have a man with a proven ability to lead them and inspire them.

If, when self-government comes, the rulers of Papua and New Guinea wish to have their northern sea approaches made reasonably secure, they would do well to now bring Paliau into their inner councils.

They would be wise if they made an attempt to allay his suspicions and to persuade this proud and highly intelligent man that Manus and its people are not forgotten in the plan for a viable New Guinea nation.

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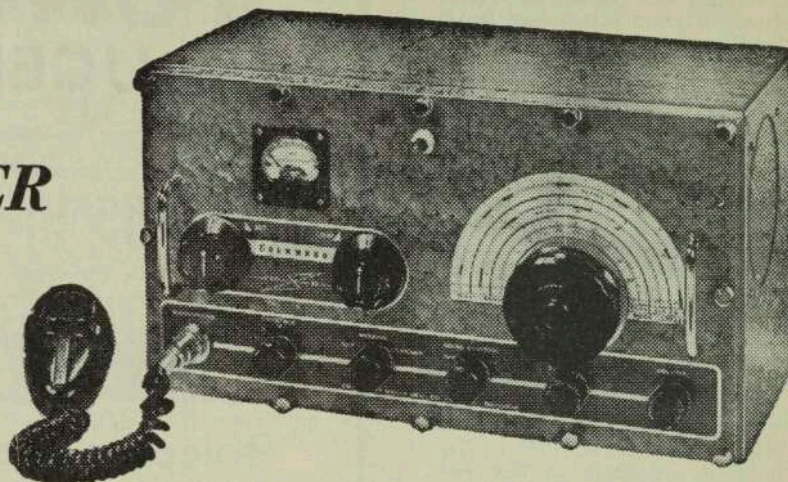
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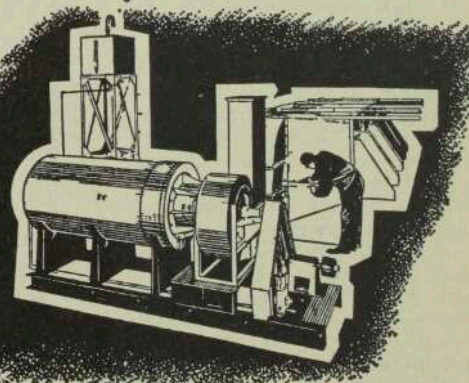


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SPRINGS OF FIJI'S ORATORY DRIED UP

From a Suva Correspondent

Fiji's Legislative Council faced through an agenda containing 12 bills in one day's sitting near the end of October and posed a query.

WHY, wondered observers, had the springs of oratory dried up since the 18 unofficial members had returned from London?

A meeting at the end of September lasted only 105 minutes. Speaker Maurice Scott said at the close of the October session that he thought perhaps travelling round the globe had taken the members' wind.

Whatever the reason, the 18 unofficials, even the usually wordy ones, have had very little to say at the two post-London conference sessions.

The 12 bills dealt with in October included two which normally would have produced some sort of debate, but there was nothing. One of the bills was a major piece of legislation, which improved on existing laws for the training of apprentices.

Its importance, as the Colonial Secretary, Mr. P. D. Macdonald pointed out, was that it might close the breach through which an alarming number of Fiji's skilled artisans were passing to newer and more profitable pastures abroad.

No Arguments

Much could have been made of arguments for raising wages, a neat little election platform for next year, but few members had anything to say on the matter.

Mr. Andrew Deoki led protests against the use of the phrase "indentured learner" in the bill and asked that the word be dropped because of its associations with the past, when the Indians first came to the colony as indentured labourers.

Could it be that the thoughts of most members are on politics, racially and otherwise, and that the reluctance to speak is a sort of calm before the storm expected next year when the council debates the new constitution? (This correspondent guesses that the debate will come about March and the elections for the new council in October.)

Mr. Deoki managed to persuade the government to remove the word "indentured", which meant 102 amendments during the committee stage

of the bill. The Government was sweetly reasonable about it although the Attorney-General, Mr. Justice Lewis, produced a heavy-footed homily showing that the Indian people should be proud of the word because they had by their own efforts come a long way since then.

Mr. Lewis said that he had seen in Washington, DC, a large statue of a Negro—he had forgotten the name—who had reached an eminent position. On the plinth were the words, "The son of a slave".

The moral of Mr. Lewis' story went over his congregation's heads. They heard only the word "slave".

Even the adjournment motion at

this session, which is the peg on which most unofficial members hang arguments and appeals about everything and, sometimes, nothing, produced nothing newsworthy. Then it was all over until Budget Day at the end of November.

Although members have been reluctant to speak in the council chamber, the six Indian members—the four Federation Party men, Messrs. A. D. Patel, S. M. Koya, James Madhavan and C. A. Shah, and the two independents, Messrs. Deoki and C. P. Singh, have been addressing meetings in the Colony.

Mr. Singh, who at the London Conference had moved over to the side

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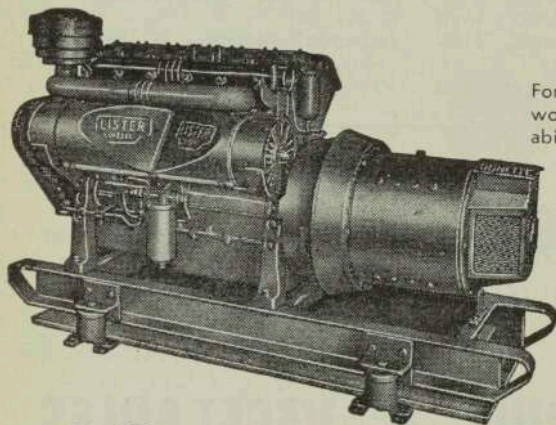
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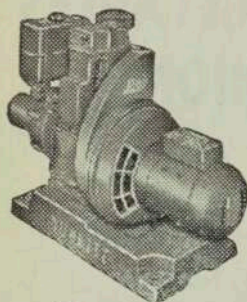
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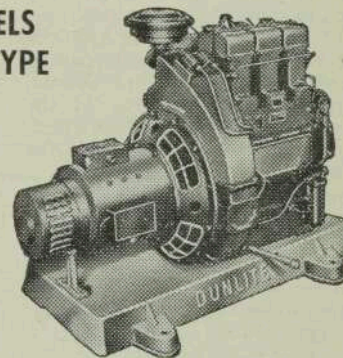


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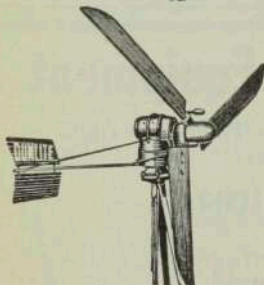
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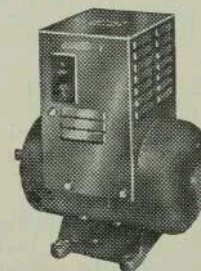


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of the Europeans and Fijians on the common roll issue, accepted the invitation to address the meetings along with the other five.

Despite the hostility of Federation Party supporters, Mr. Singh defended his London stand at the meetings, which were called to put the Indians of Fiji in the picture on the London agreement. He said he had taken his attitude because to have insisted on a common roll would have damaged racial harmony.

The others were critical of everything done at London. Mr. Patel thought that Mr. Anthony Greenwood, the Secretary for the Colonies, should have presided throughout and not gone flying off to Aden, "sneaking back to Britain unnoticed", with his mind not applied fully to the Fiji problem.

Mrs. Eirene White, Under Secretary of State, lacked experience—the most important quality to preside over such a conference, Mr. Patel said.

Common Roll Issue

Mr. Patel also complained that, as Rotumans, Tongans, Gilbertese and other Islanders living in Fiji had been placed on the Fijian roll and the Chinese had become Europeans for the purpose of inclusion on the European roll, everybody had the common roll except the Indians, and the Indians were the only ones who wanted it.

In his speech at Ba, Mr. Patel said that if the Indians had been able to show unity when Mrs. White was in Fiji she would have been very impressed, but they had been split up into so many parties. (When Mrs. White was in Fiji, the Federation Party was claiming that 80-90 per cent. of the Indian population was behind the party).

Mr. Patel told his audience that while passing through America on his way to London, he spoke to an Illinois senator who told him that the trouble with the Indian people all over the world was that they were too tolerant and mild and not aggressive enough.

Mr. Patel added that if they did not put their foot forward now for their rights they would, in, say, five years, shed tears of disappointment.

Mr. Patel, at a Suva meeting, said he would do his best to crush the proposed constitution by collective representation by all the leading Indian citizens of Fiji, who would be called together to prepare a memorandum.

He said that Fiji wanted independence in the same way as Australia and New Zealand had independence, but in Fiji the Government was the

"daughter-in-law of the CSR Company", and the country was virtually run by Australians. The British Government meanwhile had "cheated the Indians".

Mr. Patel's utterances brought a caustic editorial from the *Fiji Times*, which criticised him for "denouncing" Her Majesty's Government while holding a major portfolio in Fiji.

Said the *Times*: "Mr. Patel has inferred that the Government of Fiji (of which he and Mr. J. Madhavan are members) is under the influence

of the CSR, an accusation which will doubtless surprise the company as much as it will the people of Fiji.

"If Mr. Patel can produce specific examples of outside pressure to which he and his colleagues have been compelled to yield, then obviously in the public interest he should make them known.

"If, on the other hand, his statement is baseless, then in making it he has displayed an irresponsibility which should likewise be exposed by his colleagues in the Government and



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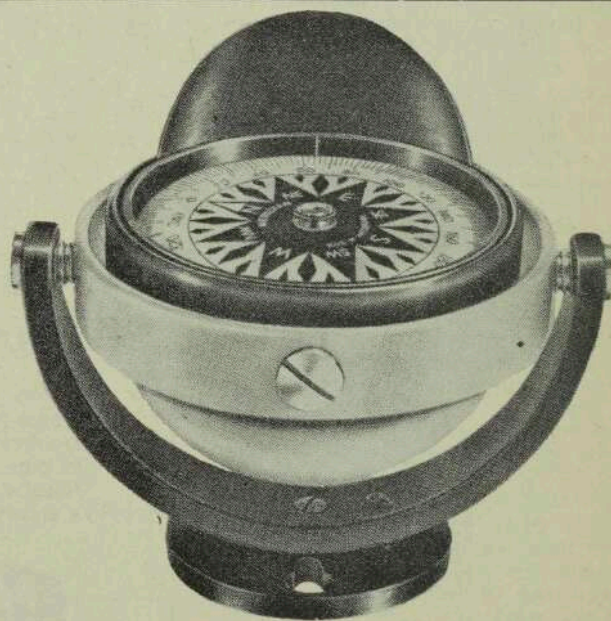
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in particular by the head of that Government.

"Messrs. Patel and Madhavan and their two associates in the so-called 'Federation' group of Indian members of the Legislative Council, Messrs. C. A. Shah and S. M. Koya, are in a difficult position, created by their sorry performance at the London constitutional conference.

"They refused to discuss the subject matter of the conference with their fellow delegates, Fijian, European and Indian, and with representatives of other racial groups before going to London. . . .

"They therefore had little or nothing of constructive value to contribute, but confined themselves to demands for the immediate introduction of common roll elections to which there was strong opposition from the other delegates and for which there was little support and less enthusiasm in Fiji). . . .

"It is clear to anyone in touch with the feelings and opinions of people, of all communities, throughout Fiji that the London recommendations have found wide acceptance and approval.

"They meet the aims for which the conference was called and Fiji people generally are content to accept them as such, and are interested to see how they will work out in practice.

"The stupidity of talk about 'smashing' or 'wrecking' the proposals stems from efforts by a small group of politicians to distract attention from their failure to measure up to those standards of wisdom and statesmanship which were called for at a time of historic decision.

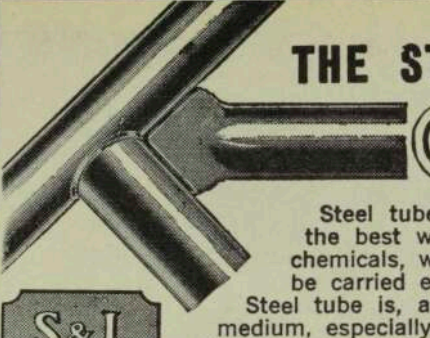
"The 'Federation' four failed to be constructive at London.

"They have produced no constructive thinking since—nothing designed to increase the prosperity and contentment of the people of Fiji, nothing that will create more jobs or will lead to a stable atmosphere of goodwill in which men and women can live in peace and children grow up in happiness.

"Personal vilification, racialism and baseless attacks on other Governments, institutions and people are a poor substitute."

It seems likely that the Federation party will concentrate its attacks on that part of the London agreement which gives the Fijians two more seats in the Legislative Council.

The extra seats were given because the British Government and the Europeans recognised a "special position" occupied by the Fijians in their own country, but a demand for parity of seats by the Indians will no doubt be seen by the Fijians as an attack on that special position.



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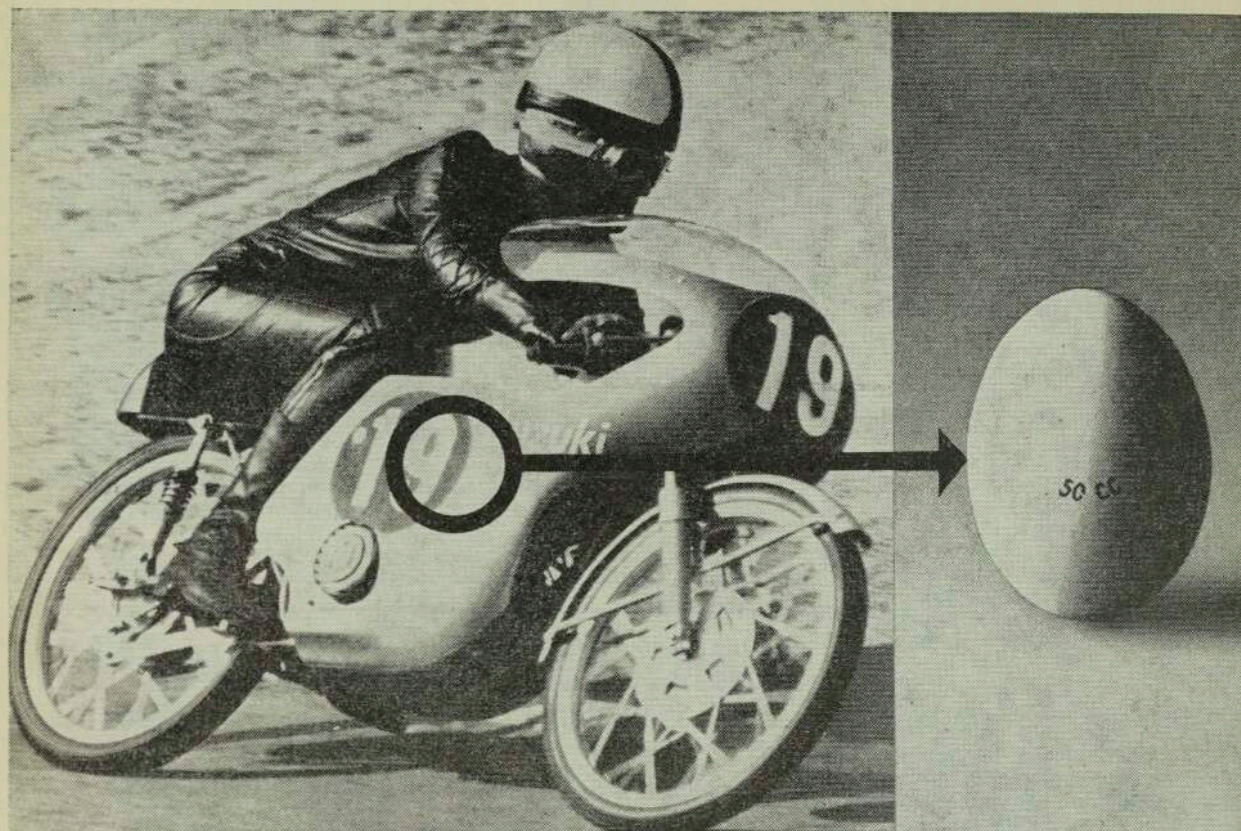
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REPLANTING COCONUTS

THE large-scale coconut planting scheme well under way in Fiji is being duplicated in Tonga with the aid of a special grant from the British Government.

In the Solomon Islands, Lever's has expansion and replanting schemes in progress. Western Samoa is now lagging far behind.

Any replanting programme undertaken by an individual grower means the establishment of a plantation nursery. In the nursery selected seed-nuts have a good chance to sprout and grow into first class seedlings for planting out into the field.

It cannot be emphasised often enough that it is a waste of time and money to use unselected or self-sown nuts for planting.

The nursery should be located in a bright, sunny position away from overshadowing trees and buildings. One central nursery is easier to manage than several smaller nurseries in different places.

The nursery is best situated, if possible, near the area where the seedlings are to be planted so as to avoid damage to them while being taken to the field and also save on transport and labour.

A nearby water supply is useful so that the plants can be watered in dry weather.

The top-soil of the area should be light or sandy to about a depth of one foot. Heavy, poor-draining soil can cause rotting of the nuts in wet weather.

When the site for the nursery has been chosen it should be cleared of all bush, then the area forked well. With forking any compost, animal manure, dead leaves, ashes, etc., should be mixed in the soil.

The area should be marked into beds about four feet wide with a shallow drain one foot wide between them. The area should be strongly fenced against straying animals.

When the nursery has been prepared and fenced, seed-nuts should be planted. These nuts should previously have been selected and stored. Nuts are planted in two rows or lines, 18 inches apart, along the beds, with 12 inches between each nut in each row.

The shallow drains between the beds serve as footpaths and so prevent trampling of the soil in the beds.

The nursery should need little attention once it has been planted, apart from regular weeding and watering.

The grower should make careful note of the date on which his seed-nuts were planted. If different beds were planted on different dates notes should be made of each planting date.

BUNCHY TOP

EXPERTS who have viewed Samoa's bunchy top problem gloomily predict Samoa stands to lose its export trade completely if control of the disease is not quickly affected.

The country is aware of the havoc which bunchy top is causing and it has arranged for Mr. W. H. Smith to be seconded from the NSW Department of Agriculture to advise on methods of control.

Bunchy top is evident in all banana growing areas right throughout the Pacific. Many years ago it found its way into Australia in infected suckers from Fiji.

The disease has now been brought under control in Australia by regulatory action and the co-operative efforts of growers.

Bunchy top is caused by the presence of an infectious virus in the sap of the banana plant. The disease is spread by the banana aphid, which transfers the virus from diseased to healthy plants, in much the same manner as a species of mosquito spreads dengue fever in man.

The first symptoms of the disease appear in the leaves of the plant. The youngest leaves of each plant in the stool should be examined from the underside. Leaves should be held so that the light passes through them.

In recently infected plants several broken dark-green streaks will be seen along the finer veins of the underside of the leaf. These streaks may vary from a series of dark-green dots to a continuous dark-green line with a ragged edge.

Infected plants make little further growth in height, and the successive new leaves appear to rise from the



one point, resulting finally in a rosette-like arrangement of the leaves.

This bunching or rosetting of the leaves is not very striking until some months after the disease has appeared in a plant, and every effort should be made to detect the disease before this stage is reached.

Success in dealing with bunchy top lies in the earliest detection of diseased stools and their immediate removal. Infected stools and those surrounding them should be sprayed thoroughly with a contact insecticide in such a manner as to kill all the aphids on the plant.

Infected plants should be dug out of the ground, split along the whole length, cut up into small pieces and destroyed.

POULTRY RED MITE

IN every country of the world poultry red mite is recognised as one of the most serious parasites of poultry, and nowhere is the scourge more evident than in the tropics.

Red mite also infests mynah birds as those people well know who have had mite-infested mynahs nesting in eaves or under porches.

Red mite feeds on the blood of poultry and even small infestation are sufficient to cause loss in body weight and reduction in egg production.

Feeding takes place mainly during the hours of darkness, and during the day the mites remain in cracks and crevices in the fowlhouse where the female mite lays its eggs.

In a heavily infested house, over 5,000 mites may feed on a single bird during the night and casual examination of the houses during the day will often fail to reveal this infestation.

Many different treatments have been used to control this parasite and

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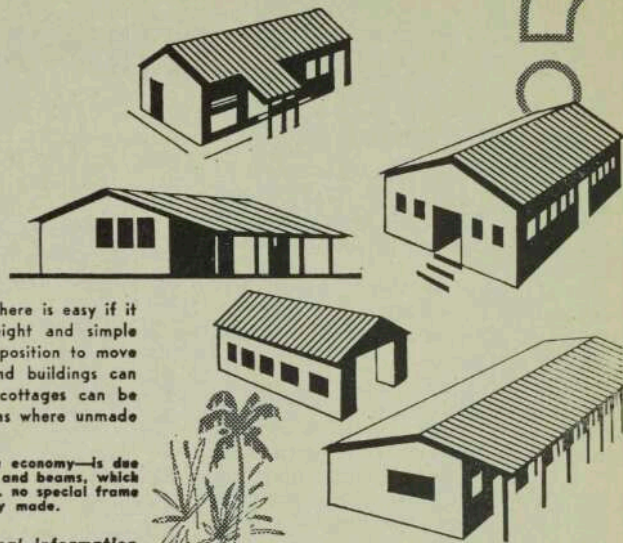
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frequently poultry keepers rely upon regular creosoting of fowlhouses to keep infestations at a low level.

Partially effective treatments, however, only reduce mite numbers for a short period because during the summer months the life cycle takes only 7-10 days to complete, and even small numbers of mites can affect the health of the birds.

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Sevin in dust form has been proven outstandingly effective against fleas in cats and dogs and it can be used on both with utmost safety.

Kay Poole Leaves The Solomons

From Gabrielle Lawson in Horiana.

THE Government Information Officer, Miss Kay Poole, who left the BSIP on retirement leave to Australia in November, will be missed very much in Honiara, not only by her old friends, but as someone who has devoted 18 years to conscientious service with the Colonial Government here.

A presentation was made privately at Government House on the eve of her departure. This presentation was made on behalf of her old friends, with a fund set up for that purpose. Kay was deeply moved by this gesture when she was presented with a solid silver tray, together with a cigarette box, cigarette case and lighter. Kay said these were things she had always looked at in the shops and never hoped to own.

Kay's voice was heard regularly every Thursday night from the broadcasting station, giving the "Pacific Islands Bulletin". When

SIBS was in its infancy she gave a Sunday morning broadcast of news—there wasn't much news in 1947 in the BSIP but she always found something of interest to report. She gradually became the source of information in the Protectorate.

She was a member of the Guadalcanal Club all the years since 1947, and during her long membership held office on the committee. An informal dance in her honour was held at the club and another presentation made.

There are few "old-timers" now left in the Solomons. New Chief Information Officer is Mr. David Tudor-Pole.

John Milne Leaves Western Samoa

WITH the departure from Apia at the end of October of Mr. John Milne, 50 years of New Zealand control of world-renowned, Apia observatory ended.

Mr. Milne was the last observer-in-charge to come under the control of the NZ Department of Scientific and Industrial Research. Local man Philip Muller now takes over, and the observatory is in charge of the independent Samoan Government. Next year Mr. Milne will visit Pacific seismological stations on a fellowship.

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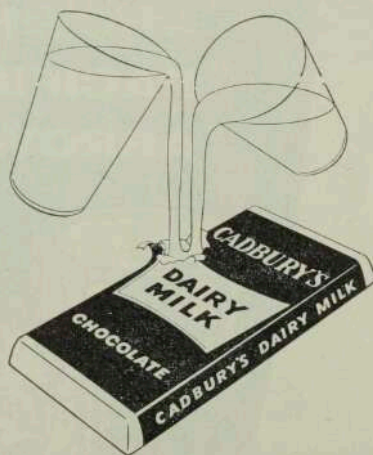


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From the Islands Press

DURING the past week we have been told, directly and indirectly, that certain people are feeling ashamed of this paper because we are publishing letters which, to their way of thinking, are not beneficial to the general OUTSIDERS' viewpoint of the island.

If we could honestly say that the community functions as a happy, united group of people, or that the substance of the letters is any different from those published as far back as 1932, then there might be reasonable grounds for complaint.

Unfortunately nothing seems to have altered and the next logical question we should ask ourselves is—have we really progressed since the so-called "good old days?"

Any individual has the democratic right to make fair comment or criticism of public officials and others who seek public approval. This can be as caustic and in-temperate as the critic may wish, providing it is honest, without malice and based on fact.

We will continue to publish letters if they are honest, without malice and are based on fact. If people are still ashamed of this newspaper for doing this we ask them how long do they intend to bury their heads in the sand and ignore the contentious subjects which are always before us.—*Editorial in "The Norfolk Islander"*.

THERE has been much discussion in recent weeks concerning new Government of American Samoa procedure on visits by Western Samoans. This question touches a basic aspect of relations between the two Samoas.

The policy of continually making it harder for Western Samoans to visit American Samoa constitutes an added hardship to people already suffering from the division of their families. Visits become more difficult all the time.

First, a passport was required. Now the visitors must have a pre-paid return ticket. Next on the schedule is said to be a \$750 bond. If implemented, this demand could bar all but a tiny minority of Western Samoans from visiting.

Advocates of these restrictions say it is necessary to keep undesirable persons from Western Samoa from establishing themselves on Tutuila. We agree, but is it necessary to treat all Western Samoans as potential undesirables?—*Editorial in "The Samoa Times", Pago Pago*.

A LETTER addressed as follows arrived recently from England: The Secretary, Civil Servants Association, Bairiki, Tarawa, Gilbert and Sullivan Islands.—*Item in a Gilbert and Ellice Islands Colony Newsletter*.

THE plan to conserve Government finances by dismissing one-fifth of the teaching staff, closing schools, raising the school entry age, and employing no new expatriate teachers next year strikes most of the public as an incredibly shortsighted and confused approach to this country's problems of economic development.

Such action is expected as the last resort of a bankrupt government but the facts appear to show that the government is not bankrupt; the country has a vast potential for development provided the finance can be found; and, as far as the Minister of Education and the public are aware, no attempt has yet been made to obtain this finance as an alternative to slashing educational and other expenditure and throwing people out of work.—*Editorial in "Samoaana", Apia*.

THE promise of more opportunities for Samoans through tourism has now become a reality. All through these two weeks, people have been running all over trying to figure out how to get a job at the new hotel. Many others have been plotting for quite some time on how to get a little business space, and perhaps land a second job.

It would be nice to see the people who were willing three years ago to subscribe—on the basis of nothing more than promises—get some preferential treatment. Where abilities are equal, or vary slightly, we would

like to see shareholders or their wives and husbands get the job or opportunity. We feel that's fair.—*Editorial in the "Samoa News", Pago Pago*.

MANY of us Papuans and New Guineans are concerned about the wide publicity that your newspaper and some southern papers have given to the recent marriage between one of our fellow New Guineans and a white lass.

What is unusual about their marriage and does the Press have to make such wide publicity? Is it the colour of the skin or the creed the Press is mainly concerned about? Colour of the skin does not mean anything at all. Nature has just made us to be like this, and that is it.

Perhaps the Press is focusing on the groom's background, but that does not really matter. As long as the persons concerned love each other, that is the main thing.

I support freedom of the Press, but I personally think the Press has addressed the affair too deeply.—*Letter from Lahui T. Egi, Administrative College, Port Moresby, in the "South Pacific Post"*.

THE Cook Islands News has interviewed the great majority of the crews aboard yachts that have visited Rarotonga during the past year. A glance at an informal list kept in the office shows that roughly 80 per cent. of the voyagers liked these islands (mainly Rarotonga) better than any other place they had visited in the Pacific. Tahiti rated the least popular, the main criticisms being that officials there were very rude, prices much too high, that there were far too many tourists and military people . . . and that there were no girls.

The French outer islands of Huahine, Tahaa, and some of the Tuamotus, however, received high ratings as being "unspoiled".—*Editorial in the "Cook Islands News"*.

TOO right we need an ombudsman in Fiji! The public are being made to dance to the convenience of officials, as Mr. Colin Philp has sagely remarked in the *Fiji Times*.—*Letter from Lindsay Verrier in the "Fiji Times"*.

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RUGBY UNION ON THE WARPATH IN NEW GUINEA

By Jim Huxley, former Managing-Editor, "New Guinea Times Courier"

Although Rugby league has been the main code of Rugby played in Papua and New Guinea for a dozen or so years, there is an indication that Rugby union will issue the 13-a-side game with a real challenge, and I believe that challenge will be quite evident before the end of the 1966 season.

UNTIL this year league had been "the" game in the Territory. Union had taken on to some extent in Port Moresby, but was never considered a great threat to the part-professional league set-up. It will, most likely, continue to be the underdog code there, but it will become much stronger than it is now.

Over on the New Guinea side there was no union at all—it was all league. Players and supporters were just as fanatical about it as their counterparts in Port Moresby.

But, towards the end of the season just concluded union was introduced to New Guinea. A team of past and present Goroka league players, calling themselves New Guinea, accommodated a team from Port Moresby, known as Papua, and beat them on the Goroka Showground, 5-3, for the HMAS Melbourne Cup.

The trophy had been given by the sportsmen of the warship for annual competition between the Papua and New Guinea Rugby unions, when the ship was in Port Moresby on a visit a week or two before the inaugural "Inter-territory" clash.

From all reports the "Papua" side was a younger, fitter, speedier and much lighter combination than the big, slow but very experienced "New Guinea" XV.

"New Guinea" was led by former champion Australian union lock forward and planter Brian Johnson—now, ironically, a legend in Territory Rugby league circles. With him in the line-up were another ex-union international, long retired Neil Latimer, and former Sydney first grade league players Athol Preston and Rob Hannon, the present stars of the Goroka league side.

The union fixture at Goroka was played soon after the Highlanders

had lost the Kearin-Sheargold Trophy league competition to Lae, after holding it for five years.

The match was well supported and with Goroka no longer "King of the League", union, under the Johnson influence—just as league did under Johnson—should flourish and spread.

Rugby league, last season, had a bad trot on the mainland of New Guinea. Only three towns contested the inter-town series—against six the previous season—and at times the game fell to a record low as far as players and supporters were concerned. And this was most noticeable in Lae, despite the fact that Lae had produced the inter-town premiers.

I believe that Rugby union has thus presented itself in the New Guinea region at a most opportune time.

League is played as an amateur game in New Guinea and has very little to offer the participant. In most cases he pays to play and over a season it becomes a costly affair.

Union, on the other hand, is contested at the South Pacific Games and therefore offers an incentive to the young player. Even in non-Games years, tours could be arranged against Fiji, Tonga, Samoa and other Pacific countries, as well as Australia. In Australia union is not as strong as league, which means a Papua-New Guinea side could compete on a competitive basis.

Now what does the future hold for Rugby union in New Guinea?

I am a league supporter from way back, and personally would hate to see union take over, but unless the league authorities, both in New Guinea and Australia, get right on the ball with some top drawer administration and promotion union is going to move right in. Not just as another game of Rugby, but as THE game of Rugby.

A big percentage of European league players in the Territory are really union enthusiasts, playing league for convenience, and they would surely switch back to union if given the opportunity.

Native players could get just as much satisfaction playing union as they do get out of league, and the possibility of getting trips to other parts of the Pacific would, I believe, help to lift their game and be incentive enough for them to switch codes.

Many have terrific potential as footballers, and from New Guinea will come some really great future players.

One thing is certain at this stage: Rugby league in New Guinea, for the first time in its history, has some real opposition.

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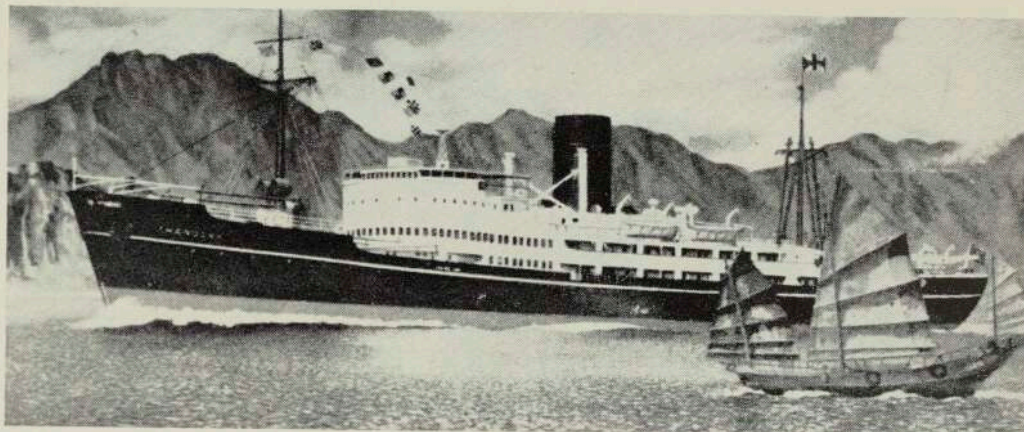
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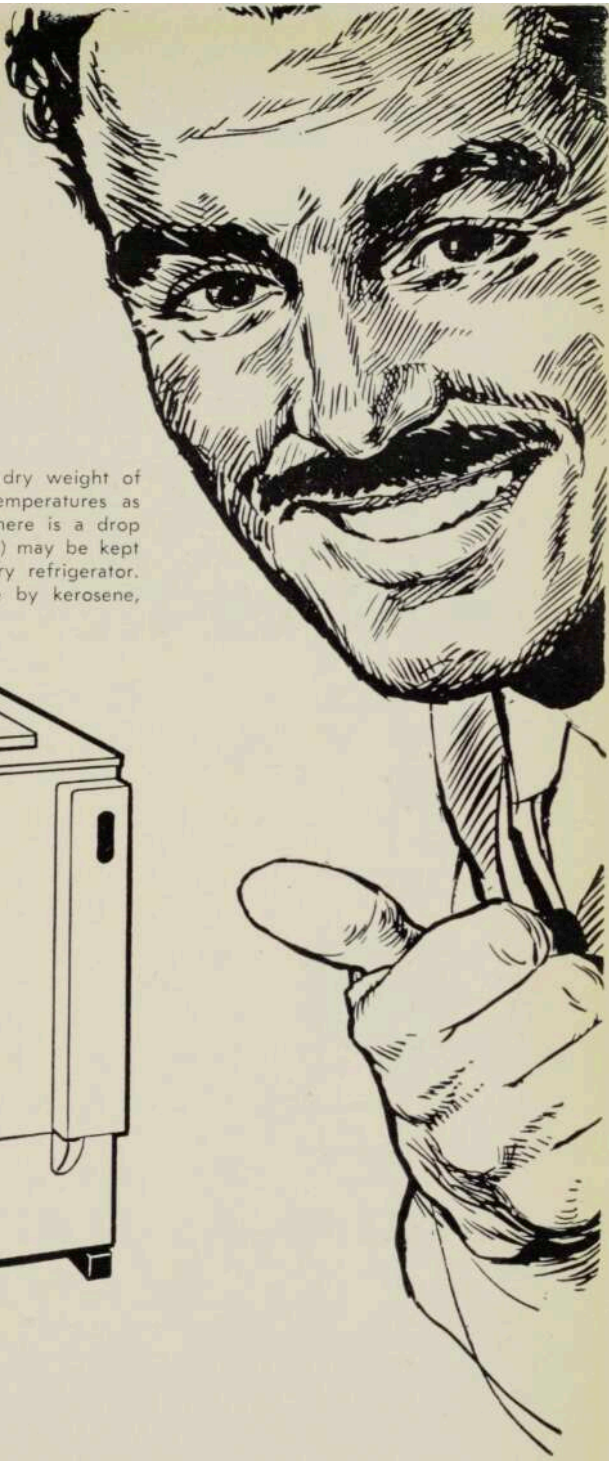
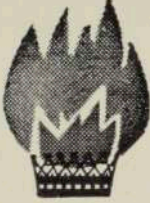
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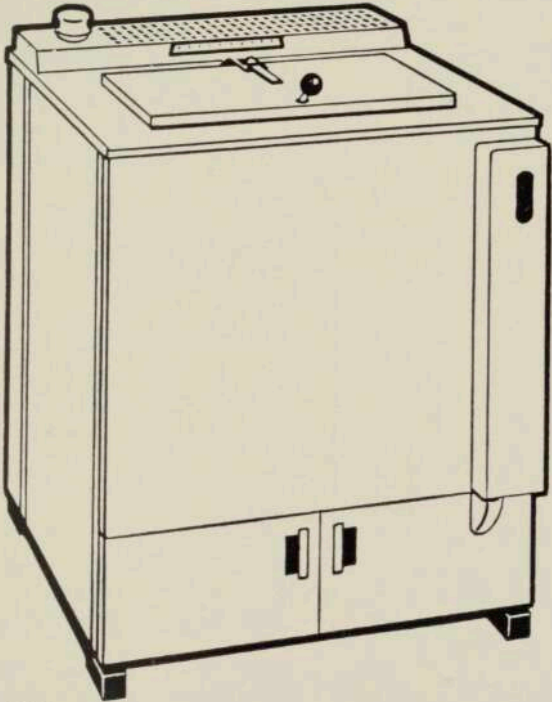
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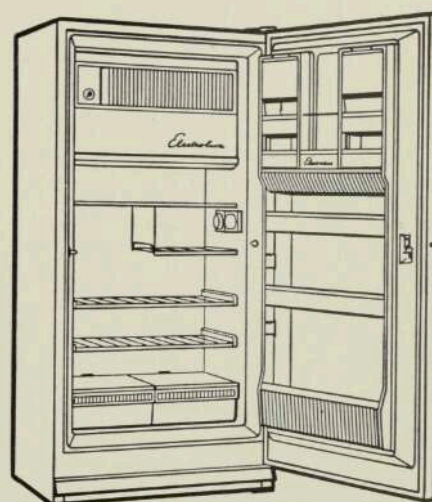
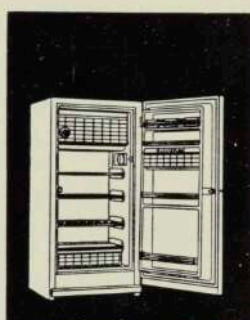
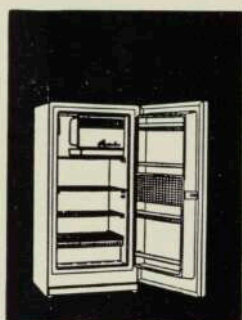
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Rev. W. H. Cox, whose caning by a number of Germans touched off an international incident in New Guinea in 1914, is standing on the extreme right of this photograph, taken during those more gentle days in New Guinea. His wife is in the centre of the front row with their daughter Freda. All in the group were missionaries. The photograph has been made available by Max Hayes, of Rabaul.



That More Gentle Age When 'Floggings' Were The Rule

G. A. V. Stanley, who died in Port Moresby on October 6, was a man of independent mind and spirit, who liked nothing better than a good controversy. He would have been delighted had he known that only a month after his death a photograph found among his personal papers would touch off a burst of publicity that would fill the front pages of some of the Australian newspapers. The photograph was a censored picture of a public caning of several Germans and a Belgian in Rabaul on November 13, 1914, by order of the Australian Military Administrator, Col. William Holmes.

THE canings were ordered as "exemplary punishment" for an assault committed at Namatanai, New Ireland, on the Rev. William Henry Cox a British national, who was chairman of the Methodist Mission in the Bismarck Archipelago. He was assaulted because of a suspicion that he had been a spy for Australian forces.

Canings were forbidden to be in the vicinity of Proclamation Square in the canings took place; but male German residents of Rabaul were ordered to attend, although they were not compelled to witness the canings.

Although the Military Administrator's orders were that no photographs were to be taken, an American

ship's fireman took one without being observed, and so apparently did at least two other people. Searches were made by the Australian Government for the photographs at the time, after a copy of one of them was sent to a Brisbane newspaper, which referred it to the censor, but no copies were found.

Nevertheless, one of the photographs reached the German Government in Berlin where a note of protest was lodged about the canings.

This touched off a wartime controversy about the whole affair.

The fact that, 50 years later, a copy of the photograph was found in GAV's papers, was cabled in November to the Australian newspapers by a Port Moresby journalist,

*A "Censored"
Photograph
Recalls NG's
Caning Era*



Colonel William Holmes, the Australian Military Administrator in New Guinea, who ordered assailants of the Rev. W. H. Cox to be publicly caned.



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4. You can paint glossy Spruce over a damp wall yet it dries in a hurry.

5. Brushes clean up in cold water.

6. Finally, there isn't another glossy exterior paint in the world that's so easy to use or lasts anything like the nine, ten, eleven years you'll get from Spruce. Why? New Dulux Spruce is the only glossy exterior paint that is 100% acrylic. It's just like having your whole house wrapped in a perspex coat. Which probably doesn't mean very much, until you start adding up all that time and money you save.

One of the photographs of the Rabaul "flogging" which caused all the fuss. The culprits were held down over a large cabin trunk.



together with an account of the original caning, and the background to it.

There was a wild scramble by the Australian newspapers to get hold of the censored photograph, and this turned out to be easier than the Press had imagined. With the publicity about GAV's copy, many people lined up the newspaper offices to say they had copies, too—kept all these years from the censor's hands. The copies had been offered for sale at the time by one or other of the treacherous photographers.

Also to hand came one or two d-timers — former Australian troopers—who had witnessed the flogging, and their accounts brightened the news pages and the radio news commentaries. Some of their memories weren't, unfortunately, very good.

"Convict Times"

"Do you remember how you men felt when these people were being publicly flogged?" one interviewer asked of a former trooper.

"Yes I do. We felt it was terrible. We felt we must have been back in convict times."

But others, not quoted in the newspapers, who also remember those times, recall the caning of the Germans as a not-very-special incident at a time when caning was the order of the day. Quite a number of years were to pass, and much more was to be said in Australia, before caning was finally prohibited as a method of punishment in New Guinea. Caning was generally referred to as "flogging", although the term was incorrect.

The assault on the Rev. William Henry Cox, which was in fact a flogging, and the official caning of the Germans concerned in it, were

merely symptoms of a gentler day and age.

The assault on Mr. Cox occurred on October 26, 1914, after Australian forces had occupied Kavieng, but before any of them had arrived at Namatanai.

There was much tension among German officials in the township and

Assaulted Man "Nearly Died"

The Rev. W. H. Cox, the missionary who was assaulted in the Namatanai incident, was a tall, but not robust man, who was in his early forties when the incident occurred, according to PIM's Tolala, who knew him.

"He came first to New Guinea in 1901 and was posted to New Ireland," Tolala recalls. "Later he went to Ulu in the Duke of Yorks."

"He told me of his ordeal some years after the incident. I do not remember how many strikes he received, but more than he could stand, anyway. Poor Cox nearly died."

"He told me that the whole affair had been a misunderstanding in which, in some way, the young skipper of the mission schooner had been involved."

"One of the offenders, a medical man, cut his wrists in an attempt to commit suicide, but was unsuccessful."

"I do not remember hearing of the nature of any reaction amongst the people generally as a result of the 'flogging'. I was in Bougainville at the time, and was not feeling the Rabaul pulse until 1920 on return from the war in Europe."

there was also considerable unrest among local natives. German officials and planters believed that the native unrest had been caused through the influence of teachers belonging to the Methodist Mission, and they also believed—again incorrectly—that Mr. Cox was a spy.

A number of Germans, including the German medical officer, and a Belgian planter, decided, after a drinking session, that Cox deserved a thrashing.

Three of the party rushed into the mission house where they found Cox talking to the missionary's wife. The medical officer pointed a pistol at Cox and exclaimed, "You are a prisoner".

Cox was then seized by the neck, pushed or dragged out of the room on to the verandah and down the steps, held down over a wash-tub, and given 30 or 40 strokes with a cane. His assailants then ran away, and were seen by the German missionary as he was returning to the station.

The Official Story

When this affair was reported to Colonel Holmes, he had an inquiry made by a Captain Manning, and the Germans concerned admitted in writing what they had done. In Volume X of the *Official History of Australia in the War of 1914-18*, Seaforth Mackenzie reports:

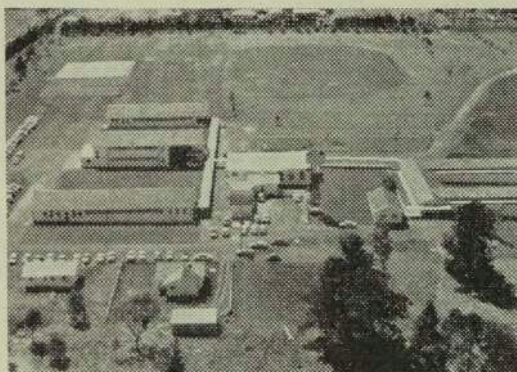
"To Holmes, this action against a prominent British subject—and a missionary—by Germans living under the authority and protection of a British government in newly-conquered territory naturally appeared to be one of outrageous insolence and defiance. . . . In the highly-charged state of a war atmosphere, the assault seemed, when first reported, to have been purposely committed in order to insult the British character and cause. The indignation

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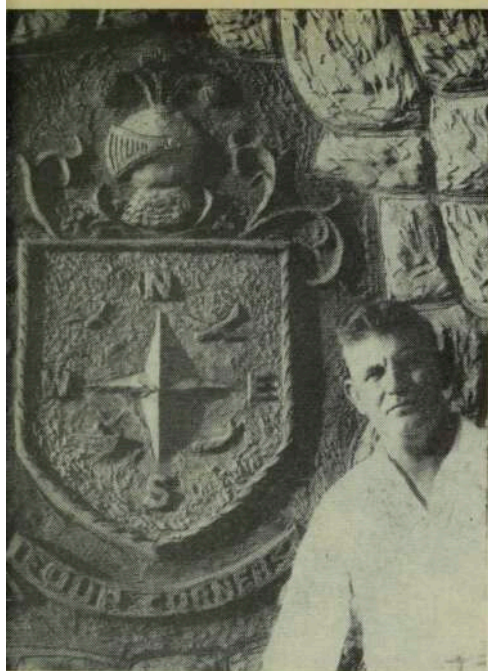
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Sculptor Adds New Touch To Norfolk Island

MR. DAVID "SCOTTY" NAGLE, of Norfolk Island, plans to start a pottery and art studio on the island in the near future.

"Scotty", who trained as an artist and sculptor in Scotland, is well known in Australia and overseas as a painter of religious subjects. About two years ago he held a successful exhibition of sculpture and murals at Grace Bros. in Sydney.

In 1963, he settled on Norfolk and since then he has produced some fine work. The ornamental gates at the Fletcher Christian Flats, featuring a relief model of the *Bounty*, the copy of Norfolk's Great Seal set in the wall at the Garden Shopping Centre, and a finely-modelled sculpture above the Kingfisher Hotel swimming pool are all evidence of his skill.

"Scotty's" interest in Norfolk dates from World War II, when, as a major serving in the Middle East, he met Norfolk Islanders Teeny Menzies and Jack Quintal.

Eventually he will open a shop in the Burnt Pine area which will specialise in locally-produced pottery and handicrafts.

"Scotty" is seen here beside his latest assignment—the wall of Mrs. E. Middleton's new shop, Four Corners.—*Merval Hoare.*

roused was intense, and the crime called for prompt punishment and oppression.

"Especially did Holmes conceive at the dignity and authority of the military administration had been tententially flouted. To persons separated from these events by a wide distance of time or space, it is perhaps easy to judge that he wrongly signed to the occurrence a political colour which clouded his usually clear vision; yet the judgement must be passed.

"Here is no question as to whether it was morally justified in retaliating with a brutal act by inflicting similar punishment on the offender; the issue is legal and political—not moral.

"In the face of a delicate international situation, with the tide of public feeling running full, he decided to treat Manning's report as a conclusive judicial finding, and to dispense with a trial."

30 Strokes For Ringleader

Holmes went ahead and issued an order that the Germans should be publicly punished.

The order then prescribed that the ringleader should receive 30 strokes with the cane, and the others 25 strokes each, except for the German doctor's young assistant who was to receive 10.

Before the punishments were inflicted, the Australian Administrator made a speech in Proclamation

Square in which he explained the reasons for it and warned the German residents who had been compelled to attend that assaults on British subjects would not be tolerated.

All the Germans, except Weber, the former German judge, and another German then left, and the arrested men were punished with a cane "about as thick as a man's thumb". Subsequently, as a protest against the proceedings, all the German officials resigned their posts as advisers to the Administration.

The question of whether Colonel Holmes' action was legal was immediately raised in the Commonwealth Parliament. When the Minister for Defence, Senator Pearce, looked into the dispatches, and found that the punishments were not the result of a judgment by a court, he assured the Senate that he would issue an instruction that this form of punishment should not again be employed.

Meanwhile, the Australian Government had sent a fuller statement of the case to England, based on an opinion from Pitt Cobbett, Emeritus Professor of Law in the University of Sydney, who contended that Colonel Holmes' action was justified. He said that the offence constituted an infraction of the proclamation of martial law previously issued by Holmes, and the punishment—under the conditions existing at the time—had been a measure of military precaution.

With this legal opinion to back it

up, the Commonwealth Government refused to bring Holmes to trial.

The Holmes' affair wasn't the end of the cane in New Guinea. It was widely being used to keep the natives in check, and the publicity over the Holmes' affair resulted in the Australian Government making a review of the position.

Under the Germans, permits had always been issued to employers of native labour to punish breaches of discipline and such things as neglect of duty, laziness, refractory conduct and absence without cause could be dealt with by flogging or birching or by toiling with or without chains.

Outcry From Planters

When the Australians took over, and until August, 1915, this system was maintained without alteration, and it caused no special interest. But then the Australian Government instructed the military administration that flogging of natives was not to be permitted in future. On August 15 that year the regulations were amended to forbid corporal punishment by anybody other than a government official following a judge's order.

This change brought an outcry in New Guinea from the planters and companies, nearly all of whom were Germans.

A letter of protest from five leading German companies to the Administrator said the amendment had caused great consternation and



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xiety among all settlers of the colony.

The letter said: "As soon as the natives get aware of this change of regulations, it will be impossible to keep up the absolutely necessary discipline amongst the labourers and the boys will neglect their work to such an extent that the lucrativeness of all plantations is questioned . . . the natives of these islands are man beings of the very lowest standard of life in the whole world, and their education is therefore like aught. Even the natives around Rabaul, though being in continuous touch with white people for over 30 years, are not yet more than children, and they have to get a licking just as well as every naughty boy in civilised countries gets from his parents or schoolmasters".

C. D. Rowley, in his *Australians German New Guinea 1914-1921* records that at the end of 1915 the military administrator reported to the Australian Government that total prohibition of flogging for labour offences had been a mistake.

"It is also evident that natives are now taking advantage of the knowledge that their masters, or even officials, are powerless to inflict the only punishment that they dread, and are becoming cheeky and more difficult to manage," the administrator said.

The officer-in-charge of native affairs reported that "matters are getting serious". He added, "From all areas the statement is made that the boys are out of control. Gaol is being hanged at, especially in Rabaul, as the boys get better food and very little work. I do not say that flogging cannot be done without but I do think that such a drastic change might be introduced gradually by allowing the court to order floggings for labour offences)".

"Losing Control"

The harbour master reported that European officers on administration posts were losing control of their native crews.

The Australian officer at Kavieng reported that the number of desertions was assuming great proportions and "they simply laugh at any order to return to work and welcome the offer of a calaboose, which is no shame to a nigger".

From many other areas, however, such complaints were coming in, and the good reason that flogging was going on anyhow, illegally.

Under this pressure the Australian Government relented, and in regula-

tions gazetted in January, 1916, allowed canings to be ordered by officials after proper inquiries into each case. Canings could again be administered for desertion, or for gross insubordination.

Within three months the administrator was reporting to the Australian Government that "since restricted flogging has been permitted a marked improvement has been seen in the general behaviour of the natives and I think that difficulties

previously reported will gradually disappear".

Meanwhile more and more canings were going on without the procedure of formal inquiry and even missionaries in one area in 1917 were arranging for the Government's own native officials—the luluais—to inflict illegal floggings.

This state of affairs continued until the end of the war.

Probably the first post-war publicity in Australia came with a

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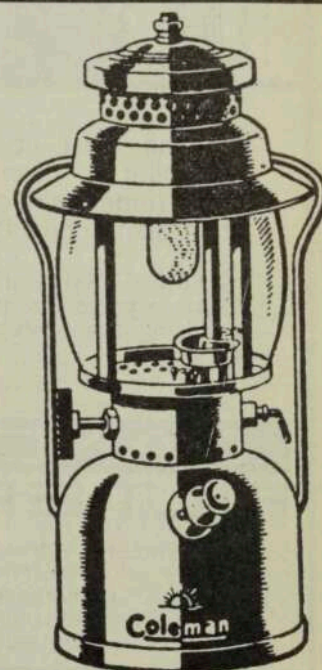
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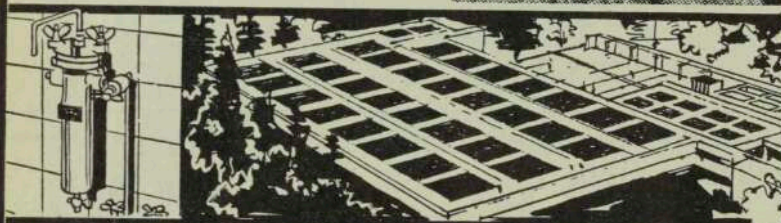
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Norman Lindsay cartoon in the *Bulletin* in 1919, showing a German Governor whipping a native labourer with an Australian soldier standing by at attention.

The Press again took up the matter of "floggings", and public opinion was aroused.

So the Australian Cabinet made another about-turn. In March, 1919 it decided that flogging was not to be permitted. The new possession was to be administered "in accordance with British traditions".

The then administrator, Brigadier General G. J. Johnston, protested to Australia that the advice of experienced officers had not been considered before Cabinet made its decision. He said corporal punishment was less severe in New Guinea than that inflicted to boys in British public schools, and therefore it was in the "British tradition".

Official documents, recorded by C. D. Rowley, show that Johnston pointed out that the inconvenience of bringing in a native for imprisonment could be avoided by flogging him where he had committed the offence. Also, there was the inconvenience to an officer whose "thieving boy" might be gaoled rather than flogged, and thus he would have to get along with another one "freshly caught from the bush".

Johnston said German New Guinea had better control of the native than had "its neighbours" (meaning Papua), and the opinion of responsible officers should outweigh "irresponsible, sentimental gush indulged in by people with little or no practical experience".

The Brigadier also reported at that time, 1919, that he was now trying to arrange a new table of punishments to take the place of the banned canings, and that he would need more handcuffs and leg irons.

He soon ordered 300 pairs of handcuffs and 100 sets of leg irons (he was refused the leg irons) and said he was considering experimenting with chain labour gangs, stone breaking, "the old fashioned" stocks and pillories and the cutting of hair for minor offences.

Johnston's attitude was an indication of what was to continue. Caning did not stop—they simply went underground for many years, and were still being inflicted after Australian planters took over expropriated German properties.

For years stories of the flogging of natives, some accompanied by photographic evidence, got back to Australia, where they continued to cause as much public interest as had the caning of the Germans in 1914.

- Papua's Misima goldmine is very much in the news these days. According to reports there are rich reserves, and these are shortly to be worked. Actual discoverer of the Umuna lode was Mr. Bob Boyd, seen here on the job at Misima in an early PIM photograph. He died at Samarai in December, 1939.

When the December, 1945, issue of PIM went to press, the Administrator of Papua-New Guinea, Colonel J. K. Murray, was "slowly bringing some order out of the chaos" he had found on reaching Port Moresby at the end of October. Industry and transport had come to a virtual standstill after all contracts of conscripted native labourers had been terminated on the change-over from military rule to civil government.

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

IT was announced that the Pan-American Airways' weekly trans-Pacific service, between San Francisco and Auckland, via Fiji and New Caledonia would be resumed at the end of January, 1946. The North America-New Zealand service had been inaugurated before the war by Harold Gatty.

THE New Caledonian General Council was planning to spend 10 million francs on enlarging Magenta Airport, on a beach near Noumea. The strip was built in the latter part of 1942 by US Seabees and Marines, and was used considerably by the Americans in their offensive in the Solomons.

THE first post-war session of the British Solomon Islands Protectorate Advisory Council opened at Honiara, Guadalcanal, on October 22, 1945. Colonel D. C. Noel, the Resident Commissioner, presided. Previous meeting of the Advisory Council had taken place on November, 1941, before the Japanese invasion.

IN a special article on the future of Tonga, a writer said: "Today, superficially at least, Tonga is the poorest country in the South Pacific. Nowhere else are the store shelves so unashamedly naked, the inhabitants so ragged, the prices of such consumer goods as there are so exorbitant. It is almost impossible for the visitor to get off the wharf at Vavau, which is some degrees worse off than Nukualofa, without scores of huge Tongans surround-

Yesterday

ing him or her, each clamouring for attention and the favour of an old shirt or frock."

LEN USHER, Public Relations Officer in Fiji, told the story of how a 24-year-old Gilbertese had drifted in the Pacific in a canoe for seven months in 1944. The Gilbertese, Nabetari, was one of a party of seven fishermen who had escaped from the Japanese on Ocean Island. He drifted 1,800 miles before reaching Ninigo, 140 miles north of Wewak, New Guinea. The other six men died.

MR. E. J. WARD, Australia's Minister for External Territories, had expressed resentment that planters of Papua had appealed to the British Prime Minister, and that a section of the Pacific Territories Association had tried to appeal to the United States and Britain against oppressive Australian rule in Papua and New Guinea. In an address to members of the Pacific Islands Society in Sydney, Mr. Ward explained and defended his administration in Papua and New Guinea. He said that natives had had no recognised protectors from exploitation in the old set-up, but they would have in the new.

MR. ALEX WILSON, MP, had been appointed Administrator of Norfolk Island in succession to Sir Charles Rosenthal.

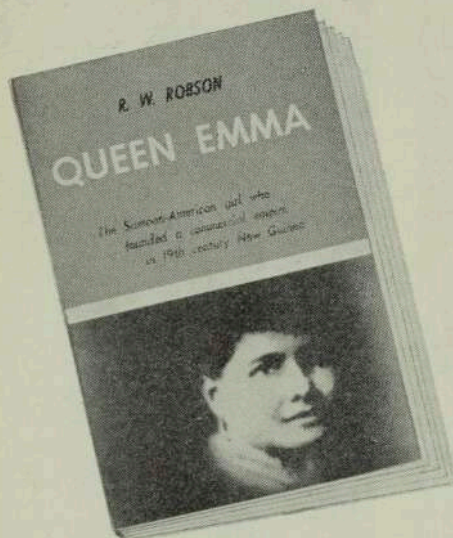
DIED: Mr. Leslie V. Waterhouse, in Sydney on November 26, aged 59, after a long illness



caused by an accident. Mr. Waterhouse was one of the founders of Bulolo Gold Dredging and Guinea Airways; Brigadier-General E. A. Wisdom, CB, CMG, DSO, VD, Administrator of New Guinea from 1921 to 1932, died in Melbourne on December 9, aged 76; Mr. Charles Robert Pinney, Administrator of Norfolk Island from 1932 to 1937, and also well-known in Papua where he served in the Government for many years, in Sydney on November 18, aged 62.

AN item in the Tropicalities section said: "Territories folk will be glad to know that Brigadier D. M. Cleland, who was the executive head of the Production Control Board in the Territories, is now a high executive official in the Australian Liberal Party. If the non-Labour parties should get control of the Australian Government next year—a consummation for which all Territorians nightly pray—we shall have, close to the people in authority, a good friend who understands Territories' problems and conditions." (Brigadier Cleland, now Sir Donald, has been Administrator of P-NG since 1953.)

Two New Books about the Islands



"This book does much to revive the memory of one of the Pacific's most colourful characters. . . ."—*Sydney Morning Herald*.

QUEEN EMMA

by R. W. Robson

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 Malletoa blood; well-educated in Sydney and San Francisco.

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 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.

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—*Sydney Daily Telegraph*

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—Stories from the South Seas

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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.

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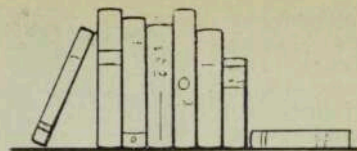
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THE MONTH'S NEW READING



Justice versus sorcery *In New Guinea*

For 40 years, until his retirement in 1963, Mr. Justice Thomas Gore administered the law and dispensed justice in the primitive territories of Papua and New Guinea. In many respects his is a record without equal in the South Pacific.

IS book, *Justice Versus Sorcery*, gives us the essence of those (four as a Crown Law official, 36 on the Bench), and students unborn will have reason to bless for leaving the record.

is a valuable and entertaining narrative, because Judge Gore has tied with him into his retirement a dying sense of humour, and a story from which he has given countless stories of incidents in the jungle and on the Bench, most of them really funny and many of them incredibly bizarre.

He needed a sense of humour to survive the conditions under which he lived on his "jungle circuits".

The real value of the book, however, lies in the way in which this mild, kindly observer of primitive life has given us a picture of primitive men as he saw them first, of the way in which they were brought to abandon murder and tribalism and sorcery, and accept white man's law.

A Sociological Study

Probably nothing was further from Judge Gore's thoughts than the compilation of a sociological study, that is what we have here. 7 years from now historians and others will gain from his book the atmosphere of the changes that place in these vast islands in the middle period of the twentieth century, the period of "colonialism". Judge Gore joined Hubert Murray in Papua in 1924, when the scanty European settlements along the coasts barely brushed the fringes of the native communities, now totalling two million people, who inhabited the territory. Most of the region was officially labelled "uncontrolled". When he left 40 years later, all the people except a little remnant in the western centre of the island were under control—which means that the stranger today

can go almost anywhere in the Territory without fear or molestation.

Millions of words have been written in criticism of Australian administration, and in condemnation of native "exploitation". The overriding fact is that a combination of Australian officialdom and Australian private enterprise, within a

half-century, has changed this vast area from a land of primitive savagery to an orderly country that is close to self-government and to general acceptance of Western standards.

Within the pages of *Justice and Sorcery* it can be seen how it was done — by kindness, incredible patience, and a tolerant understanding of the mentality of Stone-Age men.

It was not, of course, all done by policemen and law courts, any more than by the recruiting of superstitious savages to work in plantations and gold-mines, or the sacrificial work of bush missionaries. But it was done by a combination of all such factors; and at the back of it

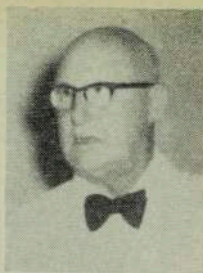
Islands Life

WITH ROB WALSH



"Yes, but that's a negative attitude. Just think of the millions it's worth in tourist publicity!"

all, tolerantly accepting human frailties and patiently shaping the factors that mattered, were, and still are, men like Judge Gore (pictured).



One often wonders what it is that guides the high panjandrum who hand out the Queen's Honours, Linendrapers, and political time-servers, and many seemingly useless people who ride the headlines, get knighthoods. Judge Gore, who gave his country a lifetime of good service, and suffered grievously at times in courthouse pioneering in isolated and unpleasant jungle villages, carried a modest CBE (1953) to his pleasant home in Southport, Queensland.—RWR.

(JUSTICE VERSUS SORCERY. Jacaranda Press. 45/-.)

Another volume on Sydney Cove

SYDNEY COVE 1791-1792, like its two predecessors, *Sydney Cove 1788* and *Sydney Cove 1789-90*, tells its own story. The large volume of over 360 pages plus index, describes life in the early convict settlement through extracts from letters, journals, books, documents and despatches arranged in the form of a diary by John Cobley.

The story in this volume is of the near starving colony, left to its own resources in an inhospitable land through the failure of the British Government to back-up the first settlement with supplies. It tells also of droughts, bush fires and floods—inseparable from Australian life even 170 years later but almost overwhelming to these earliest migrants.

But there is progress as well. Sydney Town begins to take shape and there is a dispersal from the area around Farm Cove to farming land at Rose Hill.

The author is a member of the medical profession who has always had an interest in early Australian history. The three books he has produced stemmed from a study commenced in 1960 when he began to search contemporary records to find how the first settlers lived.

(**SYDNEY COVE 1791-1792.** Angus and Robertson. 65/-.)

Musings of a lone-handed yachtsman philosopher

To be a cruising yachtsman, lone-handed, must require one to be part-philosopher. This side of Adrian Hayter emerges strongly in his second book, *Business in Great Waters*.

HAYTER is a New Zealander whose adventures in his first voyage from the Dominion to the United Kingdom, via Suez, were told in *Sheila in the Wind*. This second book completes his voyage (in another boat, Norwegian-built *Valkyr*), from the United Kingdom back to NZ via Panama and the Pacific.

As his publishers hopefully remark, the discipline of such a voyage is a great clarifier of both mind and spirit and Hayter's philosophy of life and his views on contemporary politics account for the better part of the book. Those who expect a rollicking seafaring yarn had therefore better be warned.

There is, of course, considerable information on his efforts to find a boat in the UK, to finance the voyage and of subsequent battles with calms, hurricanes and the business of getting a small 25 ft clinker-built yacht half-way round the world alone. But it is in a minor key.

"Something" Drives Him

Largely he is interested in the present state of the world and his own reaction to it—the "something" that drives him on to pit himself against the forces outside the orbit of everyday life. If, to the every-day person, he emerges as a cross between a practical deep-sea yachtsman and some species of nut, one feels that he, himself, would be the first to ponder on the significance of it.

His own description of the night following his arrival in Panama probably gives as good a pen-portrait as any of the unusual character that is Adrian Hayter.

"That evening," he says, "I showered and changed into clean clothes and had a meal at the club costing four times as much as a meal on board. I sat alone at a small table covered by a white cloth, served by a slim, high-breasted negress with a friendly smile and all the clutter was cleared away and washed up by someone else. After a long period at sea . . . the ordinary everyday things which we normally take for granted become wondrous gifts."

He then muses on an incident of

a few days before when, crossing the Gulf of Mexico, a flock of swallows take refuge on the *Valkyr* then fly away leaving one of them, who could not make the distance, dead in his hand: The dead bird's companion had "flown away from the safety and comfort of my ship, impelled by some compulsive urge they could not resist".

Back in the dining room other diners were enjoying themselves "unaware of anything else, and I made me wonder again whether I was not mad to tear myself away from this warmth and comfort and go out again into the darkness and wind and squalls. But I knew, too, that deep down, underlying, embracing all, it was vital and inexorable and would soon take hold again; and remembering what the diners did not know I prayed that it would never leave me, whatever it cost".

Later he went into the bar for a couple of quiet beers and to read the local newspaper but the Americans terrified of "silence and solitude" never left him alone for long. "My own inclination to speak only when I have something I really want to

For sophisticated brides

Although Ted Moloney's newest cook-book (illustrated, as usual, by George Molnar) is called *Cooking for Brides*, wives of longer standing might glean a hint or two. Their husbands will find it amusing.

The purpose of the book is to make your man "proud of you not only for your youth and beauty but for your soufflé".

It makes exotica like *Crepes Suzette* and *Salad Nicoise* sound easy, and such old stand-bys as *Irish-stew* sound exotic. It's a book for brides with ambition. Add it to your gift-list for young sophisticates.

(**COOKING FOR BRIDES.** Ure Smith. 29/6.)

which is not often, and to eat in preference to making a special occasion of it, seemed to harass the Americans. Strangers then joined me at my table and later stood on paying for the meal."

Despite the disclaimer in the author's note at the front of the book, it gathers that he sees few virtues in the general run of Americans not, perhaps, because they are Americans because they are the architects of the New Society in which we westerners live.

A strange book. Sometimes moving; sometimes irritating, perhaps with a message for the fraternity of cruising yachtsmen which is only dimly perceived by landlubbers.

After touching Mangareva in French Polynesia, Hayter headed right for home in Nelson, New Zealand, without calling at any of the islands on the recognised cruising-yachtsman route.—JT.

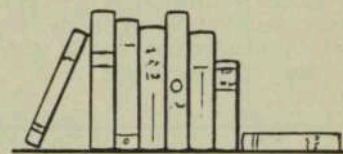
BUSINESS IN GREAT WATERS. Hodder Stoughton. 38/6).

OTHER KINDS OF ISLANDS

At the entrance of Australia's Bass Strait, off the north-eastern tip of Tasmania, lie the Furneaux Islands—wind-swept, gale-lashed, inhabited by migratory Shearwaters (mutton-birds) from September to April each year and by the part-Tasmanian-part-European islanders the whole year round. In *Moonbird People* Patsy Adam Smith combines people, islands and birds into one unusual story.

THE writer is still on the right side of middle-age but has managed to crowd into her life a list of jobs, interests and accomplishments so varied that they probably account for her somewhat undisciplined writing style.

Although at present she is an adult-education officer in Hobart and she has been a journalist and feature-writer, as a writer of books she swerves, back-tracks, mixes in history with her own current activities and, although the result has a certain



naive charm about it, it can also be aggravating.

Some years ago—when, is not clear—she went to the Furneaux Islands to gather material for a documentary on the islands and the mutton-birds. She was accompanied by a photographer—who gave the place away after three days. Patsy Ann Smith remained for six years, sailing as a cook and spare helmsman on a coastal trader, and for another similar period maintaining her interest in the Group by long periods living with the islanders.

Although her unorthodox adventures as a sea-cook are amusing, it is her record of the feathered and human inhabitants of the islands that is of special interest.

Most Australians are aware, in a vague sort of way, that there are inhabited islands down there between Melbourne and the north coast of Tasmania but few know more. It will be news to most that the islanders—Cape Barreners—are descendants of six Tasmanian aboriginal women, three Australian aboriginal women, one Maori woman and nine white men who, almost 150 years ago, were engaged in sealing in the Group.

"Plunderers"

The author calls these people "hybrids" and today they range in appearance from blue-eyed blonde to almost black, but all, she says, are more self-conscious of their white blood than their black.

For the first 40-odd years of the 19th century, the Furneaux Islands were plundered by white men for the thousands of seals which lived in the off-shore waters.

Mostly the sealers came in their ships for a season and departed, but such was the wanton destruction that the valuable animals they sought

Speed in the dead lake

The abortive attempt by Donald Campbell on the land-speed record on Lake Eyre in 1963 and his successful attempt in 1964, plus the hoo-hah and publicity that went with it, bored many people. Nonetheless, English writer John Pearson now makes a very creditable adventure story out of it, called "Bluebird and the Dead Lake".

PEARSON was a London journalist who had just published a successful first novel when he decided to accompany Campbell to Lake Eyre in 1964. He brings many of the tricks of a novelist to the handling of a factual book, taking the people who participated in the second attempt on the record and presenting them as characters, with their strengths, weaknesses and doubts.

He brings to the strange country of Central Australia and the mysterious moods of Lake Eyre—that for most of its time is no lake at all—fresh, outsider's view that does no service to the area or the few Australians who inhabit it.

Although the main characters are Australian, it is largely an Australian story. Elliot Price, owner of the station where Campbell and his party stayed—self-styled King Muloorina—who often emerged in the time in the Australian Press on TV as some sort of figure of fun, becomes a three-dimensional out-of-control Australian with the usual fund of bush stories. There is Maree, "the best thing to *High Noon* to be

found . . . outside the Middle West" and Konstantinos Sideris' Bar Maree " . . . a long, bleak, unlovely room with shining apple-green walls and lino-covered bar . . . a large black notice beside the advertisements for Craven Filter saying: 'If you have not reached the age of 21 please do not order liquor as the penalty is severe'."

And then there is the Great Australian Scepticism. As the Army moves in to assist, as the newspaper men and the news photographers arrive, along with the oil company executives and the sightseers—as the delays piled up, Campbell, for many, "turned into the Englishman every Australian secretly resents".

The tension and the doubts mount and build into the climax of the book and Campbell's record run. Although perhaps overdramatised in parts, this is entertaining reading even for those who couldn't care less about speed records. Perhaps it will be enjoyed even more in the United Kingdom than in Australia.—JT.

(BLUEBIRD AND THE DEAD LAKE. Collins. 28/-).

were finally exterminated. The islanders—descendants of the nine sealers who had remained permanently on the islands and their women—then fell on hard times until it was noticed that the grey birds that arrived in millions each September lived on the same sort of sea food as whales.

Someone, brighter than the rest, reasoned that the birds might also have an oil content and some were rendered down in the old try-pots formerly used for seal blubber. Next step was to try the birds for food and the taste of adult birds was likened to old mutton—hence their local name.

The commercial value of the birds continued for a long time to be in their feathers, which were sold for mattresses and pillows. "Birding"—for the oil, the feathers and the flesh of the birds—developed as an industry only slowly.

"The whole season," says the author, writing of the present, "is high excitement, the getting away to the 'birdin' islands' conjuring up the vision of adventure that accompanied the getting of food by these people's ancestors who were not herders or farmers, but primitive hunters."—JT.

* (MOONBIRD PEOPLE. Rigby. 39/6).

Christmas books for juniors

The reading public aged five to 12 has never been better catered for, even if book buying must be an increasing strain on the family budget.

AMONGST the usual spate of Christmas books, Ivan Southall's *Ash Road* and Paddy Hooper's *Muster Up* are well worth considering for "special presents"—neither is cheap.

Southall has a gift for writing about youngsters in a way that most antipodean youngsters can appreciate. His situations are real situations and in this case where the villain of the story is a bush fire, something that affects some part of Australia, even its cities, every summer.

Probably the story is based on the disastrous Victorian bush fires of 1939 but the interesting thing about the narrative is the way in which his child characters face up to real difficulties.

Muster Up is also founded on a real incident—the rescue of an injured man by the RAAF from Gippsland's Mount Wellington some years ago.

For the purpose of this story it is young Geordie's father who is hurt while he and Geordie and station hands are out mustering in the wild mountain country of eastern Victoria. It is Geordie's job to look after his father while the rest of the party go for help. The arrival of the RAAF medical officer by parachute and the making of a rough airstrip to get the injured man out are just part of the action that keeps the story moving along smartly.

Something of a quite different type is *Chou San and the Very Wise Hermit*, by Doris Norman. This is as much a work of imagination as any fairy story and should be read as such. These days one needs to be no more than five to make much sense out of dear little Chinese boys who live in house-boats and listen to Very Wise Hermits who live in caves and have some sort of pull with River Dragons who cause floods. The Chinese People's Republic would probably regard such goings-on as a crime against the state.

(ASH ROAD; 22/6. MUSTER UP; 19/6 and CHOU SAN AND THE VERY WISE HERMIT; 15/-. All published by Angus and Robertson, Sydney.)



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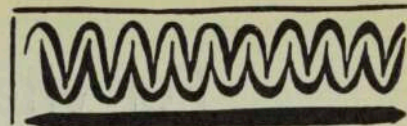
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Some recent novels



THE FILE ON DEVLIN, by Catherine Gaskin.

The young Australian Catherine Gaskin who made good with her first bestseller, *Sara Dane*, an historical novel of Australia's early convict days, has not allowed her novels to become stereotyped. She has joined the exclusive international set of writers who are in perpetual world circulation so far as the background of their novels is concerned.

Miss Gaskin lived for a long time in the United Kingdom before marrying an American and crossing the Atlantic.

Her new novel begins in London and ends in a mysterious chateau in Switzerland. It concerns the disappearance of Laurence Devlin, a Nobel Peace Prize winner, last seen in a plane that had disappeared in Afghanistan near the Russian border; and Josh Canfield who appears to be a hard-working journalist but is really connected with British Military Intelligence.

This business of Secret Service agents is new for Catherine Gaskin: it's fashionable and she handles it with expertise. (Published by Collins. 28/-).

THE WAYWARD GANG, by Wal Watkins.

This gang, mostly Australians, is made up of railway fettlers and their wives who live out a boozing, lawless, sex-ridden life marooned in the middle of the continent. If a stretch of the Trans-continental railway out on the Nullabor seems an odd place for any of these activities you soon learn differently. The personnel consist of unskilled misfits and drifters with women to match. The accent is on realism and it is loaded with considerable competence. Not for the squeamish who think Australia is all soft, cuddly and bears. (Published by Rigby. 16/-).

DIES IN THE DARK, by Margot Neville.

This writer is one of the few Australians producing thrillers for the international market. She lives near Sydney and most of her whodunnits are a Sydney background. Her new story takes place around a household dominated or domineering women and the mystery concerns the identity of a young man found murdered in the bedroom of one of them. (Published by Geoffrey Bles. 22/-).

THE SLOW NATIVES, by Thea Astley.

The title comes from a quotation labelled *Juvenilia*. Q:—"What is the black stuff between elephants' toes?" A: "Slow natives!"

For the purpose of her thesis, Iris and Bernard Leverson are the slow natives who almost become the black stuff between the elephant's toes. They are suburban Brisbaneites whose marriage has drifted into middle-aged doldrums from which they are shaken by the incipient delinquency of their 14-year old son, Keith. The background of the novel is Brisbane and the make-believe-land of Surfers' Paradise. The theme is well worked out but this writer has a style that may be considered artistic by some, but which will aggravate others with its clouds of obscuring words. (Published by Angus and Robertson. 25/-).

THE STRODE VENTURER, by Hammond Innes.

For slightly off-beat adventures tempered by visionary dreams, Hammond Innes seems likely to take the place of the late Nevil Shute. The

present novel is based largely on the people of the southern Maldivian Islands, a chain of atolls that stretches from Ceylon 500 miles south into the Indian Ocean, and on the southernmost of which the Royal Air Force has a staging airfield.

The islands and the RAF station are fact. From it the author has woven a story in which the main ingredients are the national aspirations of the island people; the discovery of a new island, heaved out of the sea by volcanic action, and mineral-rich; and the effect London boardroom policies and politics can have on innocent people and events on the other side of the world. The two main characters are Commander Bailey, who tells the story, and Peter Strode, eccentric odd-man-out in a family of shipowners, who espouses the cause of the islanders. With the inevitability of stars in fixed courses all these elements meet in collision to supply the usual larger-than-life climax of the Innes novel. (Published by Collins. 28/-).

FOR THOSE WHO READ POETRY

Australians are mad keen poets. Or so one would believe by the number of books on poetry that come in for review. This month we have received the following:

AUSTRALIAN POETRY—1965. This is a collection of what are considered the best poems published in the current year. They have been selected by John Thompson who is himself a poet—as well as a broadcaster. (Cloth bound; 76 pages; published by Angus and Robertson Ltd.; 15/-).

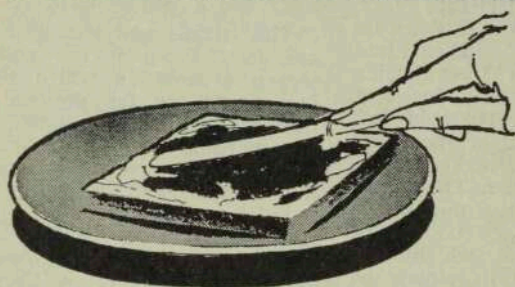
COCK CROW, by Rosemary Dobson—another Australian poet of repute. This collection—or part one of it—appears to concern the dangers that "beset the child of our time". The rest covers a variety of subjects from New England (NSW) ghost-towns to myths. Most are understandable, even by non-poets. (Cloth bound; 48 pages; published by Angus and Robertson Ltd.; 17/6).

POETRY MAGAZINE, published by the Poetry Society of Australia, is issued six times a year. Individual copies cost 5/- and can be obtained from the editors. PO Box 110, George Street North, Sydney, NSW. This magazine used to be edited by Dr. Grace Perry, but we notice that she has now transferred her editorial attentions to another publication called:

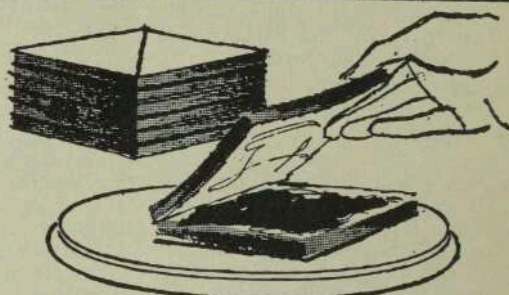
POETRY AUSTRALIA, which also is issued six times a year. Copies are also 5/- each and can be obtained from 350 Lyons Road, Five Dock, Sydney, NSW. Both "Poetry Australia" and "Poetry Magazine" are open to outside contributors—so if you like to write verse, have a lash.

The only unanswered question about the business of Australian poetry-making is whether there are as many people who read it as there are books of it.—JT.

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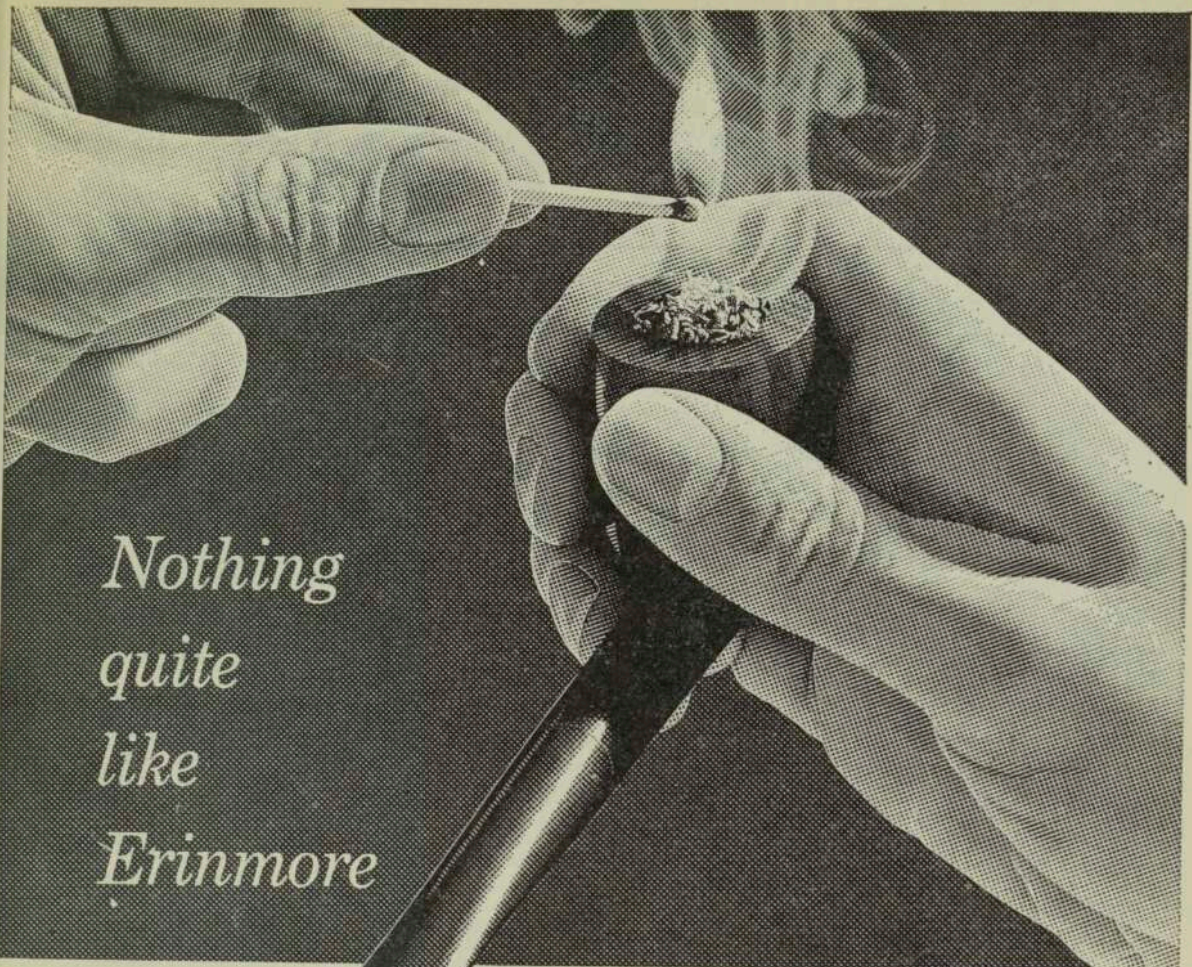
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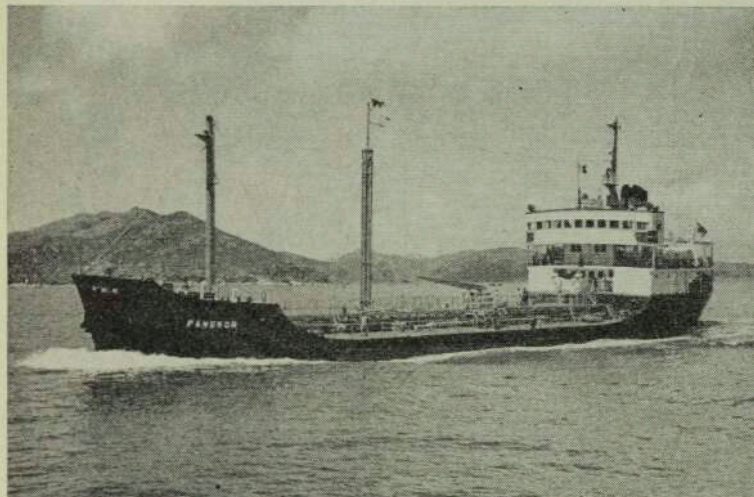
FLAKE AND MIXTURE IN VACUUM TINS

PACIFIC ISLANDS MONTHLY—DECEMBER, 1965

EF2 101

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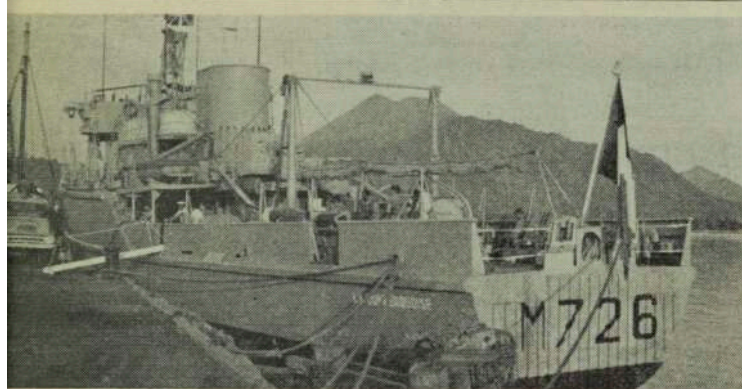
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FRENCH NAVAL VESSELS IN NEW GUINEA. Recent visitors to New Guinea ports were the French minesweepers "La Dunkerquoise", photographed in Rabaul, left, by Max Hayes; and "La Bayonnaise", photographed at Port Moresby by W. A. McGrath. Also seen at the Port Moresby wharf is the "Sletfiord".

st Honours Apia's ew Wharf

Without any fanfare, and without the Minister of Marine knowing, an Australian captain managed to secure the honour of commanding the first ship to tie up at Apia's new deep water wharf on October 28.

The ship was a purse seiner en route from California to Sydney where she will be the first ship of her kind to be used in the tuna grounds off the Australian coast. She is the *Espirito Santo* under Captain W. B. Jeavens with an American crew. The ship called at Apia for minor repairs, which were completed by berthing at the wharf. The official opening of the wharf will be set for March 3, when it is expected Union SS's regular inter-island *Matua* will tie up for the first time. It is Apia's first overseas wharf. There is still wide diversity of opinion about the Samoan harbour development programme. Latest pessimism came from the Chamber of Commerce, which wrote the Government complaining that the wharf is too small to berth two ships and that it should be lengthened from 600 ft to 1,000 ft.

They suggested that if finance was any problem, material should be diverted from the Asau wharf, which according to reports has run into trouble by the unexpected toughness of the coral seabed and reef entrance, which has to be widened.

It is generally believed, but not admitted in official circles, that the Asau scheme is going to cost a lot more than expected, but as pointed out by Minister of Works F.C.F. Nelson, the Asau wharf is the key to the whole development plan.

INDONESIANS RESCUED FROM DRIFTING SHIP

Ten Indonesian seamen were rescued from a disabled vessel, the *Murni* which was drifting off Aitape, Sepik District, on November 4.

The Indonesians, all in a very weak condition, were picked up by a P-NG Administration vessel and taken to hospital in Aitape.

An Administration spokesman said in Port Moresby on November 11 that it was understood that *Murni* was making for Tekasula when blown off course and badly damaged during a storm. It had been drifting for many weeks since. It was presumed that, when recovered, the men would be equipped to proceed to the nearest Indonesian port. The *Murni* was towed to Aitape.

In The News This Month

Altair
Adi Talei
Atea
Awahnee
Barlovento
Brundenell White
Canaima
Cook
Coral Queen
Cordanzo
Corsaro II
Dampier
Diogene
Dove
Edenhope
Eleuthera
Espirito Santo
Hawk
Hing Chai
Kallas
Kairos
Korolibo
Kotinu
Kudu
La Bayonnaise
La Dunkerquoise
Lady Lee
Machina Teata

Malawai
Malolelei
Mar Quesa
Matua
Melanesia
Mia Mia
Minerva
Moala
Moana Roa
Murni
Narvel
Neo Vent
Nina
Nivani
Red Witch
Rehu Moana
Shearwater
Statendam
Tarana
Theresa
Tropic Seas
Tuvalu
Valrosa
Vaquero
Verona
Walande
White Lady
Yankee

"VALROSA" WRECKED

Valrosa, charter schooner operating from Tahiti was wrecked on the reef at Tikahaou in the Tuamotu Group, on October 25—10 hours after leaving Rangiroa, largest of the Tuamotus.

The 99 ft staysail schooner, built in a British shipyard in 1903, is owned and skippered by Tahiti personality Marc Darnois. She has become very well known in the Polynesian Group through her charter cruises. There were some tourists as well as local people aboard at the time of the grounding.

She was on a pleasure cruise from Papeete to the Tuamotus and the

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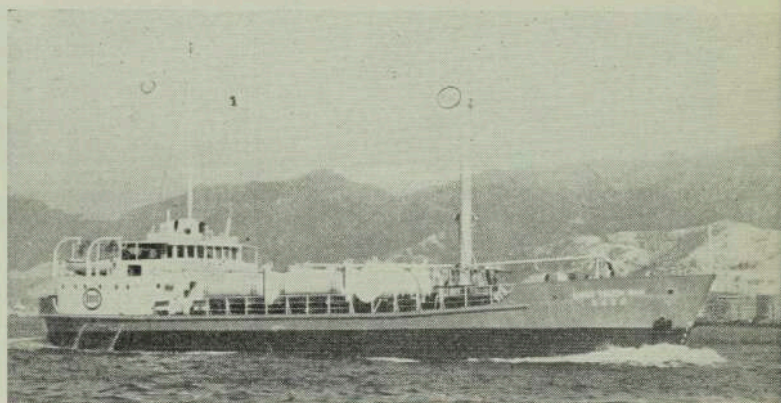
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The Hongkong & Whampoa Dock Company has built and delivered to Esso Standard Oil (Hong Kong) Ltd. a harbour oil tanker which will commence employment at once in her local service. The vessel was constructed to the Builder's design, to Owners specification, 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 9½ knots was obtained in the fully loaded condition.

Two identical marine auxiliary sets are installed, each comprising a Gardner 6LX marine oil engine directly coupled to a 35 K.V. 100 volts D.C. Generator, arranged for operation as single unit only.

Cargo Pumps comprise two horizontal Hamworthy pumps, each 150 T.P.H. at 80 p.s.i. when operating a cargo of "Bunker C" oil at 90 deg. Fahr. Pumps are driven by the main engine. In addition two centrifugal electric driven Lee Howl Cargo Pumps each having a capacity of 200 A.G.P.M. against a head of 100 feet, and suitable for "Low Flash Point" oil fuel and gasoline cargo, are fitted.

Other machinery and fittings include Emergency Lighting equipment, fresh and sanitary water pumping set, CO₂ system to protect the machinery space and cargo oil tanks, fire and ballast pump, compressed air system, and the usual navigational and deck fittings.

The electrical installation and wiring is specially constructed to suit a tanker carrying low flash point cargo.

Steering is by an electric-hydraulic steering gear manufactured by Frydenbo, Bergen, capable of operating twin rudders from hard over to hard over in 30 seconds. It includes automatic and immediate change over arrangement at helm for emergency transfer to hand hydraulic operation.

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ndward Isles. In bad weather, arc Darnois headed for the Wind- rd Isles from his last stop at ngiroa, taking an indirect route miss the atolls of Tikahaou and tahiva. The south-easterly current ried them onto the Tikahaou f at 4 a.m. on October 25.

Three crewmen risked their lives ing a steel cable from the ship the reef then running a shuttle vice in the lifeboat to get those board ashore. Everyone aboard *Valrosa* was landed unharmed though y were covered with oil and nched with rain and seawater.

Two hours after passengers and w got off, all that could be seen *Valrosa* were the two masts pro- dling from the waves on the out- e of the reef.

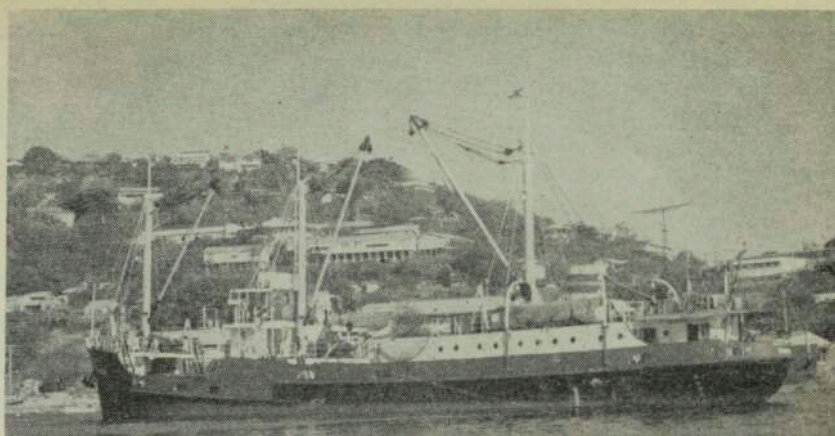
The shipwrecked crew and tourists e cared for by the people from e village for two days until they ained passage to Rangiroa aboard yacht *Machina Teata* which was sing Tikehau.

OTHER FORMOSAN SHIP RESTED FOR POACHING

A Formosan fishing boat and six he crew were arrested on October for poaching clam shells in the d (Nuguria) Islands, about 170 s north-east of Rabaul. It was third time since May last year a Formosan vessel had been ight shell-poaching in the South ific; and the second instance in Fead Group.

In the latest case, Mr. Alistair wn, of Fead Plantation, sighted boat with a crew of about 16, ng a reef for clam shells on iber 28. He ordered the skipper eave by daylight next day but overed then that the boat had moved to a more concealed tion.

Mr. Brown arrested six members he crew and held them at his e while he radioed the P-NG



NEW VESSEL: The Bougainville Company's new vessel "Edenhope", here photographed in Port Moresby, is now at work between Rabaul and Bougainville ports, under Captain E. V. Glennie, a former master of the "Polurrian". She will be renamed "Nukumanu". She is 264 tons and was built in 1949.—Photo: W. A. McGrath.

Administration at Sohano for assist-
ance.

The Government boat *Nivani* was sent to escort the Chinese vessel *Hing Chai*, to Sohano. A week later, in Bougainville District Court, the captain was found guilty of bringing illegal immigrants into New Britain and fined £25. Six members of the crew were found guilty of being illegal immigrants.

On May 27, 1964, a Formosan fishing vessel was arrested at Aneityum, the southernmost island in the New Hebrides, for trochus-poaching. The vessel was escorted to Lenakel, Tanna, where the captain was severely admonished by the French Resident Commissioner, Mr. Maurice Delauney (*PIM*, July, 1964, p. 103).

Two months later, a Formosan vessel and crew of poachers were arrested by Captain Bill Hallam, manager of a Fead Islands planta- tion. The vessel was escorted to Rabaul by the *Nivani* and the For- mosan captain was fined £5 for be-

ing an illegal immigrant (*PIM*, Aug., 1964, p. 95).

Early in 1964, Captain Hallam un- successfully pursued an unidentified sampan whose crew was reported to have made two illegal landings in the Fead Group.

CARRYING ON THE "COOK'S" WORK

The survey work carried out by HMS *Cook* in the South Pacific over several years is now being done by another Royal Navy survey ship, HMS *Dampier*.

The *Dampier* arrived in Honiara on October 26 to carry on the *Cook's* work.

The *Cook* was paid off early in 1964. On October 1, 1963, she had been badly damaged when she struck a coral reef off Ellington, Fiji.

"CORAL QUEEN" TO BE SOLD

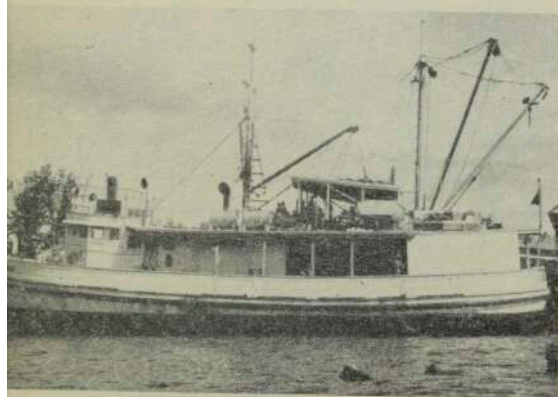
Damage to the BSIP Government ship, *Coral Queen*, was so extensive that she will not now be repaired, but instead will be sold by public tender.

The *Coral Queen* went aground on Papari Reef, Ysabel Island on February 4, 1965. Explosives were used to free her from the reef.

"WALANDE" GOES INTO SERVICE

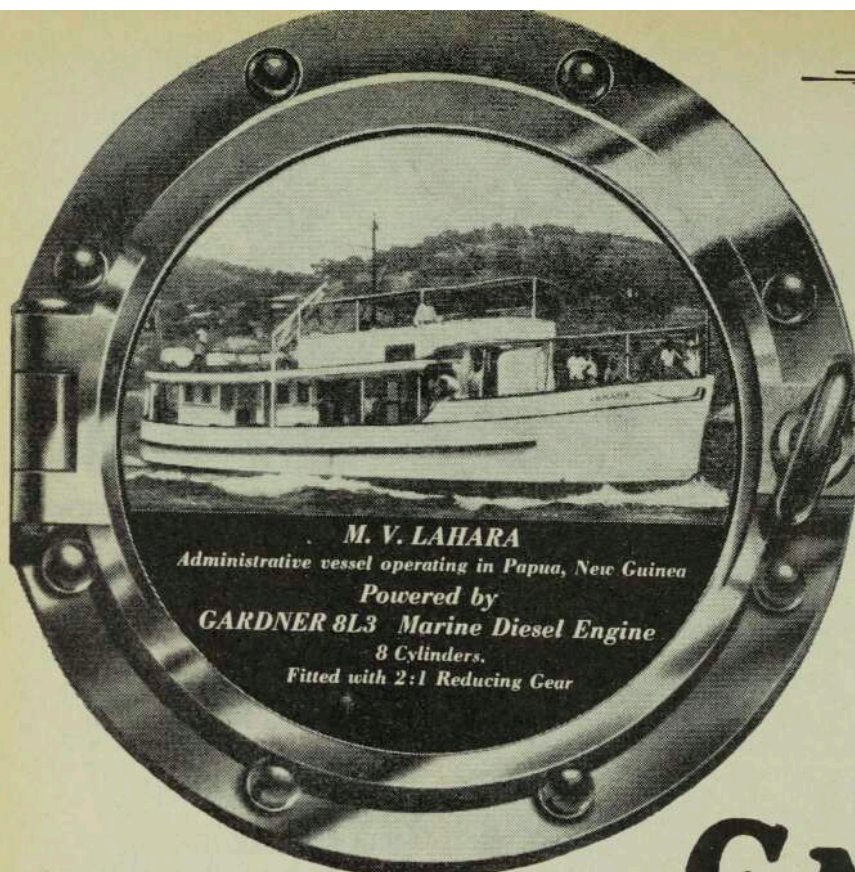
The first working cruise of the *Walande* was in October when she sailed from Auki in the BSIP to Allardyce Harbour.

The *Walande* was built at the South Pacific Commission boat building school. She will be stationed at Malaita as a district touring ship.

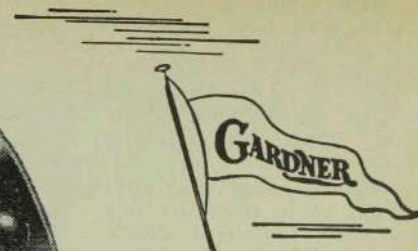


TOTAL LOSS: Re- cently aground and a total loss, except for its cargo, was the Rabaul-based trawler "Theresa". The trawler went aground on Djaul Island, near Kavieng, in heavy seas.

—Photo: Max Hayes.



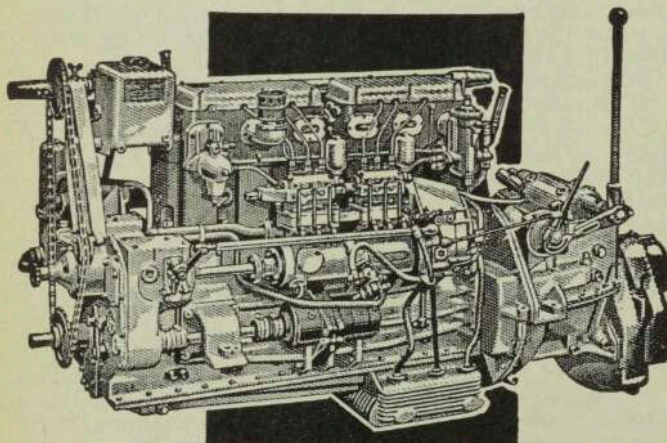
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SHIP TRADER REPLACED

The BSIP trading firm, R. S. Symes Pty. Ltd., have replaced the *Moula*, sunk in a collision off Guadalcanal earlier this year, with the *Hawk*, which they bought in Sydney.

The *Hawk*, which will carry 80 to 100 tons of cargo, will go into service in the outer islands.

MOSQUITO FLEET FOR SALE

One of Fiji's best known operators in the "mosquito" fleet of small inter-island cutters, ketches and schooners, Mr. Tim Hurley, is apparently wanting to get out of the worrying business of small shipping.

Using the "smalls" column of the *Fiji Times*, Mr. Hurley has advertised the sale of his five cutters, *Adi Talei*, *Toroibo*, *Malawai*, *Malolelei* and *Melanesia*.

Mr. Hurley refuses to comment on his reasons for wanting to sell.

"SHEARWATER" EXPEDITION

The United States military transport vessel USNS *Shearwater* called at American Samoa on October 5 with eight scientists who are making a study of the life of seabirds. They have visited the Phoenix and Line Islands and plan to also visit Christmas Island before returning to Hawaii.

FIREFIGHTERS IN PORT MORESBY HARBOUR

Fire broke out on the ammunition carrying Australian Army LSM *Ardenne White* in Port Moresby on October 22.

The vessel was taking ammunition and aviation fuel from Sydney to New Guinea and Lae as supplies for PIR training exercises. It called at Port Moresby for stores and rations for the crew of 38.

The fire was fought by the Port Moresby fire brigade and controlled before it had a hold on the ship.

Mr. I. Skinner, Port Moresby's Civil Defence co-ordinator, said that he was not informed of the danger. He was later reported to be seeking clarification of the position.

MISTREATMENT OF SAMOA TUNA MEN

The Pago Pago newspaper *Samoa Times* reported in late October that there was a growing desire among Japanese fishing boat captains of discontinuing their Pago base, following injuries to three Japanese fishermen a week or so earlier. The fishermen were injured by thrown

stones, although versions of the incident differed considerably.

"Industry spokesmen said this latest of a series of such happenings could heavily set back American Samoa's tuna canning, which produces the bulk of the Territory's export earnings," the newspaper reported.

In a later editorial, the paper said: "During the past year there have been numerous incidents involving mistreatment of Japanese, Korean and Taiwanese fishermen . . . We are not trying to blame anyone, but only seek the solution to a serious problem."

"Perhaps some fishermen have

started trouble, but if the present trend continues we will never know that they have, because no accused fishermen are ever brought to court . . .

"Community leaders, especially in Apia, should set up a plan to prevent these incidents. The police should determine the identity of lawbreakers within a few days of each incident, but if there are persons obstructing justice by withholding information, the police should say so . . .

"The curfew on fishermen implies that in some way they are second-class visitors to Tutuila. A system should be established to abolish it gradually."

(Over)

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For further particulars, write:

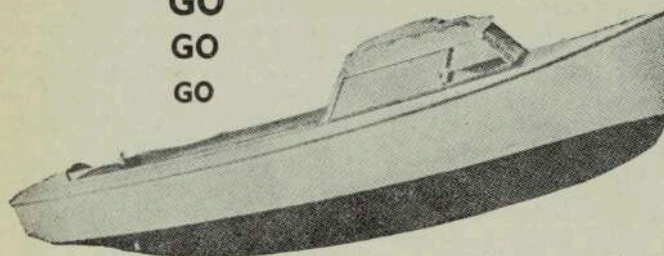
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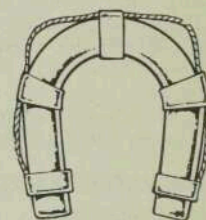
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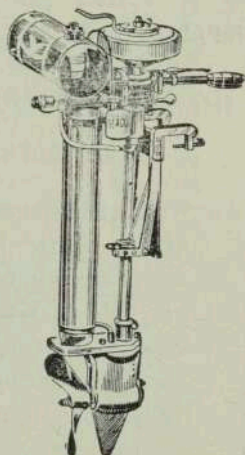
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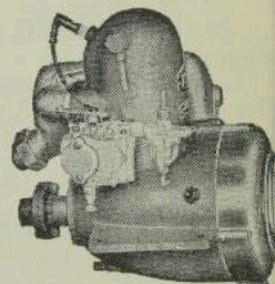
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KAILAS' AT NAUSORI FOR REPAIRS

The Fiji inter-island cutter, *Kailas*, which sank off Viro, Ovalau, on October 7 after striking a reef, has been refloated and towed to Nausori for repairs.

The owner, Mr. Shiu Shankar, estimated damage at £1,000.

He expected it would be about three months before the *Kailas* resumed its Suva-Labasa service.

RUSDEN BUYS AGAIN FROM MH'S

Captain Athol Rusden of the new Hebrides, has bought the *Tuvalu* from Morris Hedstrom Ltd. in Fiji.

Morris Hedstrom bought the *Tuvalu*, which has been lying in the beam off King's Wharf, Suva, in 1956 from the Co-operative Wholesale Society, Tarawa. She is 120 ft long, and has a draft of 8 ft.

Captain Rusden earlier bought the *Tair* from Morris Hedstrom.

The Morris Hedstrom fleet is now down to two ships—the *Adi Keva* and the *Tui Cakau*.

APUAN TRADER SINKS NEAR KIKORI

The *Tarana*, a 45 ft coastal ship belonging to P-NG MHA and a codile shooter, and Kikori trader, Mr. Keith Tetley, hit a submerged reef in the estuary near Kikori in October and sank. The *Tarana* was used for trading between Port Moresby and the Gulf ports of Worema, Beara, Baimuru and Kikori.

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ANOTHER ACCOUNT OF THE "DUMPED CREWMEN" STORY

A new development in the "dumped crewmen" story (*PIM*, Nov., p. 103) occurred in November when the 36 ft ketch *Tropic Seas* was advertised for sale in Honolulu for \$12,000. The ketch is part-owned by Arthur Elliott, who wrote to *PIM* in October from Papeete, reporting that he and Anthony Ledwidge had been left by the ketch at Nukahiva, in the Marquesas, in late July, when the Landrigan brothers, John and Brian, had sailed off in the night for Honolulu. Elliott had been left without his passport. *PIM's* Honolulu correspondent reported in November that the Landrigan brothers were working locally, aboard British square-rigged ships used in the filming of "Hawaii", and were "well thought of in the boating community here".

The brothers said they had left Nukahiva without Elliott and Ledwidge when they did not report aboard on the morning of their required departure. The vessel had had only a seven-day permit and had to leave that day. Elliott's passport had been mailed to his mother in Sydney in September.

The Landrigans added that the owners of the yacht were themselves, Elliott, Lewis Carter and Joseph Birt, and that "one more signature" would be needed before she would be sold.

PARADOX OF "MOANA ROA" CAPACITY

The *Moana Roa*, the NZ Government vessel which operates a monthly Auckland-Rarotonga service, cannot cope with all the goods the Cook

Islands need to import, and on the other hand is "far too big for the Group's exports".

This statement is contained in the *Cook Islands News*, commenting on the NZ Island Territories Department's annual report on the vessel.

In the year to March 31, 1965, *Moana Roa's* working losses, at £41,369, were £17,169 higher than in the previous financial year.

Increased salaries and wages for the crew, increased stevedoring costs and higher repair costs, were major factors in the higher operating loss.

Freight rates were increased on October 1, 1964, and the effect of that move was expected to show sometime in the current year.

The *Moana Roa* has space for about 1,800 tons of cargo. In the year ended March 31, 1963, on 11 voyages she carried 13,251 tons to the Cooks, and carried away 9,273 tons.

The next year, on the same number of voyages, she carried 16,976 tons to the Cooks, and carried away 9,699 tons.

To March 31, 1965, on 10 voyages she carried 16,524 tons to Rarotonga, and on the return voyages to Auckland carried 9,101 tons.

BARQUENTINE ON PACIFIC CRUISE

Verona, 131 ft barquentine, which left the Bahamas in June on a voyage round the world, arrived in Vila Harbour on October 19, from Suva. Twenty-four young Americans are on board to see the world and help to sail the ship. They are sharing the expenses of the voyage, and are working as full crew members, scrubbing decks, painting ship and

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carrying out all crew duties. The master, Captain Christopher Sheldon, as a first mate, an engineer, a doctor and a cook on board as senior crew.

Verona is fitted with a 250 hp engine but she is making her 12 months' world voyage almost entirely under 8,500 square feet of sail, and with a good wind behind her she can make up to 14 knots. She will visit the island of Tanna and other parts of the New Hebrides before sailing for New Guinea.

The *Verona*, which was built in Britain over 50 years ago, will end her present voyage in London some time in June next year, and Captain Sheldon will get her ready for her next journey, which is to take her round Africa and then across the Atlantic to the West Indies.

TRAINING YACHT IN THE SOUTH SEAS

Corsaro II, 68 ft yawl-rigged Italian Navy training yacht, spent a week in Suva early in November before sailing for Noumea, Brisbane and Sydney.

Among those on board were several officers who had just graduated from the Italian Naval Academy, and who were on their first practical training.

The captain, Lieut.-Commander

Gianfranco Alberini, his crew and the new officers joined the yacht in Honolulu and sailed it to Suva via Pago Pago.

Lieut.-Commander Alberini had visited Suva at the end of 1956 in the Italian cruiser, *Montecuccoli*.

The *Corsaro II* will take part in the annual Sydney-Hobart yacht race.

The yacht has a moulded beam of 15 ft and a displacement of 44 tons. Her average sail area is 2,206 square ft and the maximum is 4,520 square ft.

She has two masts, and her 96 hp Mercedes-Benz auxiliary engine allows her to cruise at 7 to 8 knots.

WILL "YANKEE" EVER GO HOME?

The future of the brig *Yankee*, which ran on the reef at Avarua, Rarotonga, in July last year, is still undecided.

The contract to salvage *Yankee* was given last year to a US ship-builder and designer, Mr. Bud Sperber. In the event of his getting the brigantine off the reef, he would receive a percentage of the ownership.

There was a time limit on the salvage and the percentage of ownership was to decrease until the total time

ran out. Evidently it did—Mr. Sperber is no longer connected with salvage operations.

Mr. Branco Cavic, the agent, left Rarotonga by air on October 15 for the USA where the owners were to decide whether to salvage, abandon or sell the vessel.

PAGO PILOT LEAVES

Captain George R. Jacobs, harbour pilot and Assistant Port Administrator at Pago Pago for the last four years, left American Samoa in early November to return to California.

GOLD PLATED CRUISE

The SS *Statendam*, a gold-plated cruise ship, called at Pago Pago on November 8 while on the last leg of a "Pacific adventure" cruise from the US to Hawaii, the Orient, Indonesia, Australia, New Zealand and Fiji.

The 642 ft vessel, was built 10 years ago and in November was carrying about 500 passengers.

The cost of a cruise around the Pacific on the *Statendam* costs up to \$9,000 for a suite for two. Average cost for a couple is about \$6,000. The vessel was to continue to Bora Bora, Papeete, Los Angeles and San Francisco. (Over)

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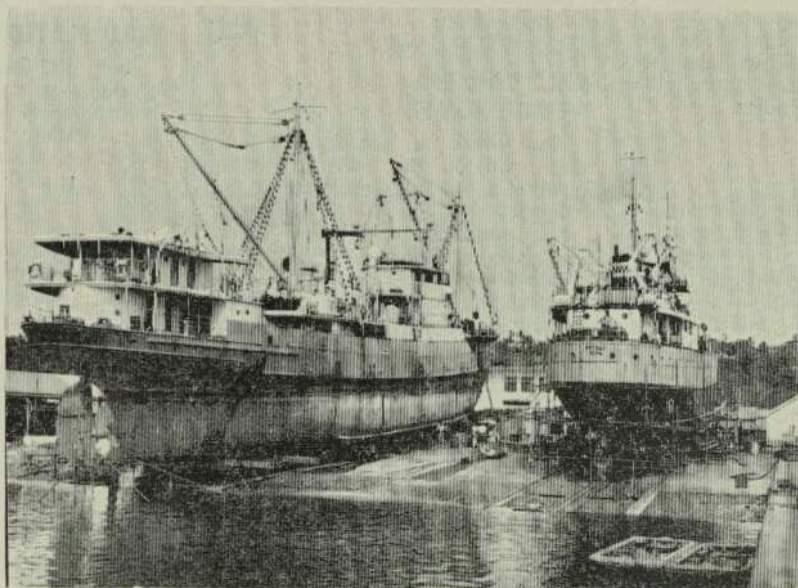
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Cruising Yachts

● **ELEUTHERA**, 48 ft steel ketch, from Seattle was back in Papeete, Tahiti, in late October with Earl Schenck, Jr., and his wife Paula, getting ready to sail to Hawaii after a cruise to the Austral Islands.

Mr. Schenck tells us in a friendly note that in our June issue (p. 119) he confused him with another person of the same name, the author of a book on the Pacific, published in the 30's, called *Come Unto These Yellow Sands*.

Mr. Schenck says: "This is our first trip to the South Pacific, and I have never written a book. You may be interested to know that the author's name—also named Earl—is living here in Papeete and that I met his father when he visited Seattle in the early 40's.

"The last bit of coincidence is that my father's name is also Earl Schenck! Small world is it not? (The author, Earl Schenck, is now dead).

"We thoroughly enjoyed our trip to the Austral Islands where we spent a month and a half—visiting Pivavae, Tubuai and Rurutu before returning to Papeete. They are wonderful places to visit—off the beaten track and with lots of Polynesian hospitality. We had delightful visits at each island.

"Throughout our stay in French Polynesia we have found everyone most kind and helpful. We have heard the islands of French Polynesia to be a wonderful cruising area."

Eleuthero arrived in Papeete in October last year from Seattle and subsequently visited other islands in the Society Group.

● **WHITE LADY**, 32 ft ketch from Sydney, with Joe and Ellen Hart and their young son Joey, recently left Hawaii, their home for the last two years, and headed for California.

In a note to *PIM* from California, dated October 27, Joe Hart said: "... we departed Honolulu on our ketch *White Lady* and came to San Francisco. We now have the *White Lady* up for sale. We are presently looking for a 63 ft *Cordanzo*—a d-plated motor ketch out of San Francisco owned by Denis Jordan. We wish our many friends in the South Pacific a fond hello through our paper".

The Harts arrived in Hawaii in

December, 1963, after a trans-Pacific cruise in *White Lady*, from Australia via Lord Howe Island, Tonga, Fiji and Samoa.

● **KAIROS**, 32 ft German sloop, was at Suva in October, and expected to leave early in November for New Zealand.

Owned by Mr. and Mrs. Ernest Koch, of Hamburg, she left there in May, 1964, on a round-the-world cruise which is expected to end in the northern summer of 1967.

● **DIOGENE**, a 30 ft waterwitch-designed ketch registered in Costa Rica (Central America), left Port Moresby on November 7 for Thursday Island and Darwin via Yule Island.

Diogene arrived in Port Moresby on November 2 after a 11 day voyage from Honiara in the British Solomon Islands.

The owner-skipper Pierre Le Maire, a Frenchman, was accompanied by his wife Raymonde and five children.

At Yule Island, the Le Maires were to scrape and paint the bottom of *Diogene* while staying with the French Fathers of the Sacred Heart Mission.

● **MAR QUESA**, 40 ft ketch, arrived in Papeete, Tahiti, on October 27 from Hawaii via the Marquesas.

On board were owner-skipper Harold Whilldin, his wife and James and Marie Anderson who are crewing to New Zealand.

In a letter to *PIM* from Tahiti dated November 1, James Anderson says: "We should arrive in Auckland about the first of January. Our ports of call between here and Auckland will be: Bora Bora, Raiatea, Tahaa, Rarotonga, several of the Samoan Islands, the Fijis, Norfolk Island, Russell and Auckland, New Zealand.

"So far we have hit Lahaina, Maui; Hilo, Hawaii; Taiohae, Nuka Hiva; Hannay, Ua Huka; Hakehetau, Ua Pou Tu Hera Hera, Tikehau; Tiputa, Rangiroa and Papeete, Tahiti."

● **NEO VENT**, 20 ft cutter owned and sailed by lone Frenchman Pierre Auboiroux from Noumea, New Caledonia, arrived in Port Moresby on October 18, on the first leg of a voyage round the world.

Neo Vent left Port Moresby on October 26 for Yule Island, headquarters of the French Order of the Sacred Heart Mission. The French missionaries are widely known for their hospitality to travellers, especially seafarers.



Launched in Nukualofa, Tonga, recently, was this catamaran, built by Mr. Alan Riechelmann, who is seen in the picture.

—Photo: Klaus Reschke.

● **KOTIMU**, a 25 ft gaff-rigged cutter skippered by Nils Powell, of Timaru, New Zealand, arrived in Port Moresby on November 5 after a leisurely voyage of 37 days from Cairns, Queensland. Stops of several days were made at Great Barrier Reef Islands.

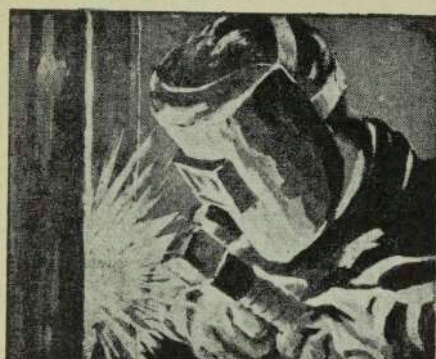
Nils Powell is accompanied by his wife E. (Billie) Powell and both have just obtained temporary positions with the administration in Port Moresby.

Kotimu (Maori for ebb tide) was built professionally in 1963 in New Zealand for the Powells. She has no auxiliary engine but this has caused no undue inconvenience so far—according to Nils Powell.

The Powells left Wangaroa on January 3 this year and sailed via Lord Howe Island, Sydney and Australian east coast ports.

They plan to sit out the hurricane season in Port Moresby then sail to Thursday Island, Darwin and across the Indian Ocean to South Africa about May, 1966.

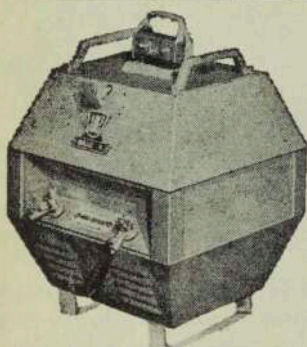
● **VAQUERO**, a 33 ft stem head cutter, owned and skippered by Chuck Kenahan, of New Zealand, is now at Weipa, Gulf of Carpentaria (Northern Queensland) after a



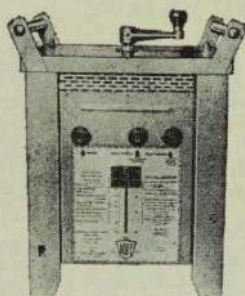
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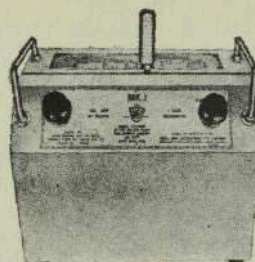
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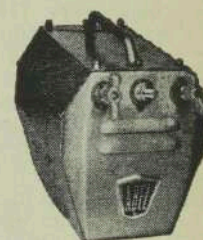
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age from Yampi Sound, Western Australia via Fremantle, Tasmania, New Zealand, Australian east coast Thursday Island.

Laquero, it is reported by Nils well, of the *Kotimu*, will soon be ding for Port Moresby and sibly other ports in the Western ific.

● *REHU MOANA*, 40 ft amaran sailed by Dr. David Lewis, ved at Rarotonga on October 10, days after leaving Huahine, in Leeward Islands of the Society up.

On board *Rehu Moana* with Dr. is are his wife, Fiona, their two ll daughters and a woman friend, s Priscilla Cairns. Miss Cairns, experienced navigator, has been ng independent observations with uments while Dr. Lewis navigates catamaran by ancient Polynesian hods. These include observations he sun, stars, wind, swell and the it of birds.

his leg of the circumnavigation accomplished in six days despite roken rudder shaft which had to supported with a rope sling. Dr. is has said that the estimated ude was not more than 25 miles but he underestimated the speed eing 70 miles ahead of his nate.

he Lewis' were to continue to Zealand after about a month's at Rarotonga.

● *NINA*, 34 ft ketch, arrived in ualofa on October 29 from Bora a. Phil Fraser and Nick Stephen- were on board, and, after a k's stay in Tonga, they sailed for alicia via Fiji and New Cale- a. Part owner Bud Holmes un- anately developed hepatitis and ained in Bora Bora to return to olulu.

LADY LEE, 43 ft Atkin ketch and sailed by Fred and Doris phy, arrived in Honolulu on umber 24 after a 24-day trip a Bora Bora.

he Murphys now regard Hono- as the home port of *Lady Lee*, their South Pacific cruise from Canal Zone and Galapagos ds, to Tahiti, Huahine, Raiatea Bora Bora.

NARVAL, 35 ft gaff-rigged er owned by retired American ol. David Erlenkotter, was to e Honolulu on November 6 for Marquesas, Tahiti, Samoa, Fiji, ga, New Zealand and Australia. v members were John Martin, e Conroy and Ross Berry—all of Jose, California.

Narval was built in Denmark in 1958, and sailed to Honolulu under the name *Red Witch* in the early 1960's.

● *MINERVA*, 51 ft ketch from San Francisco, California, arrived at Honolulu in early November, after a 24-day trip from Pago Pago. Aboard were Hugh Corum, owner, and crew members, Jeff Swanson and Peter Hope, of Brisbane. Previously the ketch had visited Noumea and Suva, where they spent two and a half weeks repairing hurricane damage, then 11 days to Pago Pago. The ketch has since headed for California.

● *AWAHNEE*, 52 ft ferro-concrete cutter, arrived in Port Moresby on October 18, after a nine-day voyage from Santo, New Hebrides.

On board were owner-skipper Dr. Robert Griffith (veterinary surgeon), his wife Nancy and son Reid, aged 11, and a crew of four. The crew comprised Mrs. Marguerite Rouan, who is travelling to the Seychelles Islands to see her parents (she is the wife of the French District Agent for the Northern District of the New Hebrides); Bruce Roberts, a New Zealand draughtsman; Miss Margo Carpenter, an American teacher from Chicago, who was hoping to work



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in the Territory for the Department of Education; and Keith Hingston, a New Zealander from the Bay of Islands, who left the cutter in Port Moresby to return to New Zealand.

Awahnee created much interest in Port Moresby among the yachting and shipping fraternity because of its ferro-concrete construction (*PIM*, Oct., p. 111). The Griffiths were questioned closely about the yacht, and items were broadcast over the ABC.

Dr. Griffith claims that there are at least 30 ferro-concrete yachts existing in NZ, the USA and elsewhere. The total cost of *Awahnee's* cement rendered hull was £500.

The Griffiths left Port Moresby on October 22 for Darwin via Thursday Island, thence Christmas Island, Cocos Island, Chagos Archipelago, Seychelles, Madagascar then Durban, Capetown to Panama and their home in Hawaii.

● *CANAIMA*, 38 ft German-built steel ketch from La Guaira, Venezuela, arrived at Port Moresby on October 20 having left Honiara on October 11.

On board were her four Venezuelan part-owners Antonio Moreno, 29, skipper; Joaquin Garcia, 28; Gregorio Redondo, 31; and Jose Fort, 24. All are merchant mariners. The spick and span nature of *Canaima* bore testimony to this. The 27-year-old ketch took two years between 1936 and 1938 to build.

Canaima left Port Moresby on October 23 for Thursday Island, Darwin, Timor and Djakarta, and on around the world.

Canaima is named after a Venezuelan district and means "God of the Jungle".

● *ATEA*, 30 ft fibreglass ketch arrived at Brisbane on October 19. *Atea* left Long Beach, California, on June 29, 1964. She visited the Marquesas, Tahiti, the Windward Isles, Rarotonga, Pago Pago and the Fiji Group. She arrived in Brisbane directly from Suva. On board are G. Simmons, his wife "Cookie" and their 15-year-old daughter, Carol. The crew of *Atea* would like to hear from anyone who knows the whereabouts of Simon Gulleck, who was supposed to leave Raiatea in a "small self-built" trimaran for Rarotonga on or about the end of May. They can be contacted care of Bulimba Post Office, Brisbane.

● *BARLOVENTO*, a 65 ft American schooner, arrived in Pago Pago in early November for a stay of four to six months.

The luxury yacht is owned and



The "Dove" (pictured), with 16-year-old lone-handee Lee Graham and his two cats will spend the hurricane season in Pago Pago. He will continue his world cruise in April. In November young Graham was in Apia, repairing a mast.

—Photo: Warren R.

sailed by Mr. and Mrs. H. Har Wright, of St. Thomas, VI, and has been on its present voyage for two years. At ports of call, the couple shoot film for a television series.

Mr. and Mrs. Wright are accompanied by Jack Thompson, the mate, two Tongan and a Fiji crewmen. Previous ports of call have been in the Bahamas, Jamaica, the Galapagos, Easter Island, Pitcairn, French Polynesia, the Cooks, Fiji and Tonga.

● *MIA MIA*, 67 ft steel ketch from Melbourne, called at Lo Howe Island in early November while on the homeward leg of a cruise to Middleton Reef, Norfolk Island, Noumea and other island ports, and the Queensland coast. The ketch which is owned and skippered by Geoff Hammond called at Lo Howe in July while on the outbound cruise.

● *KUDU*, 63 ft motor yacht arrived at Suva on November 1 from the United Kingdom via Panama, Acapulco, San Diego, San Francisco, Honolulu, Canton Island and Pago Pago.

She expected to sail about five days later for New Zealand.

On board were the owner, Mr. M. Callow, his wife, their 21-year-old son John, Lieutenant-Commander A. Roe (skipper) and Pet Verhoeven, the cook.

She is powered by twin Rolls Royce Falcon engines, and is fitted with radar equipment, radio, depth sounder and automatic pilot.

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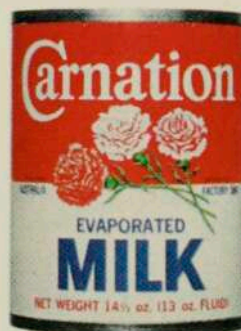
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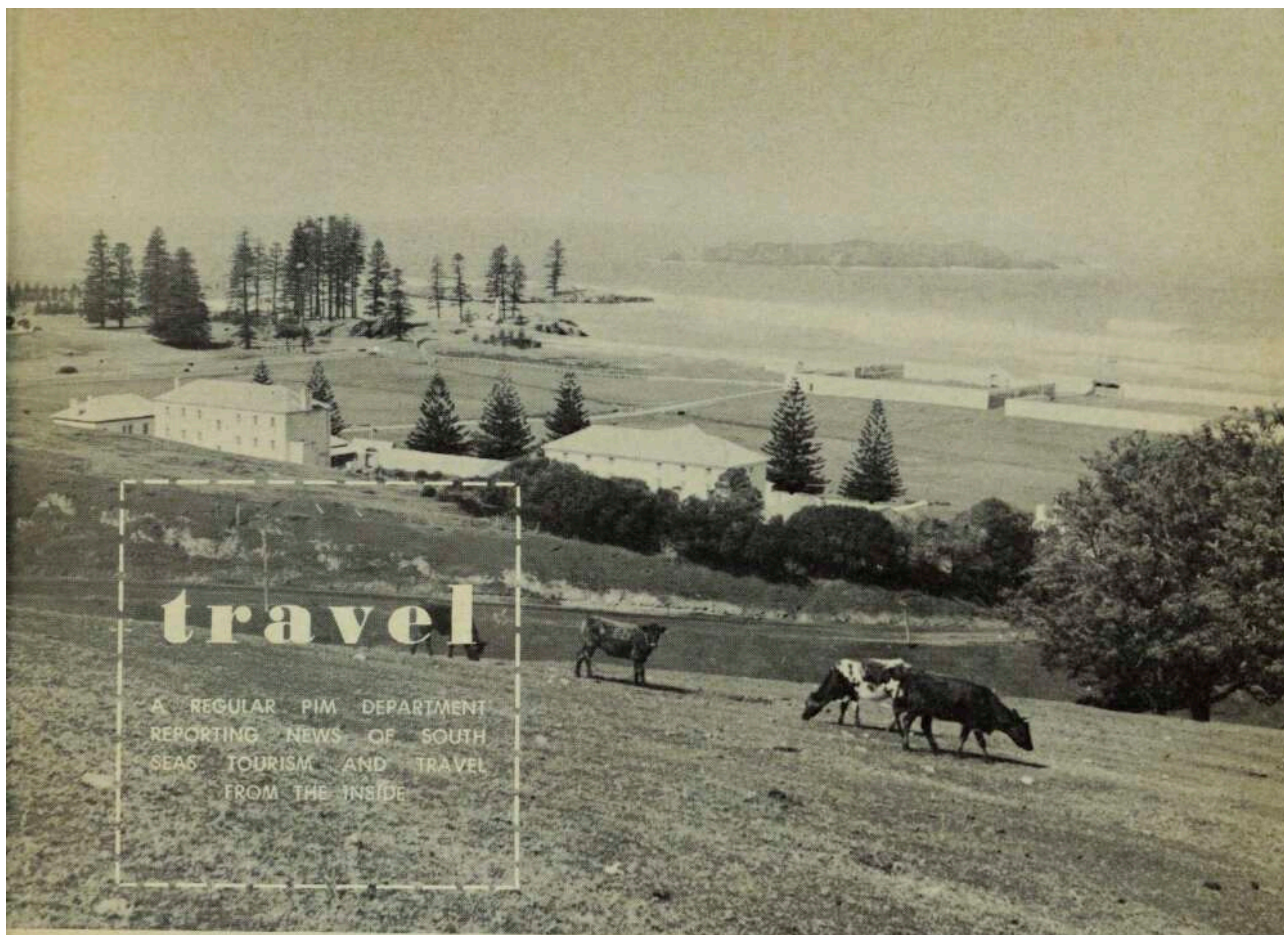
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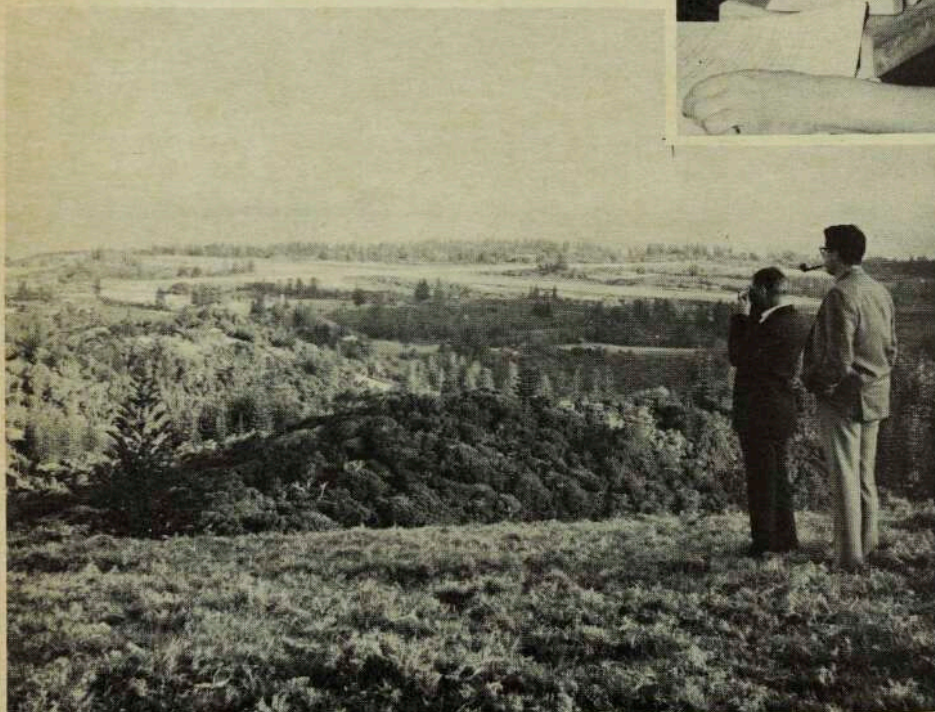


Tourist Time On Norfolk

IT'S tourist time on Norfolk Island—that small speck in the South Seas, 900 miles from Sydney and 600 miles from Auckland. This is the time of the year when the visitors pour in by the greatest numbers—virtually all of them by air, for the sparse shipping services are mostly for the cargo. Although not all. Sometimes unexpected items may be flown in, such as this car being unloaded from a Qantas DC4 on the island's



sealed airstrip. Qantas operates from Sydney but Air New Zealand comes in from Auckland. The airlines would like to use bigger and faster aircraft but the airport is not long enough to take them. Perhaps one day when those bigger aircraft can land, the island may lose some of its charm under the impact of commercialism. But that time is not yet. Norfolk still has the village atmosphere. People are still warm personalities, and not a cold grey mass, whether they are bringing out the small weekly newspaper (like printer-publisher Tom Lloyd) or putting the weather and local gossip over part-time radio station VL2NI (like Mrs. Doll Sanders, known affectionately to all

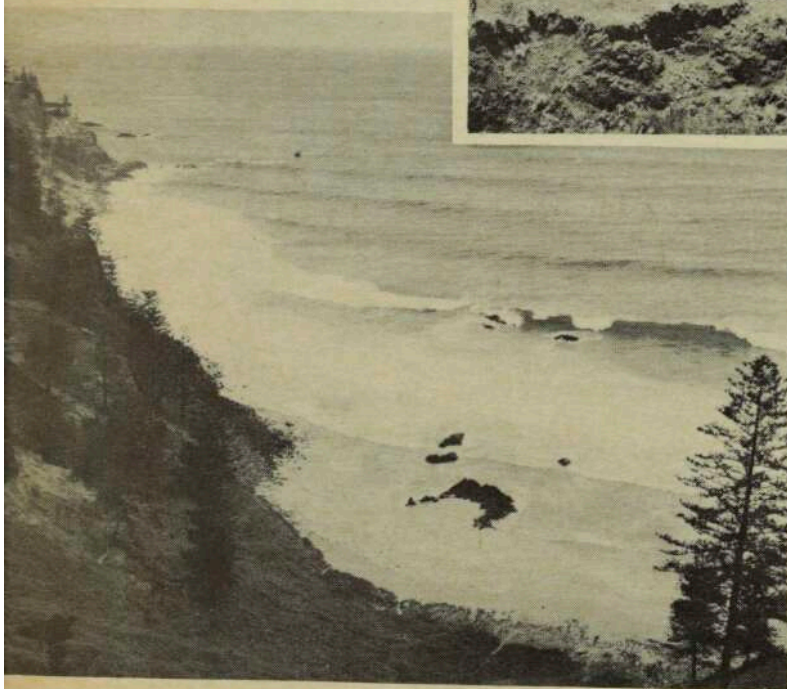
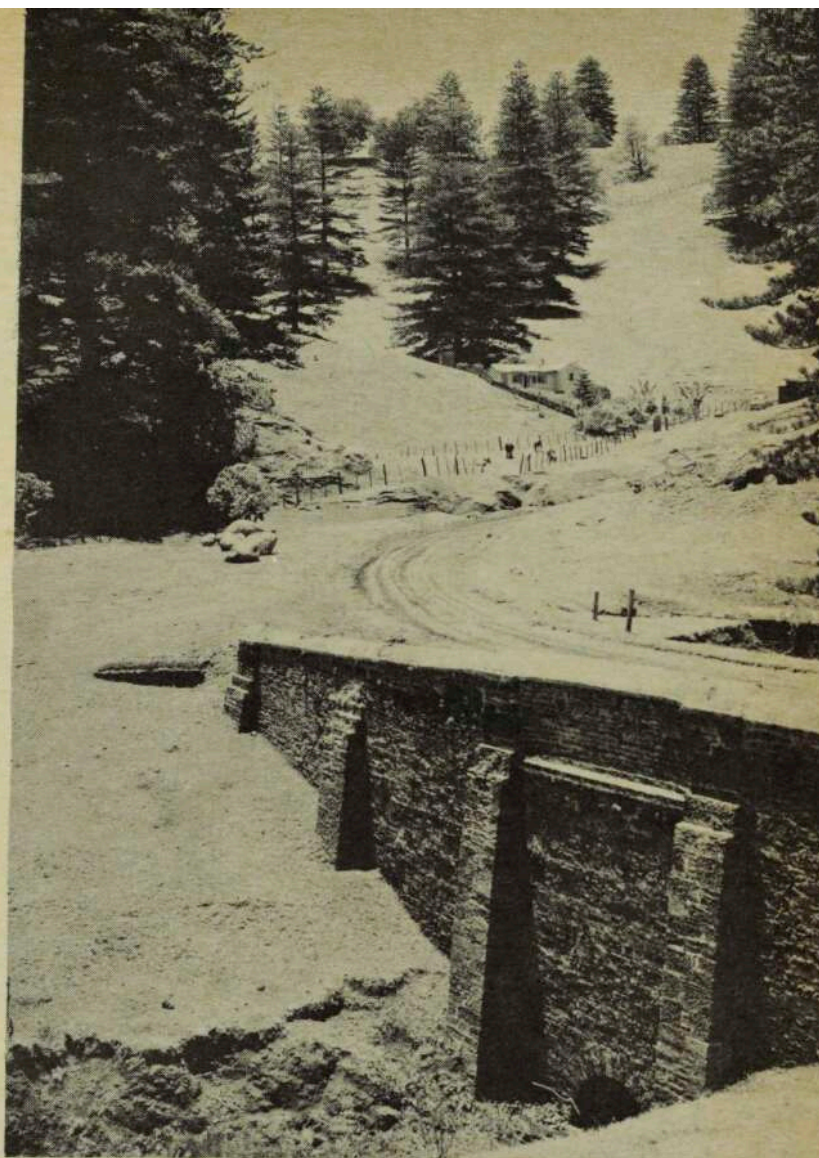


on Norfolk as "Aunty Doll").

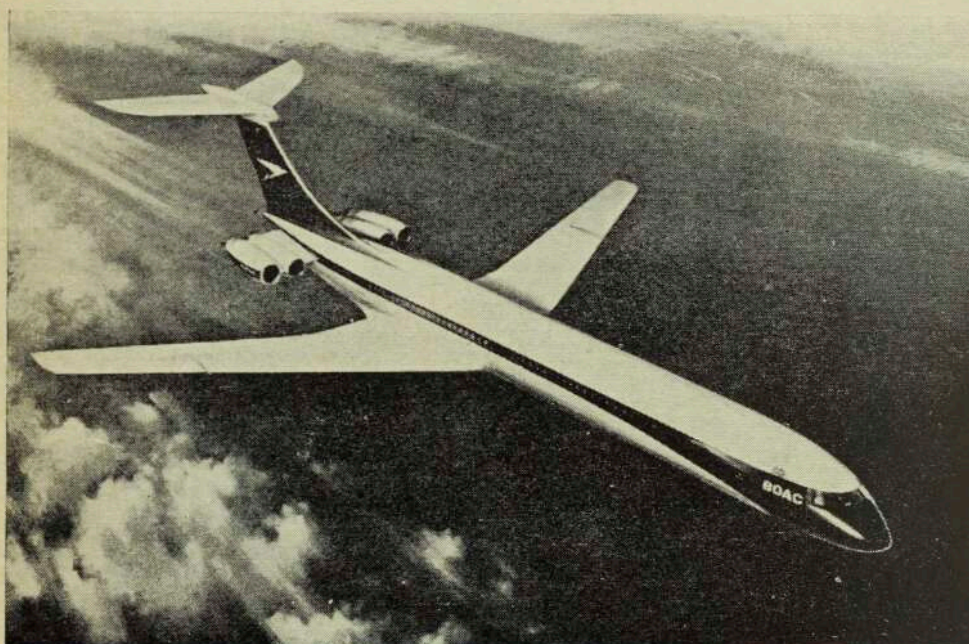
But most of all, Norfolk is scenery. Norfolk's scenery is not the South Seas' kind, even though the South Seas are at the bottom of the garden. The Norfolk Island pines on every rolling hill give the island its own unique character. Added, is a sense of mellow history bestowed by the convict ruins and the convict built bridges, such as famous Bloody Bridge seen here. Norfolk is worth the visit.

But one word of warning: local charm and colour do not necessarily go with luxury and comfort. Pick your accommodation with care. Make inquiries first. Some of the guesthouse accommodation can be very poor indeed and the fact that others are better, and one or two even excellent, doesn't make an unhappy lodger any happier.

The photographs were taken last month by John Squire, of Qantas.



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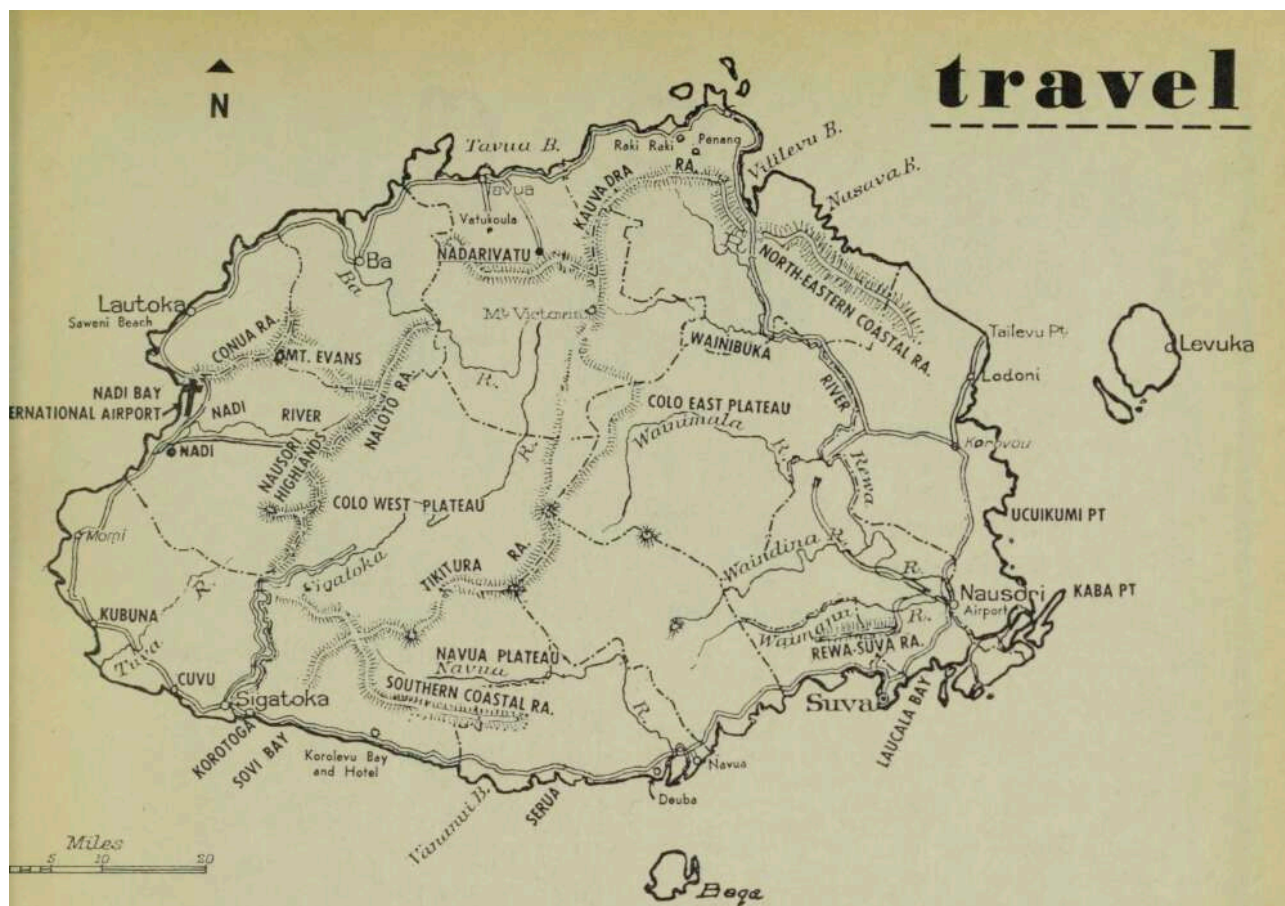
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DECEMBER, 1965 — PACIFIC ISLANDS MONTHLY



As A Minor Safari, Try Fiji's Dusty, Round-Island Road

By Judy Tudor

The circuit by road of Fiji's major island of Viti Levu can take on all the aspects of a minor African safari but people of spirit who also like to drive themselves should not be put off on that account.

The road, which is called Queen's road for 151.5 miles of its length, about, from Suva to Lautoka; King's Road, 163 miles west from Suva to Lautoka, was not completed until the 1930's and a great deal of it was put in before that. It is a typical pick-and-shovel job that follows the coastline for a greater part of its length and twists and turns through obstacles where modern road-making machinery would go through. There are a few miles of tar-seal on the side of Suva; tar-seal from Nadi

town to a few miles beyond Lautoka, about 25 miles in all, but apart from strips of bitumen in front of villages the surface of the rest of it is gravel. After a few hours' rain the surface turns to a series of pot-holes; after a day without rain, back to thick dust that flies out behind vehicles and turns them into long-tailed comets.

The section of the road with the worst dust menace and the worst pot-holes after rain is that which is in most use—the section between Nadi Airport and Korolevu Beach Hotel. The section from Korolevu to Suva

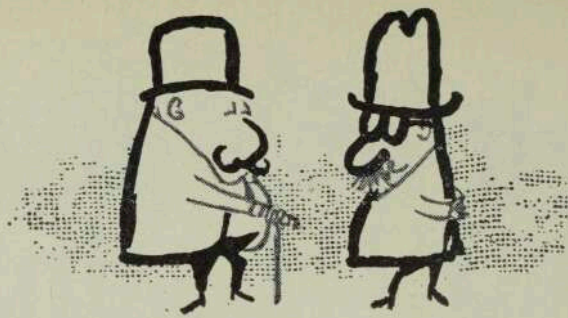
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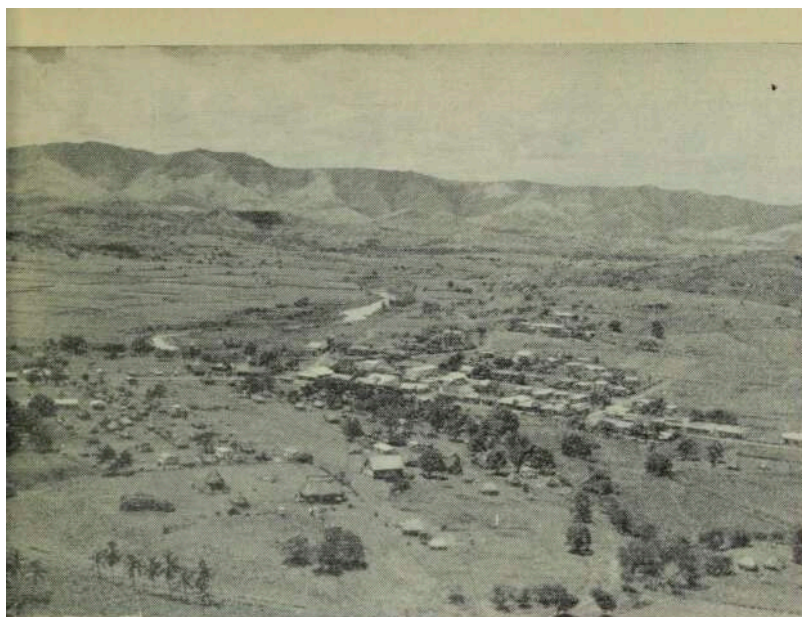


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The area around Tavua township, seen above, is typical of the type of country the traveller passes through on the first half of the King's Road.—Photo: Rob Wright.

not much better. The section of King's Road from Tavua right through Suva, although it, too, has its bad spots, is, on the whole, in far better condition than the more popular Queen's Road.

The traffic on Fiji roads has increased tremendously in recent years. Apart from tourist vehicles, the dominating impression of travel along Queen's Road is the number of taxis, which are enveloped in their own cloud of dust and full of Indians, madly speeding off somewhere. Road haulage of goods (in the crushing season) has also increased—it was once hauled almost entirely by locomotive.

Fiji also has its own brand of road—built by drivers of cane trucks and trucks at the top of the list. Traffic police may sometimes patrol Viti Levu roads but if so they are rarely seen.

Poor State Of Roads

The state of the roads in Fiji, which counts tourism amongst its top industries, causes endless comment at home and abroad. But the Government has not yet been able to face up to the enormous cost—enormous for Fiji, that is—of sealing even Queen's Road, although the Government and its advisers are well aware that the longer it is left the more it costs.

About five years ago the cost of sealing the rest of Queen's Road was estimated to be about £F4 million. The best estimate is more than double that. Nonetheless, in spite of the worst

that can be said about these conditions, there is much that can be said in favour of a touring holiday around Viti Levu, driving a rental car yourself and making your own pace, which should be as leisurely as possible.

Apart from the hurricane season, when there are flash floods and an occasional washaway, there are no natural hazards to driving around Viti Levu. No spectacular feats of derring-do are required; there are no 5,000 ft mountain passes to negotiate or rivers to ford.

If you are to get any pleasure and

travel

benefit, the trip should be spaced over a minimum of four days. This will give time for a late start and ample time out for tea, a beer, or lunch at a wayside hotel, for a picnic, photography, a swim, or a few deviations from the main road.

A suggested timetable is as follows:

First day: Nadi airport to Rakiraki.

Second day: Rakiraki to Suva.

Third day: Suva to Korolevu-Sigatoka coast.

Fourth day: Korolevu-Sigatoka to Nadi.

Nadi Airport-Rakiraki

The distance from Nadi airport to Rakiraki Hotel is a little over 82 miles. With all the breaks thrown in you can spend the best part of a day doing it—or rush it in three hours.

The first 21 miles is tar sealed and there then follows several miles under reconstruction that reduces speed to 2 mph. The rest of the road is gravel.

The first town after leaving the airport is Lautoka, 15 miles away. This is the second biggest town in Viti Levu, the biggest sugar producer and shipping port. It has two hotels but if you are too early for morning tea push on another 23 miles to Ba.

Ba is another sugar centre and probably the fastest growing town in Fiji. At present it is in the throes of a giant programme of reconstruction, roads are being re-routed and

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The whole thing looks as though it is covering from a war.

The new hotel that Northern Hotels Ltd. is building to replace the old pub could be completed by Christmas. It will have air-conditioned bedrooms and suites, lounge, dining room, coffee bar and swimming pool. Nonetheless it is difficult to see Ba as a tourist town. It is located several miles up the Ba River, surrounded by a sea of sugar cane.

It is just under 17 miles further to Tavua, at the junction of King's Road and the Vatukoula Road. There is a small country-style hotel at Tavua with a view over the cane fields and out to the coast. Before reaching here you can drive an extra 10 miles which will take you up to the gold mines at Vatukoula and back. The Emperor Gold Mining Co. employs about 1,500 people and over 10 million worth of gold has been extracted from deep and open cut mining.

Fiji's Highest Peak

Alternatively, if you have provided yourself with a picnic lunch, continue on, along King's Road out of Tavua for 1.6 miles to the Nadarivatu turn off, on your right. Nadarivatu is 14.5 miles along this secondary road at an elevation of 2,700 ft.

It was an important milling area, now a forestry area and has often been spoken of as a potential hill-station for Fiji. There are a few week-end houses there and it is a cool and pleasant place, only a few miles from Fiji's highest peak, Mt. Victoria (341 ft).

From the junction of the Nadarivatu Road with King's Road it is a further 25½ miles to Rakiraki Hotel. The hotel is on the main King's Road, beside Rakiraki village, but there is slight confusion in names around this point as the local township is called Vaileka and is about two miles from the hotel on a branch road; and the Penang sugar mill, which is the reason for local prosperity, is a mile further on from Vaileka.

The scenery from Tavua right through to Rakiraki is pleasant. Fields of sugar cane alternate with rugged and fantastically shaped mountains and you are never very far from sight of the coast.

Rakiraki is one of the older hotels and its friendly hospitality makes up for other shortcomings. It is situated in a very pleasant garden where, in the evenings, you can sip your beer and get to know some of the local

GEIC ON A LIMB

Well-known American travel agent R. W. Hemphill, of Los Angeles, is enthusiastic about the tourist possibilities of the Gilbert and Ellice Islands after having looked the Colony over recently. But because they are still remote, he feels that tourism will not develop there until there is a through air service from Fiji to the Marshalls, via Funafuti and Tarawa. At present tourists travelling by air must return to Suva.

residents, Fijian, Indian and European—which is rarely the case these days in most of the Colony's plushier hotels.

The Rakiraki area, with its offshore islands and proximity to Viti Levu Bay, seems capable of considerable tourist development. It is surprising that the new hotel is not being built here rather than at Ba.

Rakiraki To Suva

The distance by road from Rakiraki to Suva is 97 miles. There is a hotel (Tailevu Hotel), at Korovou, 65 miles from Rakiraki, so eating arrangements should be made accordingly. The first 23 miles of the road skirts the coast, including the big indentation called Viti Levu Bay, which has the only inviting white sand beaches for 100 miles in either direction.

The road then leaves the coast, cuts right across the north-east shoulder of Viti Levu, and for the next 30 miles follows the Wainibuka River, one of the tributaries of the Rewa. Here and along all the other tributaries of the Rewa system there is a big Fijian population whose main cash income comes from the export of bananas.

Eight miles south of Nayavu the road junctions, the right-hand branch going seven miles to Vunidawa and passing close to where the Wainibuka and Wainimala Rivers join to form the main stream of the Rewa. King's Road turns left, and east, from the junction to Korovou a dairying centre about eight miles further on; then turns due south 20 miles to Nausori and from there crosses the Rewa River and completes the journey into Suva with a further 12 miles of road which is tar-sealed.

For those who want deviations, there is one from Korovou 14½ miles north of Natovi, from where launches run to the island of Ovalau. From Nausori it is also possible to drive to Bau, significant in early Fijian

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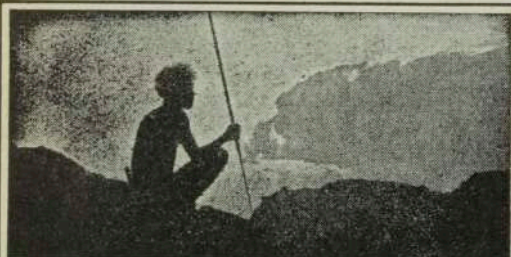
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history, by proceeding a mile past the airport then turning north for about seven miles.

Suva To Sigatoka On Queen's Road

The distance from Suva to Korotogo village is 81 miles. Sigatoka is four miles further on. This is the most popular piece of coast in Fiji and the touring motorist will have no trouble filling in a day on this part of the journey. Deuba, and the Beachcomber Hotel, are 34½ miles from Suva—just a good distance for morning tea or, if you have made a late start from Suva, an early lunch.

Another 30 miles will bring you to Korolevu, and between Korolevu and the township of Sigatoka there are 20 miles of palm-fringed sandy beaches where you can pull off the road and be as secluded as though on your own Pacific island. (See article PIM, Oct. p. 117.)

There is a good choice of accommodation with Korolevu Beach Resort at one end, Sigatoka Hotel at the other, and Reef Lodge Hotel, Sandy Point Cottages and Palm Beach Cottages within a mile of Korotoga.

Sigatoka To Nadi Airport

The distance from Sigatoka to Nadi Airport is 50 miles and, except for Duvu, and for Yanuca Island, eight miles out of Sigatoka, where a new hotel is to be built, this is the most uninteresting part of the whole 315 miles of the circuit of Viti Levu.

It can be done comfortably in under two hours, which leaves time for a deviation up the Sigatoka Valley. The road follows the left bank of the river for 34 miles to a ford, which is best not attempted with a conventional vehicle.

The valley is the most intensely cultivated part of Fiji and produces tobacco, passion fruit, tomatoes, potatoes, maize, native vegetables and raises livestock. For those with insufficient time to see the whole valley, there is a very good lookout over some of the lower reaches from a point about three miles from Sigatoka Bridge. A very good native *bure* has been built at this point and can be used for a picnic.

Car Hire

Several firms hire drive-yourself vehicles. Costs are about the same as in Australia and vary with the type of car hired. If comfort is essential, go for a heavy vehicle; it will ride the corrugations better.

Hire of a Morris 1100 is £F2 per day or £F13 per week plus 7d a mile; a Holden sedan or station wagon is £F2.10 per day or £F16 per week plus 9d a mile. Insurance in each case is 6/- a day extra.

GULLIVER'S TRAVELS IN NEW GUINEA

By a Staff Writer

Sample testing is a very sensible procedure for anyone who is selling anything, and the Highland Board of the Papua-New Guinea Tourist Travel Association had something of the sort in mind when it recently sponsored the visit to the Territory of two Sydney residents, Mr. and Mrs. A. J. Gulliver.

THE question that will be asked, however, by most people who read the report which the Gullivers subsequently made to the board will not be whether the Gullivers were typical tourists but whether the treatment they got in New Guinea was the sort of thing that ordinary, unsponsored tourists can expect to get.

The whole thing started when Mr. Gulliver, an Englishman, and an electrical engineer, wrote to the P-NG Tourist Assn. asking for information. They paid their own air fares to Lae, where they were met by an airline manager who immediately gave them a free ticket to Goroka. The same company later gave them a free ticket from Madang to Lae and generally was "most co-operative" all over the territory. Hotels gave them a 50 per cent. discount, one car hire firm 33 per cent. discount; and they were introduced to or were assisted by people whom the ordinary tourist would never see.

Off The Beaten Track

But the Gullivers did things the usual run of tourist doesn't do either—they went for long walks, explored caves and drove on secondary roads calculated to daunt most non-Territory types.

Their comments on New Guinea for the tourist are fresh and probably of value to the local Tourist Board. We understand that they also compiled a separate list of comments on hotels. (But this we haven't seen). And they had their inevitable Territory "experiences" despite a considerable amount of ducking—blank looks at some places where they should have been expected but where communications had broken

travel

down; and the affair of the car hired in Mt Hagen (at £7/10/- per day plus petrol). Of this incident, Mr. Gulliver reports:

"We picked up the hire-car at the hotel at 10 a.m. and started on the road to Wabag [N-W of Mt. Hagen]. About two miles out I realised I had not checked the tools, so we stopped immediately and found, sure enough, that there was no wheel brace and almost no tools.

"Since it is very foolish to venture out on this sort of road without proper provision for tools, we eventually got properly equipped after having pumped up one of the rear tyres, which was nearly flat.

"My advice to anyone who hires a car in New Guinea is to give it a thorough checking over before leaving on any sort of trip. This was borne out later when the radiator boiled dry. There obviously was very little water in it to start with.

"The scenery on the Wabag road was extremely interesting, and we climbed ever upward towards the rain

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forest around 8,500 ft. Every square inch of the ground seemed to be covered in rich luxuriant growth, and further on, dank creepers of moss hung from every tree. However, this scenery is fascinating as long as you are in a car that is moving and you have a full stomach and plenty of water. I could imagine that it very quickly becomes alien if you have none of these.

Automatics "Unsuitable"

"The car we had hired had automatic transmission, extremely unsuitable for these roads and with almost zero road holding, and handling abilities. We got as far as the top of the long drive down to Wapenda-nunda but the car had performed so badly that I just didn't trust taking it down."

Like every other tourist who goes to the Highlands they were most impressed by seeing primitive natives—this, after all, is why people go here and what makes New Guinea unique.

"It was," he reports "a privilege to see this sort of gathering [a small singing-sing] of natives in full dress, completely unphony and unspoilt. I

travel

only hope that when more tourists come to the Highlands the affair will not become commercialised. I hate to think of painted warriors holding out their hands for 1/- a photo and with Coca-cola and hot-dog stands for the tourist who can't stand the pace."

Of New Guinea tourism in general he has this to say:

"The first market for tourists is obviously Australia because of its nearness and the number of relatively affluent people there. The other markets would be the United States and New Zealand—but because of distance only the wealthier Americans and New Zealanders could afford it. . . . First class accommodation would have to be geared to the American way of life with air-conditioning, bell service and iced-water everywhere.

"The American likes to rough it between nine and five, but at night he wants the Hilton, be it in the centre of a jungle or in a desert. This

type of accommodation goes down well with well-off Australians, too.

"But in addition to this affluent market there is another section of the community in nearby Australia that could be profitably tapped. This is the section to which we belong—people in the twenties and early thirties with sufficient money for the trip to the Territory but not sufficient to cover the high cost of hotel accommodation.

Rest-Houses Needed

"The establishment of rest-houses or camping sites in villages would cater for this type of market adequately. Younger people are not too worried about comfort although they appreciate hygienic toilets and reasonable washing facilities . . .

"For transport, circular tours by mini-bus could be profitably employed here. Tours of two, three or four days duration could be run from centres like Goroka, using the rest houses for overnight stays. In this way the younger tourist could see the various areas and their primitive people right off the beaten track as we saw them around Kainantu."

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oc Fairsea	Feb. 6	oc Ellinis	May 15
xa Marconi	Feb. 7	xc Oceanien	May 22
oa Orcades	Feb. 10	oc Fairsky	May 27
oa Patris	Feb. 19	oc Northern Star	May 28
xa Oronsay	Feb. 20	xa Oronsay	June 4
xc Tahitién	Feb. 27	oc Australis	June 8
xa Achille Lauro	Feb. 28	xa Angelina Lauro	June 8
xa Iberia	Mar. 4	xa Chusan	June 20
oc Northern Star	Mar. 5	xa Marconi	June 20
xa Galileo	Mar. 7	oa Fairstar	June 21
oa Fairsky	Mar. 11	oa Patris	June 21
oc Ellinis	Mar. 13	xc Tahitién	July 8
xa Arcadia	Mar. 18	oa Fairsea	July 10
xa Angelina Lauro	Apr. 4	xa Achille Lauro	July 10
xc-Caledonien	Apr. 5	xa Galileo	July 11
oa Australis	Apr. 7	op Southern Cross	July 19
xa Orsova	Apr. 14	oc Ellinis	July 29
oa Aurelia	Apr. 14	a. Via Suez.	
oa Castel Felice	Apr. 16	b. Via South Africa.	
oa Fairstar	Apr. 16	c. Via Panama.	
xa Marconi	Apr. 18	x. First and Tourist Class.	
op Southern Cross	Apr. 19	o. One Class.	
oa Flavia	Apr. 24	First Class from £A338.	
oc Fairsea	Apr. 26	One Class from £A194.	
oa Patris	Apr. 28	Tourist Class from	
oa Himalaya	Apr. 29	£A155/10/- Italy) from	
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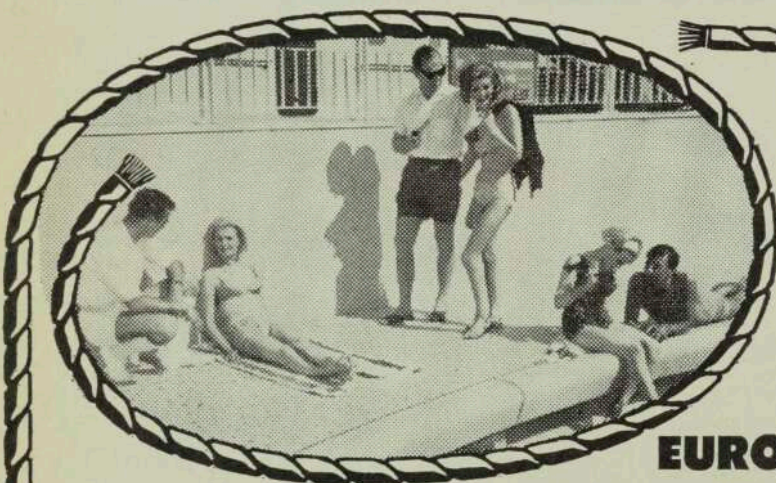
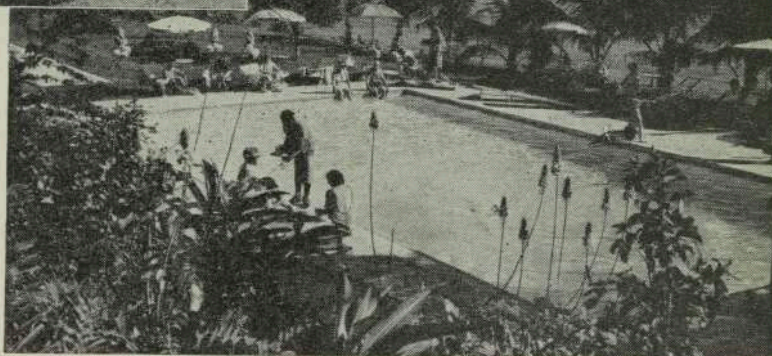
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PACIFIC POWERS TRACK DOWN ON DUTY-FREE GOODS

Amendments to New Zealand customs regulations, to come into effect on January 1, will track down on New Zealanders returning from overseas with duty-free articles.

THE amendments will reduce the number of duty-free cameras they can bring back from two to one.

Portable TV sets will no longer be classed as personal effects and will therefore be dutiable; and fur apparel classed as personal effects will be free of duty only if the value of each article does not exceed NZ\$60.

On the other hand, it will be permissible to take in one quart of wine and one quart spirits duty-free instead of one quart of wine OR spirits, as at present.

Concession rates for other dutiable goods up to NZ\$50 in value will apply only where the goods accompany the traveller on the aircraft vessel in which he travels and are not for sale or exchange.

Articles exempt from this concession will include fur apparel, radios, tape recorders, cameras and television sets. This means that full customs duties will be payable on such goods unless they qualify as personal or other effects.

The Customs regulations are to be amended to protect home industry because the increasing number of New Zealanders touring abroad have been taking advantage of concessions to bring back duty-free goods for sale or on behalf of other people.

Australia, US Stricter

From January 1 this year Australia's Customs regulations were amended so that a visitor to Fiji, Norfolk Island, and other duty-free territories could bring in only one duty-free transistor radio—all additional radios being subject to charges that almost doubled the purchase price.

More recently the United States

Aggie's At Apia

Aggie Grey's hotel on the beach front in Apia has recently been extended — at the rear. The front view still retains its air of informality and comfort that has helped make Aggie's famous.

Photo: Barry Badger.



customs laws were tightened up in an effort to reduce the amount spent by US travellers abroad. These restrictions do not apply to American Samoa or Guam, but they do discriminate against other Pacific centres, including the US Trust Territory.

The big question at present is what effect the new New Zealand restrictions will have on the various duty-free Pacific territories, especially Fiji, which is generally the last stop before New Zealand for people travelling south in the Pacific.

Fiji traders had a mixed reaction to the new moves. Some say they will make little difference—others expect business to be affected.

MR. GRAHAM POPLÉ, one of the eight members of the Papua-New Guinea House of Assembly who

recently made a political education tour of Australia, complained to *PIM* bitterly about the "ridiculous" Australian Customs regulations before he left Sydney.

Mr. Poplé was nettled to discover that high Customs duties were payable on one of the two transistors he brought to Australia from the Territory. However, he was even more upset when he decided to buy some souvenirs of the tour at Sydney's airport before boarding the plane home, and found no duty-free purchases could be made there if he was going to P-NG.

He pointed out, with truth, that Customs regard P-NG as international territory when travellers are headed for Australia, and as Australian territory when they are headed for New Guinea. Should they have it both ways?

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WHAT TO SEE IN THE BRITISH SOLOMONS

In accordance with recent plans to develop tourism in the British Solomon Islands, private organisations there and the BSIP Chamber of Commerce are providing facilities for visitors.

COACH tours are being arranged by Guadalcanal Travel Service Honiara; sightseeing charter flights to the local Megapode Airways; and cruises by the Travel Service in conjunction with owners of local launches.

The bus used for the coach tours will seat 20 plus the European tour leader and the cost of excursions is worked out on a charter basis—i.e., the more passengers the smaller the cost. There are usually facilities for morning or afternoon tea.

Coach Tours

Tours available are as follows:

HONORIA TOWN: This tour, in fact, extends along the coast as well as far as Henderson Field to the east and Kakambona to the west. It includes the residential ridges behind town from where there are extensive views over the sea to the Florida Group and Savo Island. Relics of the war with Japan still remaining in the town area are visited and so are the exhibition of native artifacts in the British Solomons Training College at Kukum and the exhibits of the Geological Survey Department.

The mileage covered is approximately 30; time taken is two hours and charter of the bus is £14.

EASTERN TOUR: This covers the area that was the main battlefield after the landing of the US Marines in August, 1942. It includes visits to Ilu Farm, Guadalcanal Plains project; Kukum fighter strip, Henderson Airfield; Gainey field; invasion beaches, Lunga (US Marines landing); plane wrecks at Maru; St. Joseph's School, Tenaru; Leprosarium; Roroni Village, home of Sergeant-Major Vouza, one of the local heroes of the Guadalcanal campaign; and the mouth of the Maru River.

The mileage covered is approximately 45; time taken three hours and the cost is £17/10/-.

travel

WESTERN TOUR: This covers visits to copra and cocoa plantations, to the Japanese wrecks at Bonegi and Mamara; and the Roman Catholic Mission and school at Visale. The tour then continues on another half-dozen miles to Maravovo and Cape Esperence. Mileage is approximately 55; time taken is 3½ hours and the cost is £20.

Charter Flights

Megapode Airways use Dove aircraft which carry seven passengers. They operate from Henderson Airfield and ordinary charter rate is £45 per hour. Special flights for tourists are, however, available.

Flight A is of one hour's duration and covers the battlefield area and coast around Honiara. Cost is £3 per head, which includes transport to and from the airfield.

Flight B, of 1 hour and 20 minutes, includes all of Flight A plus Tulagi and Savo Islands. Cost is £5 per head including transport.

Day Cruises

A local motor launch capable of carrying eight passengers and with a speed of 14 knots is available. Hire is on a charter basis and each trip takes a full day.

Cruise A is from Honiara to Tulagi, the small island lying close to Gela or Florida, and the former capital of the BSIP. Passengers go ashore at several places before returning to Honiara. Cost is £24 (that is, the cost works out at £3 per head if there are eight passengers).

Cruise B is to Savo Island which is off the extreme north-western tip of Guadalcanal. It is an extinct volcano—which can be climbed. Visits are arranged to the megapode hatcheries (these birds bury their eggs in leaf mounds so that the heat from the fermentation of the vegetable matter hatches them); and native dancing can also be seen. Cost £20.

Cruise C is a combined Tulagi-Savo trip without extended shore visits. Cost £28.

Other Tourist Attractions

Gilbertese and Melanesian dancing and music can be arranged through the Guadalcanal Travel Service. Charge is by the evening and £5 to £7 covers a dozen performers.

The Travel Service can also arrange extended tours for longer periods than any of the above; or visits to outer islands and the scenes

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naval and land battles for memorial purposes. Visits to remote areas for cultural or scientific study can also be arranged if adequate notice is given.

A dramatically scenic road to the summit of Mount Austin on Guadalcanal has been constructed by the local Public Works Department. A lookout post from the top commands a superb view of the Guadalcanal rains. The road was built as part of the access system to the site of a proposed dam in the Lunga Gorge.

"Canberra" Cruise

The Solomons are on the route of a P and O-Orient cruise from Sydney to Japan in October next year. The cruise will be made by the 45,000 ton *Canberra*.

On her way to Yokohama the *Canberra* will pass through New Georgia Sound (the famous wartime "hot spot") in the BSIP; the first time she has travelled over that route.

She will pass near Savo Island, where a brief ceremony will be held aboard to commemorate the loss of the Australian cruiser, HMAS *Canberra*, in those waters in August, 1942. This area is known as Ironbottom Sound because of the number of sunken ships there.

Pago's New Hotel Gets Going

THE next week of public festivities in American Samoa for years to come will commence on December 5, to mark the opening of Pago Pago's big new luxury hotel, the Hotel Pago Pago Intercontinental.

Shares in the hotel are owned by local residents of American Samoa, and the hotel has been leased to the Intercontinental Hotels, a Pan American Airways subsidiary. The hotel, which is the only one in the territory, replaces the Government-owned Rainier Hotel, and finally puts American Samoa on the Pacific tourist map (see PIM, Oct., p. 113). As from the end of November, Air New Zealand will operate a DC8 jet service into Pago from Auckland via Sydney, and Pan American flights will resume.

Among the big crowd of visitors to the opening will be US Secretary of the Interior Mr. Stewart Udall.

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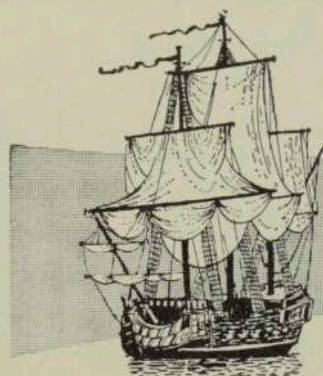
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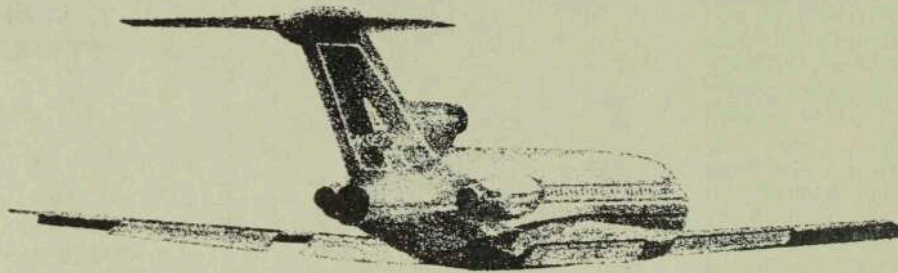
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People

● Mrs. Lapati Halepaka is the newly-appointed Women's Interest Officer in Niue. She will work on a part-time basis under the Community Development Officer in the new Community Development Office which is to be set up soon in the Administration Centre. Mrs. Halepaka's main function will be to act as liaison between women's organisations and the Government. She has had nursing experience and had taken a Home Economics course in Niue and is therefore considered an ideal choice for the job.

● Mr. Dwight Heine of the Marshall Islands has resigned as speaker of the General Assembly of the Trust Territory of the Pacific Islands to take up a new position as District Administrator of the Marshall Islands.

● Mr. Harry Bitmead, who has had 26 years in the Public Service in Papua—13 years in the Department of Public Health and the last 13 as schoolteacher—retired recently to Western Australia. In August, 1942, he was one of a small number of Australians captured in Papua following the Japanese landing at Buna. His captors tied him to a tree for 12 hours after making frequent attempts to shoot him. Mr. Bitmead eventually escaped by slipping the ropes which bound him. He suffered great privations in the bush until he was found by the present District Commissioner, Southern Highlands, Mr. D. R. Marsh, then member of Angau. Mr. Bitmead in 1955 published a text book *Rules of Health*, which is being used extensively in Territory schools.

● Former New Guinea old hand Mr. Feldt is taking things slowly in Chelmer, Brisbane home, following a recent severe bout of illness, which took him to hospital. Among recent visitors was Mr. Jack Read Rabaul, who called while en route to Japan by ship. Mr. Feldt is currently negotiating for a British reprint, in paperback form, of his war-time story of *The Coast Watchers*.

● It's not often that proud parents see their children after their favourite public servant. Mrs. Ketty, wife of Councillor Arapana

Purupuru, president of Teop-Tinputz Local Government Council, Bougainville, recently presented her husband with a baby boy, who has been named Clancy, after popular Australian Deputy District Commissioner Desmond Clancy.

● The Western Samoan Society of Accountants which was formed at the end of 1959 recently conducted a graduation ceremony to admit to membership the first five graduates from courses conducted within Samoa. The graduates were Mrs. Kelemete and Messrs. Daniel Betham, Joseph Hunter, Anetipa Lam Sam, and Vili Simati.

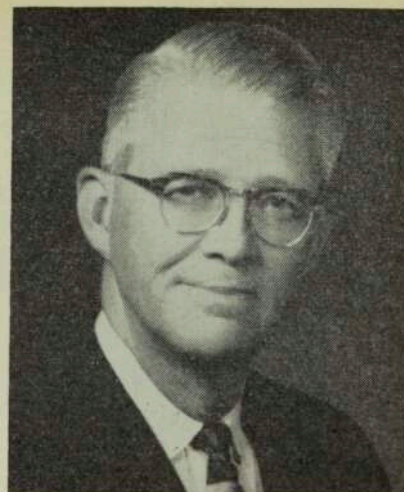
● Winner of the 1965 Lux Pacific Island Golf Trophy is Mrs. Mona Bailey, of the Apia Golf Club, with 44 stableford points. She is the first Apia woman to take the prize. 350 entrants took part from 18 island groups this year. Three women tied for second place, one point behind Mrs. Bailey. They were Mrs. D. Bourke, of Popondetta, Papua, Mrs. J. Johnson, of Ba, Fiji, and Mrs. V. Watter, of Port Moresby. Mrs. J. Hopcraft, of Suva, was third with 42 points.

● The Commonwealth Chief Scout, Sir Charles Maclean, visited the British Solomons in November. It was the first visit of a Chief Scout to the Protectorate. A packed programme of engagements faced Sir Charles, at a ceremony in Honiara he presented the Medal of Merit to Major Geoffrey Bovey for the work he has done in the Protectorate as Scout Commissioner.

● With the arrival of Miss M. Leavy to join the WHO staff in the Solomon Islands, the total of permanent WHO representatives there is brought to five. Miss Leavy comes from Ireland.

● Mr. R. Bingle, of Norfolk Island, is the prime mover behind a project to establish a Norfolk Island Museum to preserve links with the island's past. Other historically-minded residents are pressing on with plans for a local historical society.

● American Samoa's "most popular bachelor", Mr. Jim Flannery, special assistant to the Governor, lost one of his titles in November when he married Australian Miss Betsy Jenkinson in Pago Pago. Mr. Flannery has been in Samoa seven years, first as Government Auditor.



The new Chief Justice of American Samoa, Mr. H. Edward Hyden, has taken up his post in Pago Pago. Mr. Hyden formerly an attorney with the US Interior Department's Solicitor's Office, replaces retiring Chief Justice Arthur A. Morrow.

● Don Lane, widely known throughout the South Seas as secretary of the Fiji Visitors Bureau, has been appointed managing director of Stardust Cruise, Lautoka, and has resigned from the Bureau. Acting as secretary is Mr. Herbert Marlow.

● The BSIP Chief Secretary, Mr. L. M. Davies, operated the pile driver which drove the last pile of Honiara's big new wharf into the seabed at Point Cruz on November 20. The entire £220,000 project is expected to be completed by Christmas. The wharf is 210 ft long and will enable ships to work two hatches.

● Mr. R. S. Leydin, Administrator of Nauru, is to retire in February. An announcement was made in Canberra in November by the Minister for Territories, Mr. C. E. Barnes, who paid high tribute to Mr. Leydin's work in the Islands.

Mr. Leydin was Administrator of Nauru from 1954-8, and was appointed again from 1962. In the intervening four years he was Administrator of Norfolk Island.

Mr. Leydin's retirement is obviously timed to follow the establishment and official opening of a Nauru Legislative Council, at the end of January. Many distinguished visitors will be on Nauru for the opening.

Mr. Barnes also paid tribute to Mrs. Leydin, who has been active in community affairs in the Islands.



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Difficulties With Local Sales, So NG Will Export Beef

Papua-New Guinea, which for the last 20 years has been trying to build up a beef industry so that the importation of fresh meat can be curtailed, will become a beef exporter before Christmas when 350 head of three-year bullocks will go to the Philippines or Hong Kong.

THE cattle will go from the Gusap property near the Markham-Mamu Divide in Morobe District which is owned by R. L. Anderson and his interests.

The managing-director of the Gusap cattle station, Mr. Sid Staines, said that the export move follows the failure to find a regular outlet for mature beef in Papua-New Guinea. It was impossible under existing conditions of lack of refrigeration facilities, government restrictions and transport difficulties to carry on business profitably through local avenues of distribution.

The new move follows Administration permission to export fat cattle only. Mr. Staines said that a deal with the United Kingdom and New Zealand Loan and Mercantile Corporation's Clausen cattle-shipping line would certainly go through before Christmas. He said that there were prospects of shipping stud cattle to North Borneo, too, if the Administration would lift export restrictions. (FOOTNOTE: Papua-New Guinea exported meat to the value of over £58,000 in 1964, well over half of which was in the form of beef. Since 1955 the Administration has been subsidising a scheme for importing cattle to build up Territory herds at a cost to the Administration of about £50,000).

Carpenter Holdings Continues 'At High Levels Of Profit'

W. R. CARPENTER Holdings Ltd., which hoped to be able to maintain the current high levels of profit and earning rate, the chairman, Mr. R. B. Carpenter, told the annual meeting in Canberra on November 19.

He spoke of continuing expansion by the group "both in manufacture and industry in Australia and the Pacific Islands as a whole". Store trading results had been satisfactory, and efforts in other directions had been as fruitful.

As previously reported, consolidated net profit exceeded £2.3 million for the first time; earning rate exceeded 35 per cent.; and dividend was maintained at 15 per cent.

Mr. Carpenter said one possible exception to satisfactory progress was the copra industry in Fiji, which had been affected by a hurricane early in 1965. The damage had had little or no effect upon the group's trading results for the past year but the tonnage offered for milling had now decreased sharply, and was likely to continue at a much reduced volume for the rest of this financial year. Recovery could be rapid after the middle of next year.

Maintenance of production in the New Guinea copra mills was assured, and effort was being made to increase this volume to compensate for the lesser quantity to be milled in Fiji.

Mr. Carpenter said that the development of the organisation, in the Islands and Australia, had imposed a very heavy demand for development funds on the holding company and the larger subsidiaries.

In many cases there had been a considerable advance in merchandise sales, and a great deal of additional money had been employed in carrying increased stocks and in financing the increase in business.

Through all these circumstances, directors had maintained a relatively high level of liquidity. However, the company might be pressed this year, as the directors had elected to take up its new share entitlements in Woolworths, Ansett and CAGA at a cost of just under £900,000.

Commenting in detail on Islands results, Mr. Carpenter said very satisfactory results were anticipated for the Fiji-based subsidiaries for the current year. Morris Hedstrom Ltd. had increased turnover mainly because of sugar exports and better copra prices. Divisions in Western Samoa and Tonga had operated satisfactorily and should continue to do so.

W. R. Carpenter (Fiji) Ltd. enjoyed improved trading conditions in most divisions, although the hurricane which upset copra milling had also had an effect on shipping and

Copra "To Continue Profitable"

Mr. R. B. Carpenter is satisfied that copra prices will remain "at a very profitable level". He reported this to shareholders at the annual general meeting of W. R. Carpenter Holdings Ltd., in Canberra, in November.

He also held out hopes for an improvement in cocoa prices, the net return from which, in the company's New Guinea plantations, had been "below a satisfactory level". He said prices had fallen as a result of over-production in Africa, but there had since been a slight recovery, and there were some prospects "in the very near future" for them to return to a higher level.

on merchandise sales in copra-producing areas.

In New Guinea there were increases in merchandise sales and produce handled, despite very keen competition, and every effort was being made to take account of all new development opportunities.

Coconut Products Ltd's results were slightly above those of the previous year. Development of estates in the planting of cocoa was almost finalised and the company was now engaged on a full-scale inter-planting and re-planting of old copra estates with a view to their complete rehabilitation.

Much progress had been made since the land was occupied in October of last year. Substantial quantities of tea seed were available and extremely dry weather had allowed the company to devote much time to ploughing and development of land.

Papuan Coffee Rust "Eradicated"

THE coffee rust disease in the Central District of Papua has now been eradicated—along with the coffee trees. New planting is forbidden.

The outbreak was discovered in July in the Sogeri area, in the foothills behind Port Moresby. Most of this coffee was grown in small plots on a non-commercial scale.

Following the discovery all coffee trees were cut down, sprayed, burnt and the stumps dug out.

Another small infected area was subsequently found in the Rigo sub-district and trees in this area have also been destroyed.

Advertisement

Chance Discovery of a Safe but Powerful Insecticide

The discovery of an insecticide with remarkable properties might never have been made but for the observations of a young industrial chemist. Whilst conducting a series of experiments with a new face-powder for women, he unintentionally spilled a little of the powder onto the table and floor. Each morning thereafter he was puzzled to find insects lying dead in and around his laboratory. Being a man dedicated to science, he immediately decided to experiment with insects to see if he could solve the mystery killings, and consequently established that this harmless powder was indeed responsible for the increased insect mortality in the laboratory.

SUBSEQUENT tests in this direction were to prove this theory correct. Insects inevitably died shortly after contacting the powder. As a rule many of these household pests show an acute sensitivity to potential hazard of any sort and will only approach suspicious objects with caution. They tend to "sniff" food warily and investigate it first with their feelers before feeding. The fact that this powder was odourless proved a vital factor contributing to its success. Being unable to detect danger insects showed no aversion to walking over the death-dealing powder, "absorbing" it in their own peculiar way.

He named the powder Pea-Beu, to associate the original powder with beauty, and later, experiments were continued by the A.N.I. Chemical Research with a view to developing this remarkable discovery for general insect control.

Subsequent experiments carried out in the A.N.I. laboratories revealed that the completely safe insecticide had remarkable properties. It retains its lethal potency almost indefinitely and when used in a home for longer than a year effectively killed insect pests coming into contact with it. Without doubt this was a discovery of major importance.

Although Pea-Beu has such a deadly action on insects it is harmless to humans and animals and is approved by members of the medical profession. It can be used freely in the home, near food or children, and is therefore ideal for insect-proofing premises and stored articles over long periods.

The development of a powerful liquid insecticide.

A most interesting development has since taken place. The A.N.I.

Chemical Research throughout the world (including Australia) has now made Pea-Beu available in handy aerosol form. This liquid insecticide instantly kills every type of household insect pest on the pattern of fumigation and one observer commented that death comes as if insects had received an electric shock.

The high potency effect of Pea-Beu aerosol spray is combined with a unique "umbrella-spreading" action that penetrates into every hidden crack and crevice in a room and even reaches and permeates into the interiors of cupboards and drawers exterminating germ bearing flies, mosquitoes, cockroaches, fleas, clothes moths, carpet beetles, silverfish, bugs and ants.

The easy-to-use Pea-Beu insecticides do not contain poisonous Chlorinated Hydrocarbons (such as DDT, Methoxychlor and BHC) which require the greatest care in handling. In countries where the laws regarding insecticides are most stringent, Pea-Beu carries the Government approved stamp of "safe" and residents are encouraged to use this type of insecticide because of its undoubted safety factor and high efficiency against household pests.

Insects cannot become immune to the Pea-Beu insecticides, and whilst Pea-Beu kills insects with amazing rapidity it is completely safe to use even with young children and food in the same room. It cannot harm the nervous system or the lungs and has a pleasant aroma that delightfully freshens the home.

Pea-Beu in powder or liquid spray form, comes especially as a boon to housewives in the Pacific Islands and is now being made available mainly through chemists and stores.

Nickel Report Denied

A REPORT that, following the formation of two companies owned jointly by the United States Kaiser and France's Nickel Society nickel-smelting would be carried out in Australia, was denied in New Caledonia in November. The rumour caused a certain amount of gloom in New Caledonia where the economy is based largely on the export of nickel from the smelters of the Nickel Society.

Guadalcanal Plains Developments

GUADALCANAL PLAINS LTD will begin its new year of operations when it starts to sow dry rice on its Tetere plains estate in December. Sowing will continue into January to take advantage of the wet season.

Preparation of 700 acres began last August, using local labour and modern agricultural equipment.

The rice should be ready for harvesting in April and soya bean planting will then commence.

Court Developments Over L. F. McEachern

MR. JUSTICE FROST, of the Papua-New Guinea Supreme Court, in November restrained Leonard Francis McEachern from acting as a director of Cosmopolitan Hotel Ltd. The judge's order caused great interest in New Guinea business circles.

Shareholders in the company which operates the Hotel Cosmopolitan on the Rabaul waterfront, asked the court to issue the order, and also to restrain McEachern from continuing as manager of the company, or as an employee. The chief shareholders are the Sandy Creek Mining Co. (of which Mr. S. L. Eskell is managing director) and Mrs. Una Adams.

Mr. Justice Frost said there was no need to make the second order sought, as McEachern had left the hotel and could no longer "meddle with the company's money or property".

He ordered McEachern to account in full for his dealings with the company's money and property over the previous two years. It was stated that the Cosmopolitan company, in a recent year, made approximately £45,000 profit.

Until recently, McEachern had

ted as chairman of the board and manager of the hotel.

Mr. Justice Frost said that McEachern had legitimately filled a casual vacancy on the board following a substantial change in shareholdings in 1962. McEachern after that never held more than one share in the company. His casual directorship should have expired in June, 1962, but he remained in office. There had been no ordinary meetings of the company since.

McEachern used assumed powers to appoint Ian Alexander McDougall as a director, Mr. Justice Frost said. He had carried on the business of the company, purporting to hold directors' meetings with McDougall, and opened a new bank account in his own name for some of the company money.

McEachern had signed a document which purported to lease the hotel business to an outside company for £1,000 a year for five years.

The company referred to is Palm Tavern Pty. Ltd. of Port Moresby, which Mr. Raymond Lord is a director.

Sandy Creek Co., a major shareholder in Cosmopolitan Hotel Ltd., is closely associated with Sangara Ltd., and Sangara Ltd. holds the controlling interest in Morobe Hotels Ltd. (Lae, Wau and Goroka). Mr. L. Eskell, formerly managing director of South Pacific Post Ltd., is now the dominant director of Sandy Creek, Sangara and Morobe Hotels.

State Of The Copra Market

MR. IAN McDONALD, chairman of the P-NG Copra Marketing Board, reported in Port Moresby in November:

The average of the spot market prices for Philippine FM copra rose during October to £Stg.76/10/- per cwt, and this trend has continued over the past three weeks, with the price ranging between £76/10/- and 0.

Considerably more copra is being shipped from the Philippines to Europe at present, although comparing tonnages to the end of September this year with those of 1964 the overall tonnage is still down around 75,000 tons. However, as this tonnage represents slightly less than three days consumption for the UK and Europe the effect on the market price should not be very great.

It is felt that the general price tendency over the next few months will mainly be steady. Whilst there are prospects of increased production

in most oilseeds, the demand prospects are also excellent, and so there will continue to be a fairly fine balance between the two.

In regard to world export supplies, it is interesting to note that copra and coconut oil are both on the increase. This is the case in P-NG where production has been increasing by almost 2 per cent. a year for some years. This year P-NG production has been very good and might even reach 120,000 tons for the year, an increase of 5 per cent. over 1964.

NG's Pyrethrum Industry Starts

AFTER only about one month's operation, the new £200,000 factory established by Stafford Allen & Sons Ltd. at Mount Hagen, New Guinea, has processed 14 tons of pyrethrum flowers.

The processing has resulted in the first two drums of concentrated extract to be produced in the Territory. The drums in late November were ready for shipment to the UK, where the extract would be refined, and incorporated into insecticide.

ANG Bid For PI Timbers

DIRECTORS of Pacific Islands Timbers (Holdings) Ltd., of Papua, in November recommended an offer from ANG Holdings Ltd. for a share exchange takeover of the timber company. The offer is for two ANG 10/- shares for each five 5/- shares in Pacific Islands.

ANG Holdings was recently registered in Papua. It is sponsored by the Australia New Guinea Corporation Ltd., which proposes to merge the timber company in its other shareholdings in New Guinea. These involve tea and coffee interests, among other things. ANG Holdings will have a paid capital of £307,500 if the offer succeeds, as it no doubt will. This would result in it being 57 per cent. owned by the ANG Corporation and 43 per cent. owned by former shareholders in Pacific Islands

Timbers. ANG Holdings is expected later to be listed on the Sydney stock exchange.

Directors of ANG are Mr. Steven Rich, Sir James Kirby, Messrs. M. T. Hansen, F. M. Hewitt, F. M. Osborne, D. P. Sharp and N. F. Stevens. Messrs. Rich, Hansen, Hewitt and Sharp are also on the board of Pacific Islands.

Pacific Islands Timbers (Holdings) incurred another loss in the year ended June 30—£18,000, compared with the previous year's loss of £38,013. The company had a small profit of £2,675 in 1962-63.

The directors reported that sales for the second half of the year increased considerably and it was expected that operations for the full year would prove satisfactory.

Australian Brokers Hit

THE slump in the Australian share market in recent months has resulted in a sharp fall in the value of stock exchange seats, and in retrenchments in the securities industries. While production and employment are high, the share market has suffered through competition for investors' money and tight liquidity conditions.

The official finance newsletter of the Australian News and Information Bureau reported in November that turnover in the past 12 months is estimated to have fallen at least 15 per cent. in value in Sydney and Melbourne. Broking houses are reducing their staffs, and there is a general expectation of mergers, to reduce costs.

New brokerage rates introduced recently have not assisted the brokers, and the declining business in equities has had an all-round dampening effect. The restrictions by overseas countries on foreign investment have also influenced the securities market.

CSR DIVIDEND MAINTAINED: The CSR Co. Ltd. revealed its strong internal strength and the value of its diversification programme when it announced an unchanged 6½ per cent. interim dividend for 1965-66. The directors have not yet issued their half-yearly report—it is due on December 24—but it is likely that the returns from sugar are much lower than last year because of the depressed state of the world market.

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(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. Oct. 25 prices were: HAD £P64/12/6, M £F62/2/6.

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 Oct., 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 in Nov. was approximately £A45 (9,000 Pac. francs), French price on Nov. 12 was 1,050 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 Nov. 22 these were approx. £Stg.144 per ton, c.i.f., Sydney.

On Nov. 22, Quote No. 1: In store Rabaul, export quality £122 per ton, ex-wharf Sydney, £162. Quote No. 2: Best quality, on wharf Sydney, £145, in store N.G. ports £133 (for UK, continent and USA shipments).

W. SAMOA:—Nominal prices quoted in Sydney, Nov. 22, were: Grade 1, £Stg.197/6/-; grade 2, £Stg.155, f.o.b., Apia.

COFFEE.—P.-N.G.: Nov. 22, good

quality A grade, per lb. 4/3½; B grade 4/2; C grade, 3/6½ to 3/9½, c.i.f., Sydney.

Approximate overseas c.i.f. coffee prices were reported on Nov. 10 as:

Kenya AA £Stg.458, A £Stg.443, B £Stg.428, C £Stg.418, TT £Stg.418; Tanzania AA £Stg.453, A £Stg.433, B £Stg.423, C £Stg.413, TT £Stg.413; Uganda Native Robusta Standard £Stg.302; Bukoba Robusta £Stg.302.

PEANUTS.—P.-N.G.: Sydney agents reported Nov. 22—f.o.b., Lae; Kernels—white Spanish 1/7 lb.; virginia bunch 1/9½ lb.

RUBBER.—P.-N.G. price is based on Singapore rate, which on Nov. 23 was: Dec. shipment 68% Straits cents per lb (23.85d Aust.), Jan. shipment 68% Straits cents per lb (24.02d Aust.), prompt 67% Straits cents per lb (23.67d Aust.).

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, reported Nov. 23: White and yellow label processed, standard packs, 51/-, green label 50/-, 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 Nov. 23 by Sydney independent shell agents were: Sound £850, D £625, E £335, EE £235 (in store Sydney). Cook Islands: Penrhyn £NZ400 (approx.), f.o.b., Rarotonga.

TROCHUS.—Sydney buyers indicated the following quotations to Islands producers: Nov. 23, 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: Nov. 23, No. 1, 1st grade only, £235 on wharf, Sydney. No. 2, £220 (best quality), on wharf, Sydney.

CROCODILE SKINS.—On Nov. 22 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, 295 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, Nov. 19, Philippines, in bulk, £220 US (equal to £Stg.78/9/4) per long ton, c.i.f., UK/Nth. European ports. Malayan 1% c.i.f. UK/Nth. European ports, UQ. NEW YORK: Nov. 19, Philippines, c.i.f., Pacific Coast ports, UQ. CEYLON: 1,100 Rupees per ton, f.o.b.

COCONUT OIL: LONDON, Nov. shipment, Ceylon, 1% in bulk, £Stg.119/15/-.

RUBBER: LONDON, Nov. 23, Jan. shipment c.i.f., 20-1/16d Stg. lb; Spot 20-1/16d Stg. lb; Feb. shipment 20-3/8d Stg. lb.

(£1 Australian is equal to about 2.2 US dollars or 10½ rupees.)

The Stock Market

SYDNEY

	Oct. 26	Nov. 22
	Seller	Seller
Ball Plantations . . .	4/9	4/9
Burns Philp . . .	72/3	74/6
Burns Philp (SS) . . .	47/6	44/6
Carpenter, W. R. . .	25/-	25/-
Choiseul Plntn. . .	49/6	49/-
C.S.R. Co. . .	58/6	59/9
Dylup Plantations . .	b5/10	6/3
Fiji Industries . . .	19/-	b18/-
Hackshall's . . .	13/9	14/-
Kerema Rubber . . .	2/3	2/3
Koitaki Rubber . . .	12/3	11/9
Lolorua Rubber . . .	5/9	5/9
Makurapu Plntn. . .	3/11	3/9
Mariboi Rubber . . .	4/5	5/-
Pacific Is. Timbers . .	4/7	b4/4
Palgrave . . .	b3/-	2/10
Plantation Holdings . .	3/6	3/5
Queensland Insurance	75/-	76/-
Rubberlands . . .	2/9	2/6
Sogerit Rubber . . .	6/3	6/3
Stn. Pac. Insurance . .	21/6	22/-
Steamships Trading . .	10/5	9/7
Watkins Consolidated .	3/6	3/3

OIL AND MINING SHARES

	Oct. 26,	Nov. 22
Emperor . . .	b4/3	s4/9
Loloma . . .	s18/-	b17/8
Bulolo G.D. . .	b65/-	s86/-
N.G.G. Ltd. . .	s4/6	s4/7
Oil Search . . .	s1/8	s1/7
Ent. of N.G. . .	s1d	s1d
Pac. I. Mines . .	s4/6	s4/1
Papuan Apln. . .	s1/1	s1/5
Placer Dev. . .	s215/-	s231/-

Sydney Stock Exchange share price index for "Ordinaries" on Nov. 20 was 317.72, on Oct. 26, it was 318.62.

EXCHANGE RATES

FIJI.—Through BANK OF NSW, ANZ BANK, BANK OF NZ and THE BANK OF BARODA LTD. Australia on Fiji basis £100 Fiji: Buying, £A111/2/6; Selling, £A113. Fiji-London, basis £100 London: B. £110/15/-; S. £112. NZ-Fiji basis £100 NZ: B. £111/11/9; S. £110/4/3.

SAMOA.—Through BANK OF NZ. Australia on Samoa, basis £100 Samoa: T. B. £A123/12/6; S. £A124/10/9. Samoa-London, basis £100 London: B. £99/7/8; S. £101/10/-. Samoa-NZ, basis £100 NZ: B. £100; S. £100/10/-. Samoa-Fiji basis £100 Samoa: B. £111; S. £110.

NORFOLK IS.—Commonwealth Bank quotes exchange rate Australia-Norfolk Island: 5/- per £A100.

PAPUA-NG.—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, Kavieng, Madang, Wewak), BANK OF NSW (branches: Port Moresby, Lae, Bulolo, Rabaul, Madang, Samarai, Goroka, agencies: Wau, Boroko, Kokopo), ANZ BANK (Port Moresby, Lae, Rabaul) and NATIONAL BANK OF A/ASIA. (Port Moresby, Lae) quote exchange rate Australia-Papua-NG: 10/- per £A100.

FRENCH PACIFIC COLONIES.—Pacific francs (CPF) are used in New Caledonia, New Hebrides, and Fr. Polynesia. **FRENCH BANK** (Comptoir National D'Escompte de Paris, Sydney), in Nov., 1965, quoted: Selling, Noumea, 196 Pac. francs to £ Aust.; Papeete 196 (nom.) Pac. francs to £ Aust.; 247 Pac. francs to £ Stg., approx. 90 Pac. francs to US \$; Noumea 18 Pac. francs to 1 French franc (conversion rate: 1 Pac. franc equals 0.055 French franc), Paris-London: Selling 13.746 francs to £Stg.

DEATHS OF ISLANDS PEOPLE

Mr. E. O. Sundin

Mr. Eric Olaf Sundin, who died at Kavieng, New Ireland, late in October, worked for Burns Philp (SS) Co. Ltd. in Tonga, Fiji and Papua-New Guinea for 30 years.

He was born at Vavau, and worked for his employers there and at Haapai, before transferring to Fiji in 1941.

Mr. Sundin was the firm's manager at Levuka from 1950 to 1959, and for a period was chairman of the Levuka Township Board. He went to Papua-New Guinea in 1959.

He is survived by Mrs. Sundin, and a daughter.

Mrs. P. M. Downs

Mrs. Patrician Downs, a daughter of the late Dr. W. N. A. Paley, of Suva, died at Hutt, near Wellington, NZ, recently. She is survived by her husband and five children.

Lady Pilling

Lady Gladys Neville Pilling, only daughter of the late Mr. J. H. Garrick, well-known Suva lawyer and Fiji landowner, died in Kenya on November 3.

She was married in Suva in 1912 when her husband, Henry Guy Pilling, was a cadet in the Fiji Government.

He later became Assistant Colonial Secretary and Secretary to the Western Pacific High Commission.

Lady Pilling was an aunt of Mr. Maurice Scott, of Suva, and cousins living there are Mrs. Connie Harcourt, Mrs. Olive Major and Miss Irene Milne.

Mr. M. Artack

Mr. Matthew Artack, who was a prominent Fiji sprinter in his younger days, died at his home, Rukuruku, Ovalau, in October, aged 87.

Mr. S. J. Homan

Mr. Sydney John Homan, manager of the Mt. Hagen, New Guinea, branch of Steamships Trading Co. Ltd., died at Mt. Hagen on October 22, aged 45.

He was well known as an active cricketer, bowler, table tennis player and fisherman, and as a cricket official.

He is survived by Mrs. Homan.

Dr. V. Ivinikis

Dr. Vladas Ivinikis, regional medical officer for Goroka, New Guinea, died in Sydney early in November, aged 56. He had gone to Sydney for medical treatment.

Dr. Ivinikis, a Lithuanian, joined the P-NG Public Health Department in 1950, and served in several areas before taking up his Goroka post in 1964. He is survived by Mrs. Ivinikis and two married daughters.

Mr. T. Costello

Mr. Thomas Costello, one of five brothers from Maryborough, Queensland, who lived in Fiji at some time or other, died in Sydney early in November, aged 83.

He served for many years with the Queensland Railways and on his retirement went to Fiji.

He settled at Vatukoula, the gold-field which his brother Pat played an important part in developing.

G. C. (Jos) Holmes

Many Territorial visitors to the United Kingdom lost a friend there with the death of Mr. G. C. (Jos) Holmes on November 10.

He was a W. R. Carpenter man for 30 years, the last 20 of them, before he retired in 1959, in the London office of the company, but his acquaintance with the South West Pacific went back to 1913.

Jos was a man who made friends easily in and out of business, and once made they never forgot him. After his retirement they beat a path to his home in Leatherhead, Surrey, and later to his last home in Dorset.

Although few even of his closest friends knew them, his Christian names were George Christie. He was born in the south of England in 1892, son of a schoolmaster, but before World War I he was in the Australian outback working on stations at £1 a-week-and-keep and occasionally going to Sydney to spend the lot.

It was in 1913 on one of these Sydney spree that a friend advised him to try the Solomons and for several years he worked there as a plantation overseer for Lever Bros. He moved on to Port Moresby and at the time that the German assets in New Guinea were being liquidated in the early 1920's he was in Rabaul for Nelson and Robertson Pty. Ltd.

N & R and Jos parted company for some reason and for half a dozen



Mr. and Mrs. Eric Sundin.

years he lived in Sydney, returning to New Guinea for W. R. Carpenter, then in its youth, at the end of the 1920's.

His first wife died in Kavieng in 1937 and two years later he and his son Geoffrey left for Europe. They were in Amsterdam when World War II broke out. Geoffrey joined the RAF and was killed on a raid over Normandy on D-Day, June 6, 1944.

Joe is survived by his second wife, Fanny; and by his daughter Heather, wife of Mr. H. P. Seale, District Commissioner New Ireland, P-NG.

Although Jos was English-born and spent the last 20 years of his life there, a large part of his affections remained in the South West Pacific among scores of friends. It was always a matter of great regret with him that he was never able to revisit New Guinea or Australia.

Mr. N. K. Wallis

Mr. Norman Kingsbury Wallis, a Sydney businessman with many interests in the Islands, died suddenly in November. He was 65.

Mr. Wallis, who was managing director of Wallis Bros. timber merchants, conducted extensive exploration for timber in the Solomon Islands, New Hebrides and New Guinea, during the years 1946-52, and had timber interests there to the time of his death.

He was producer-photographer of many documentary films on the Pacific including some for the Western Pacific High Commission, ABC, Department of Territories, as well as New Guinea and Solomons timber and mining companies.

Mr. Wallis was in the RANVR during World War II, and commanded several ships in New Guinea and Pacific waters. He was a noted yachtsman.

THE ANSWER TO
TOUGH COUNTRY



A TOUGHER TRUCK

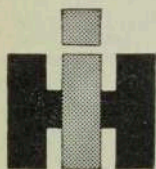
INTERNATIONAL AACOD — 182 DIESEL

On or off the road this truck can really take the punishment. Nothing fancy, everything functional — ideal for road transport with an 18' tray on 166" wheelbase and full 8½ ton payload. Powered by the famous Perkins 6-354 diesel engine and complete with heavy duty front axle, 5 speed transmission, 2 speed rear axle and heavy frame, this vehicle gives the power and strength for tough conditions.



AACOD is available in shorter wheel-bases to take a full 7 cu. yard capacity tipper and can be supplied with petrol engine if required.

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SOLOMON ISLANDS: Solomon Motors Ltd., HONIARA.
NEW GUINEA: N.G.G. Trading Company, LAE.
Steamships Trading Co. Ltd., RABAU.
New Guinea Goldfields Ltd., WAU.
Hagen Auto Port, MT. HAGEN.
PAPUA: Steamships Trading Company Ltd.,
PORT MORESBY.

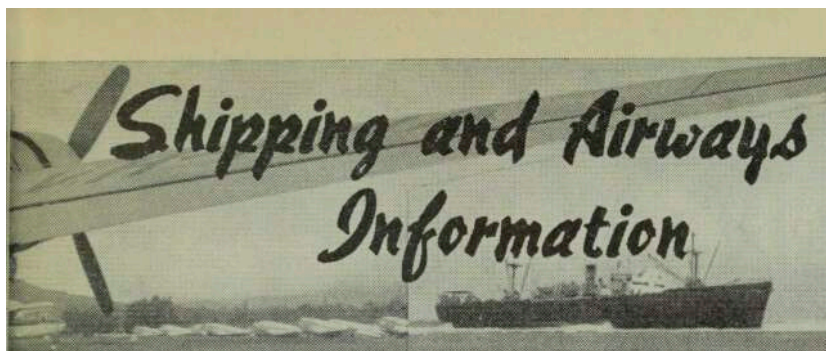
NEW CALEDONIA: Agence Automobile,
NOUMEA.

FIJI: Niranjan's Service Station, SUVA.

TAHITI: Hintze & Company, PAPEETE.

NEW HEBRIDES: Kerr Bros. Pty. Ltd.,
SYDNEY.

H1666EPIM



● PIM's shipping and airways schedules are up to the minute. They are revised each month just before publication from information supplied by the shipping and airways companies.

SHIPPING TIMETABLES

All sailings are approximate and may vary by as much as two weeks.

BRISBANE - SYDNEY - WEST NG - INDONESIA

The P.N. Djakarta Lloyd Shipping Company operates a monthly cargo service between Indonesia, West New Guinea and Australia.

Next voyage: Palar Regidor, dep. Brisbane Dec. 17 (approx.), Sydney Dec. 4 (approx.), Melbourne Dec. 31 (approx.), thence West New Guinea and Indonesian ports subject to inducement. Details from McIlwraith McEacharn Ltd., Union House, 247 George Street, Sydney (27-1481).

SYDNEY - FIJI

MV Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva and Lautoka with cargo and passengers. Next Sydney sailings: Dec. 3, mid-Jan. (approx.).

Details from Colonial Sugar Refining Co. Ltd., 1-7 Bent St., Sydney (2-0515).

SYDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains monthly cargo services from Melbourne and Sydney (periodically from Adelaide) to Lautoka, Suva (including transhipments for Vavau and Niue), Apia and Apia.

Next Sydney sailing: Early 1966. Details from Union Steam Ship Co. of NZ Ltd., 247 George Street, Sydney (2-0528); or other branches and agents.

SYDNEY - FIJI - VANCOUVER

Pacific Shipowners Ltd., of Suva, normally operate a passenger-cargo service three times yearly with the Lakemba along the above route.

Next sailing from Sydney: Early Jan. Details from American Trading and Shipping Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4147).

SYDNEY - GEIC

Columbus Lines of New York, operate regular passenger-cargo service from Sydney to Tarawa, Gilbert and Ellice Islands Colony. Next voyage: Santa Rosa from Sydney, Tasmanian ports and Melbourne, dep. Adelaide Dec. 16 for Tarawa.

Details from American Trading and Shipping Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4149).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Passenger-cargo vessels of Messageries Maritimes Line, from Marseilles, via West Indies and Panama, call about every six weeks at Papeete (with occasional calls at Taiohae, Marquesas Group), Vila,

Noumea and Sydney, and return by same route.

Next inwards voyages, ex-Marseilles:

Oceanien: Taiohae Dec. 27, Papeete Dec. 29-Jan. 2, Vila Jan. 9-10, Noumea Jan. 11-15, Sydney Jan. 18.

Tahiti: Papeete Feb. 4-8, Vila Feb. 15-16, Noumea Feb. 17-21, Sydney Feb. 24.

Next outwards voyages, ex-Sydney:

Caledonien: Dep. Sydney Dec. 6, New Hebrides Dec. 10-18, Noumea Dec. 19, Papeete Dec. 25-28, Taiohae Dec. 31.

Oceanien: Dep. Sydney Jan. 21, New Hebrides Jan. 25-Feb. 2, Noumea Feb. 3, Papeete Feb. 9-12.

Polynesie maintains monthly passenger sailings between Sydney, Noumea, Vila, Pt. Sandwich (occasionally), and Santo.

Next Sydney sailings: Dec. 17, Jan. 14, Feb. 4.

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.

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. Southern Cross: From Southampton (UK) via Panama, at Papeete Jan. 2-3, Fiji Jan. 8, Wellington Jan. 12-14, arr. Sydney Jan. 17.

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, cnr. Bridge and Pitt Sts., Sydney (27-6432).

SYDNEY - NORFOLK IS. NEW CALEDONIA

Jacques del Mar (owned by Societe Maritime Caledonienne, Noumea), makes a regular three weekly passenger-cargo voyage from Sydney or Melbourne to Lord Howe Is., Norfolk Is., New Caledonia (Noumea).

Next sailings: Jacques del Mar from Sydney Dec. 3, Dec. 24.

Details from F. H. Stephens Pty. Ltd., 13-15 Bridge St., Sydney (27-8311).

AUSTRALIA - NZ - FIJI - CANADA - USA

		ORONSAY	CANBERRA	ORIANA	CANBERRA
SYDNEY	depart	Jan. 8	Feb. 13	Mar. 6	Apr. 4
AUCKLAND	arr/dep	Jan. 11*	Feb. 16	Mar. 9	Apr. 7
SUVA	arr/dep	Jan. 15	—	Mar. 12	—
PAGO PAGO	arr/dep	—	—	—	—
HONOLULU	arr/dep	Jan. 20-21	Feb. 23	Mar. 16	Apr. 14
VANCOUVER	arr/dep	Jan. 26	Feb. 28	Mar. 20-21	Apr. 19
SAN FRANCISCO	arr/dep	Jan. 28-29	Mar. 2-3	Mar. 23-24	Apr. 21-22
LOS ANGELES	arrive	Jan. 30	Mar. 4	Mar. 25	Apr. 23

* 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.

Orsova will leave Los Angeles for Sydney on March 1, calling at San Francisco on March 2-3, Vancouver on March 5-6, Honolulu on March 11, Suva on March 18, Auckland on March 21, arriving Sydney on March 24.

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	—	Dec. 2	Dec. 22	Jan. 16
LOS ANGELES	arr/dep	—	Dec. 3	Dec. 23	Jan. 17
BORA BORA	arr/dep	—	Dec. 11	Dec. 31	Jan. 25
PAPEETE	arr/dep	—	Dec. 12-14	Jan. 1-4	Jan. 26-28
RAROTONGA	arr/dep	—	Dec. 15	Jan. 5	Jan. 29
AUCKLAND	arr/dep	—	Dec. 20-21	Jan. 10-11	Feb. 3-4
SYDNEY	arr/dep	Nov. 29-Dec. 2	Dec. 24-27	Jan. 14-17	Feb. 7-10
NOUMEA	arr/dep	Dec. 5	Dec. 30	Jan. 20	Feb. 13
SUVA	arr/dep	Dec. 7	Jan. 1	Jan. 22	Feb. 15
NIUAFOOU	arr/dep	Dec. 8	Jan. 2	Jan. 23	Feb. 16
PAGO PAGO	arr/dep	Dec. 8	Jan. 2	Jan. 23	Feb. 16
HONOLULU	arr/dep	Dec. 13-14	Jan. 7-8	Jan. 28-29	Feb. 21-22
SAN FRANCISCO	arrive	Dec. 19	Jan. 13	Feb. 3	Feb. 27

Details from Matson Lines, 50 Young Street, Sydney (BU 4272).

DAIWA LINE



DIRECT SERVICE

JAPAN / SOUTH PACIFIC

M.V. "KOKEI MARU" V-2

Dep. JAPAN November 18.	SUVA December 9-10.
GUAM November 22.	LAUTOKA December 11-12.
PAGO PAGO December 1-2.	*SANTO December 15-16.
APIA December 3-4.	*VILA December 18-19.
*NUKUALOFA December 6-7.	*NOUMEA December 21-22.

* SUBJECT TO CARGO INDUCEMENT.

Heavy lift, reefer space and passenger accommodation available.

SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE.

Next sailing — M.V. "Tahiti Maru" V-6.

The Daiwa Navigation Co., Ltd.

OSAKA: "DAILINE"

TOKYO: "FUNEDAILINE"

AGENTS:

GUAM: Atkins, 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) leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports. Next Sydney sailings: Dec. 24, Jan. 29. Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

SYDNEY - PAPUA - NEW GUINEA

Burns Philp passenger/cargo vessels make regular voyages to New Guinea ports. Next vessels:

Montoro sails from Melbourne for Sydney, Pt. Moresby, Samarai, Honiara, Rabaul, Kavieng, Wewak, Madang, Lae, Sydney. Next Sydney sailing: Dec. 7.

Moresby sails from Melbourne for Sydney, Brisbane, Pt. Moresby, Samarai, Rabaul, Kavieng, Lombrum, Lorengau, Wewak, Alexishafen, Madang, Lae, Sydney. Next Sydney sailing: Dec. 18.

Bulolo sails from Sydney for Brisbane, Pt. Moresby, Samarai, Lae, Madang, Rabaul, Samarai, Pt. Moresby, Brisbane, Sydney. Next Sydney sailing: Dec. 31.

Malekula sails from Sydney for Brisbane, Pt. Moresby, Lae, Madang, Alexishafen, Lombrum, Lorengau, Rabaul, Bougainville, Sydney. Next Sydney sailing: Jan. 14.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

Soochow and Shansi provide a regular fortnightly passenger-cargo service from Sydney to Brisbane, Pt. Moresby, Samarai and Sydney, sailing from Sydney every second Monday.

Next Sydney sailings: Soochow Dec. 6; Shansi Dec. 20.

Details from New Guinea Australia Line (Swire and Yuill Pty. Ltd., agents), 8 Spring Street, Sydney (27-4701).

Karlander New Guinea Line cargo vessels leave Sydney at regular intervals for New Guinea ports. Next vessels:

Sletta: Dep. Sydney Dec. 9, Brisbane Dec. 14, arr. Rabaul Dec. 20, Wewak Dec. 25, Madang Dec. 30, Lae Jan. 2, Brisbane Jan. 11, Sydney Jan. 15.

Slettfjord: Dep. Sydney Jan. 11, Brisbane Jan. 15, arr. Pt. Moresby Jan. 20, Lae Jan. 26, Madang Jan. 29, Wewak Feb. 2, Brisbane Feb. 15, Sydney Feb. 19.

Details from Karlander NG Line (F. H. Stephens Pty. Ltd., agents), 13 Bridge Street, Sydney (27-8311).

Austasia Line's passenger/cargo vessel Makati runs between Australian ports (turn round at Melbourne) and Papua-New Guinea.

Next voyage: From Melbourne, departs Sydney Jan. 5, Brisbane Jan. 8, due Pt. Moresby Jan. 12-13, Rabaul Jan. 16-17, Madang Jan. 19-20, Lae Jan. 21-22.

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 vessel Malaysia runs between Australian ports (turn round at Melbourne) and Singapore, via Pt. Moresby.

Next voyage: Dep. Melbourne Feb. 12, Sydney Feb. 19, Brisbane Feb. 22, due Pt. Moresby Feb. 26, thence to Singapore and Malaysian ports.

Details from Blue Star Line (Aust.) Pty. Ltd., 32-34 Bridge St., Sydney (27-1271).

Australia-West Pacific Line's Motor-vessels maintain passenger-cargo services from Australia to Hong Kong and Islands ports.

Tenos: From Hong Kong and Manila, at Madang Dec. 11-12, Lae Dec. 13-14, Rabaul Dec. 15-16, Brisbane Dec. 20-21, Sydney Dec. 23.

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

1966

"Arcadia", February: Sydney Feb. 14, Auckland Feb. 17, Pago Pago Feb. 20, off Niuafoou 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. 27, 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.

"Chusan", May-June: Sydney May 25, Auckland May 28, off Rarotonga May 31, Papeete June 2-4, passing Bora Bora June 4, Lautoka June 9, Suva June 10-11, passing Norfolk Is. June 13, passing Lord Howe Island and Ball's Pyramid June 14, Sydney June 15.

"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", 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, Leaves Sydney Jan. 12, Auckland Jan. 18, Bay of Islands Jan. 19, Suva Jan. 22-24, Lautoka Jan. 25, Sydney Jan. 30.

China Navigation Co.

1966

"Kuala Lumpur": Leaves Sydney Aug. 2, Wellington Aug. 6-8, Noumea Aug. 12-14, Vila Aug. 15-17, Suva Aug. 19-21, Auckland Aug. 25, Leaves Auckland Aug. 26, Noumea Aug. 30-Sept. 1, Vila Sept. 2-4, Suva Sept. 6-8, Auckland Sept. 12.

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

"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 July 13, Port Moresby July 18, Darwin July 21-22, Cairns July 26-27, off Whitsunday Passage July 28, Brisbane July 29-30, Sydney Aug. 1.

"Flavia": Sydney Aug. 1, Melbourne Aug. 3, Auckland Aug. 8, Papeete Aug. 13-14, Bora Bora Aug. 15, Pago Pago Aug. 18, Suva Aug. 21-22, Lautoka Aug. 23, Auckland Aug. 26, Sydney Aug. 30.

Samos: From Adelaide and Melbourne, dep. Sydney Dec. 14, at Brisbane Dec. 16-17, Pt. Moresby Dec. 20-22, Rabaul Dec. 24-27, Lae Dec. 28-30, Madang Dec. 31-Jan. 2, thence Hong Kong.

Milos: From Melbourne, dep. Sydney Jan. 12, at Brisbane Jan. 14-15, Pt. Moresby Jan. 18-20, Lae Jan. 22-24, Madang Jan. 25-26, Rabaul Jan. 27-29, Sydney Feb. 3.

Details from Wilh. Wilhelmsen Agency, 3 Bridge St., Sydney (27-6301).

China Navigation Co. Ltd. cargo vessels Nanchang, Wenchow and Wanliu call monthly at Rabaul on their way north from Melbourne, Sydney and Brisbane to Hong Kong.

Next vessel: Nanchang, dep. Sydney Jan. 10, Brisbane Jan. 13, arr. Rabaul Jan. 18, thence Manila.

China Navigation Co. Ltd. vessels Nanchang and Taiyuan provide a monthly passenger-cargo service calling at Pt. Moresby when northbound between Australia, Manila and Hong Kong. Next vessel:

Taiyuan: Dep. Melbourne Dec. 11, Sydney Dec. 18, Brisbane Dec. 21, arr. Pt. Moresby Dec. 25, thence Hong Kong. Details from Swire and Yuiill Pty. Ltd., Agents, 8 Spring St., Sydney (BU 4701).

Dominion Navigation Co. Ltd. (UK) vessels maintain monthly passenger-cargo services between Sydney and Japan (via Manila, Hong Kong and Formosa), return via Guam and Rabaul.

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.

Francis Drake: At Guam Dec. 24-25, Rabaul Dec. 29-30, Sydney Jan. 5-7, Melbourne Jan. 9-15, Sydney Jan. 19, Brisbane Jan. 21-22, Cairns Jan. 25, thence to Far East, returning Guam Feb. 25-26, Rabaul Mar. 2-3, Sydney Mar. 9.

Details from H. C. Sleight Ltd., 115 York Street, Sydney. Tel. (2-0253).

SYDNEY - TAHITI - UK

Chandris Line vessel Ellinis maintains a regular passenger service from Sydney via Papeete to Southampton, and return via Suez to Sydney.

Ellinis: Leaves Sydney Mar. 13, arr. Wellington Mar. 16, Papeete Mar. 21, Southampton Apr. 13.

Details from Chandris Line, 10 Marti 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.

Wonogiri: From Continent, London, and Papeete, arr. Noumea Dec. 7-9, Honiara Dec. 12-14, Pt. Moresby Dec. 17-18, Rabaul Dec. 20-21, Lae Dec. 22, Madang Dec. 23, Alexishafen Dec. 24, Wewak Dec. 25, Sukarnopura Dec. 26, thence Blak, 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: Vivarais Dec. 21 (Noumea Dec. 28); Vanoise Jan. 13 (Noumea Jan. 20).

Other MM vessels run between France and New Zealand, via Panama Canal and Pacific ports.

Next vessel: Malaise, due Papeete Dec. 10 (approx.), Noumea Dec. 22 (approx.), arriving New Zealand late December.

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 Suva/Lautoka Feb. 4-10, Honiara Feb. 14-16, returning to Japan Feb. 27.

Szechuen: From Japan and Hong Kong, due Suva/Lautoka Mar. 3-10, Honiara Mar. 14-16, returning to Japan Mar. 27.

● PIM's shipping and airways timetables are correct to time of publication.

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. Tjitarum at Suva/Lautoka Dec. 28-30; Van Noort at Suva/Lautoka Jan. 18-20; Tjiliwong at Suva/Lautoka Feb. 20-22. 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.

Ninghai: From Japan and Hong Kong, due Wewak Jan. 12, Rabaul Jan. 14, Madang Jan. 17, Lae Jan. 21, leaves Pt. Moresby Feb. 3, arr. Vila Feb. 6, Noumea Feb. 10, thence to Japan, arr. Feb. 20.

Yunnan: From Japan and Hong Kong, due Wewak Feb. 17, Rabaul Feb. 19, Madang Feb. 24, Lae Feb. 26, Samarai Mar. 2, dep. Pt. Moresby Mar. 3, arr. Santo Mar. 11, Noumea Mar. 15, thence to Japan, arr. Mar. 25.

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: Kokei Maru, dep. Japan Nov. 18, Guam Nov. 22, Pago Pago Dec. 2, Apia Dec. 4, Nukualofa* Dec. 7, Suva Dec. 10, Lautoka Dec. 12, Santo* Dec. 16, Vila* Dec. 19, Noumea* Dec. 22. * 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 - TONGA - SAMOA

Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next Auckland sailing: Dec. 14.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. Next Auckland sailing: Dec. 28.

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: Rangitoto from London, due Papeete Dec. 28.

Next northbound voyage: Ruahine, dep. Wellington Dec. 11, due Papeete Dec. 16.

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 sailings: Dec. 11, Jan. 22.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (B 0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoni. Calls are also made as required at Apia (W. Samoa) and Pago Pago (Am. Samoa). Turn-round in Suva is usually two days, and the agents there are Morris Hedstrom, Ltd.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co. Ltd., act as Loading Brokers in London.

Next sailing: Ex-London, Dec. 2.

UK-PANAMA-TAHITI-AUSTRALIA

Cogedair Line operates a passenger service regularly from Southampton, via Panama and Papeete to Sydney. Next vessel:

Flavia: Dep. Tilbury Dec. 13. Details from agents: H. C. Sleight, 115 York St., Sydney. Tel. B 0253.

UK - PAPUA - NG - BSI

Bank Line operates a direct service from Europe to P-NG and BSI, vessels going on to Australia for cargo-loading and returning to UK via Suez. Next vessels:

Nessbank: From Continent and London, due Pt. Moresby Dec. 27, Samarai Dec. 29, Lae Dec. 30, Madang Jan. 4, Wewak Jan. 7, Kavieng Jan. 9, Rabaul Jan. 10, Honiara Jan. 14.

Streambank: From Continent and London, due Pt. Moresby Jan. 28, Samarai Jan. 31, Lae Feb. 1, Madang Feb. 4, Wewak Feb. 7, Kavieng Feb. 9, Rabaul Feb. 10, Honiara Feb. 14.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (27-2041).

USA - TAHITI - AM. SAMOA - FIJI - AUSTRALIA

Matson-Oceanic Line operates a five-weeks passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Terminal ports, in Australia, vary with cargoes offering. Vessels call at Pago Pago, Sydney, Brisbane, etc., with occasional calls at Papeete and Suva.

Next trans-Pacific sailings: From Brisbane, Ventura Dec. 16, Sierra Jan. 20.

Details from Matson Lines, 50 Young St., Sydney (BU 4272).

USA - TAHITI - AUSTRALIA

Farrell Lines passenger-cargo ships on US Atlantic Coast-Panama-Sydney service make periodical calls at Tahiti on southbound voyages.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport Line's vessels Thorsisle and Thor I maintain service from West Coast Nth. American ports to Pacific Islands.

Thorsisle: Dep. San Francisco Dec. 17, arr. Los Angeles Dec. 18-23, Papeete Jan. 3-6, Pago Pago Jan. 10-13, Apia Jan. 14-15, Suva Jan. 18-19, Noumea Jan. 21-23, Pago Pago Jan. 27-29, arr. Los Angeles Feb. 13.

Thor I: Dep. San Francisco Jan. 28, arr. Los Angeles Jan. 29-Feb. 2, Papeete Feb. 12-15, Pago Pago Feb. 19-22, Apia

Feb. 23-24, Suva Feb. 27-28, Noumea Mar. 4-7, Pago Pago Mar. 11-14, arr. Los Angeles Mar. 26.

Details from General Steamship Corporation Ltd., 1 Bush St., San Francisco USA and Islands Agents.

AIRWAYS TIMETABLES**TRANS-PACIFIC SERVICES****SYDNEY - BRISBANE - HONOLULU NTH. AMERICA**

By Qantas Empire Airways, with Boeing 707 V-Jets

NORTHBOUND
Sat.: Dep. Sydney 1700, arr. Brisbane 1815, dep. 1900, arr. Honolulu 074 Sat., dep. 0900, arr. San Francisco 1540.

SOUTHBOUND
Fri.: Dep. San Francisco 1045, arr. Honolulu 1345, dep. 1445, arr. Brisbane Sat., 2015, dep. 2100, arr. Sydney 2220.

SYDNEY - FIJI - HAWAII - USA

BY QANTAS EMPIRE AIRWAYS
(Boeing 707 V-Jets)

NORTHBOUND
Wed., Thurs.: Dep. Sydney 1700, arr. Nadi 2250, dep. 2340, arr. Honolulu 0740, dep. 0900, arr. San Francisco 1540.

Tues., Thurs., Sun.: Dep. Sydney 1900 arr. Nadi 0050, dep. 0135, Honolulu San Francisco.

Mon., Wed. and Sat.: Sydney (dep. 1900), Nadi (arr. 0050, dep. 0135) Honolulu, San Francisco, New York London.

Fri.: Sydney (dep. 1900), Nadi (arr. 0050 dep. 0135), Honolulu, San Francisco (extends to Vancouver alternate weeks from Sydney (Dec. 3, 17, 31 Jan. 14, 28, Feb. 11, 25, etc.).

SOUTHBOUND
Mon., Wed. and Fri.: London, New York San Francisco, Honolulu, Nadi (arr. 0410, Wed., Fri., Sun., dep. 0455 Sydney (arr. 0700).

Tues., Thurs., Sat. and Sun.: San Francisco, Honolulu, Nadi (arr. 0410). Thurs., Sat., Mon., Tues., dep. 0455 Sydney (arr. 0700).

Sat.: San Francisco (service begins from Vancouver alternate Sats. Dec. 4, 18, Jan. 1, 15, 29, Feb. 12, 26, etc.) Honolulu, Nadi (arr. 1855, Sun., dep. 1940), Sydney (arr. 2145).

Thurs.: San Francisco, Honolulu, Nadi (arr. 1855 Fri., dep. 1940), Sydney (arr. 2145).

(International Dateline is crossed between Nadi and Honolulu.)

SYDNEY - NEW ZEALAND - FIJI - HAWAII - CANADA

BY CANADIAN PACIFIC AIRLINES
(DC8 Jets)

NORTHBOUND
Alt. Fri. (Dec. 3, 10, 24, etc.): Dep. Sydney 1300 for Auckland, arr. 1740. Fri.: Dep. Auckland 1840, arr. Nadi 2130 Fri., dep. 2230, cross International Dateline, arr. Honolulu 0640 Fri., dep. 0800 for Vancouver, arr. 1525, dep. 1655 for Calgary, Edmonton and Amsterdam.

SOUTHBOUND
Fri.: From Amsterdam, Edmonton and Calgary, arr. Vancouver 1650 Wed., dep. 1830, arr. Honolulu 2215 Wed.,

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.

dep. 2355, cross International Dateline, arr. Nadi 0415 Fri., dep. 0515 for Auckland, arr. 0810.
lt. Fri. (Dec. 3, 10, 24, etc.): Dep. Auckland 0910 for Sydney, arr. Fri. 1020.

SYDNEY - HAWAII - USA via FIJI, NZ OR AM. SAMOA

BY PAN AMERICAN AIRWAYS
(Intercontinental Jet Clippers)

NORTHBOUND

ues., Sat.: Dep. Sydney 1730 (arr. Nadi 2320, dep. 2359), Honolulu arr. Tues., Sat. 0805, dep. 1000 for Los Angeles, arr. 1655.

on.: Dep. Sydney 1730 for Pago Pago (arr. Mon. 0140, dep. 0210), Honolulu arr. 0815, dep. 1000 for Los Angeles, arr. 1655.

Thurs.: Dep. Sydney 1530 for Auckland (arr. 2010, dep. 2115) for Honolulu on Thurs. 0745, dep. 1000 for Los Angeles, arr. 1655.

SOUTHBOUND

in., Thurs.: Dep. Los Angeles 2000 for Honolulu, Nadi, arr. Tues., Sat. 0445, dep. 0530, and Sydney, arr. 0820.

at.: Dep. Los Angeles 2000 for Honolulu, Pago Pago, arr. Sun. 0440, dep. 0530, and Sydney, arr. Mon. 0820.

ies.: Dep. Los Angeles 2000 for Honolulu, Auckland, arr. Thurs. 0725, dep. 0810, for Sydney, arr. 0925.

NEW ZEALAND - TAHITI - USA

BY PAN AMERICAN AIRWAYS
(Intercontinental Jet Clippers)

on.: Dep. Los Angeles 0900 for Honolulu, dep. 1345 for Papeete, arr. 1910.

ies.: Dep. Papeete 0810 for Honolulu, arr. 1330, dep. 1500 for Los Angeles, arr. Tues. 2155.

at.: Dep. San Francisco 2200, dep. Los Angeles 2359 for Papeete, arr. Sun. 0615, dep. 0700 for Auckland, arr. Mon. 1050.

on.: Dep. Auckland 2359 for Papeete arr. Mon. 0655, dep. 0800 for Los Angeles, arr. Mon. 1755 and San Francisco, arr. 2005.

HAWAII - AM. SAMOA - TAHITI

BY PAN AMERICAN AIRWAYS
(Intercontinental Jet Clippers)

ies.: Dep. Honolulu 1000, arr. Pago Pago 1410, dep. 1500, arr. Papeete 1850.

ies.: Dep. Papeete 2100, arr. Pago Pago 2310, dep. 2359, arr. Honolulu 0605 (Wed.).

SYDNEY - FIJI - TAHITI - MEXICO

By Qantas Empire Airways with
Boeing 707 V-Jets

NORTHBOUND

Thurs.: 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).

SOUTHBOUND

(From London, Bermuda, Nassau)
at.: 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. 1325, dep. 1435 for Nadi, arr. 1720, dep. 1806 for Papeete (cross Dateline) arr. 0020, dep. 1000 for Los Angeles, arr. 1950.

Sat.: Dep. Los Angeles 0100 for Papeete, arr. 0705, dep. Sun. 0700 for Nadi (cross Dateline) arr. Mon. 0945, dep. 1030 for Noumea, arr. 1125, dep. 1240 for Sydney, arr. 1435.

Fri.: Dep. Noumea 1435 for Nadi, arr. 1720, dep. 1806 for Papeete (cross Dateline) arr. 0020, dep. 1000 for Los Angeles, arr. 1950.

Thurs.: Dep. Los Angeles 0100 for Papeete, arr. 0705, dep. Fri. 0700 for Nadi (cross Dateline) arr. Sat. 0945, dep. 1030 for Noumea, arr. 1125.

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.

SYDNEY - NEW ZEALAND - FIJI

BOAC, with Boeing 707's
NORTHBOUND

Mon., Fri.: Dep. Sydney 0900, arr. Auckland 1345, dep. 2130, arr. Nadi 0020 (Tues., Sat.).

SOUTHBOUND

Tues., Sat.: Dep. Nadi 0505, arr. Auckland 0755, dep. 0930, arr. Sydney 1035.

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
and Boeing 707's
Twice weekly, both ways.

AUCKLAND - MELBOURNE

QANTAS/AIR-NZ with Electra Mk. II's
Four times weekly, both ways.

CHRISTCHURCH - MELBOURNE

QANTAS/AIR-NZ with Electra Mk. II's
Four times weekly, both ways.

SYDNEY - AUCKLAND

QANTAS/AIR-NZ with Boeing 707's
and DC8's

Twice daily, both ways, with three services a day on some days.

BOAC, with Boeing 707's
Twice weekly, both ways.

SYDNEY - CHRISTCHURCH

QANTAS/AIR-NZ DC8's, Boeing 707's
Daily, both ways.

SYDNEY - WELLINGTON

QANTAS/AIR-NZ with Electra Mk. II's
Daily services both ways, with two services a day five 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. (Dec. 9, 23, Jan. 6, 20, Feb. 3, 17, etc.): Dep. Sydney 1100 for

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S — Sandefjord, Norway

Motor Vessels "THORSISLE" and "THOR I"

Regular Freight and Passenger Services between Pacific Coast Ports of U.S.A. and Canada
and

TAHITI — SAMOA — TONGA — FIJI — NEW CALEDONIA
NEW HEBRIDES — NEW GUINEA*

* Transhipment via Noumea.

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

1 Bush Street, San Francisco 4, California, U.S.A.

APIA—Burns Philp (South Sea) Company, Ltd.

PAPEETE—Agence Maritime Inter-nationale Tahiti.

PAGO PAGO—G. H. C. Reid & Co.
NOUMEA—Etablissements Ballande.

SYDNEY—Birt & Co. (Pty.) Ltd.

SUVA—Burns Philp (South Sea) Company, Ltd.

LAE/RABAUL—Burns Philp (New Guinea) Ltd.

PORT VILA—Comptoirs Francais des Nouvelles Hebrides.

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. (Mon. Dec. 13, 20, 27, only): Dep. Sydney 0800, arr. NI 1445. Flight extends NI-Auckland-NI. (See "Inter-Territory Services").
 Thurs., Sun. (Tues. Dec. 14, 21, 28, only): 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, dep. Sydney 2340, arr. Brisbane 0110, dep. 0155, arr. Pt. Moresby 0600, dep. 0645, arr. Lae 0730.
 Ansett-ANA: Daily, dep. Sydney 2345, arr. Brisbane 0115, dep. 0200 next day, arr. Pt. Moresby 0605, dep. 0650, arr. Lae 0735.

SOUTHBOUND

TAA: †Daily, dep. Lae 0930, arr. Pt. Moresby 1015, dep. 1055, arr. Brisbane 1445, dep. 1525, arr. Sydney 1655.
 Ansett-ANA: Daily, dep. Lae 0925, arr. Pt. Moresby 1010, dep. 1050, arr. Brisbane 1440, dep. 1520, arr. Sydney 1655.
 * Daily exc. Tues., Sun., from Dec. 26.
 † Daily exc. Mon., Wed., from Dec. 27.

QLD. - PAPUA-NEW GUINEA

TAA, with Fokker Friendship Prop-Jet
 Mon.: Dep. Brisbane 0750, arr. Townsville 1130, dep. 1330, arr. Cairns 1425, dep. 1530, arr. Pt. Moresby 1750.
 Wed.: Dep. Pt. Moresby 1445, arr. Cairns 1705, dep. 1800, arr. Townsville 1855.

CAIRNS-PT. MORESBY-CAIRNS Ansett-ANA with Fokker Friendship Prop-Jet

Fri.: Dep. Cairns 1330, arr. Pt. Moresby 1545.
 Fri.: Dep. Pt. Moresby 1630, arr. Cairns 1845, dep. 1930, arr. Townsville 2025.

INTER - TERRITORY SERVICES

FIJI - GILBERT & ELLICE ISLANDS

Fiji Airways Ltd., with Heron Aircraft
 Sun.: Dep. Suva 0745, arr. Nadi 0825, dep. 0910, Funafuti, arr. 1305. Mon., dep. Funafuti 0700, Tarawa, arr. 1140.
 Tues.: Dep. Tarawa 0630, Funafuti, arr. 1130, dep. 1230, Nadi, arr. 1625, dep. 1655, Suva, arr. 1735.

FIJI - NEW HEBRIDES - BSI

Fiji Airways Ltd., with Heron Aircraft
 Mon., Thurs.: Dep. Suva 0900, Nadi, arr. 0940, dep. 1025, Vila, arr. 1300. Next day (Tues. or Fri.) dep. Vila 0900, Santo, arr. 1015, dep. 1045, Honiara, arr. 1440.

Wed., Sat.: Dep. Honiara 0630, Santo, arr. 1025, dep. 1055, Vila, arr. 1205, dep. 1235, Nadi, arr. 1705, dep. 1735, Suva, arr. 1815.

FIJI - NEW ZEALAND

Air-NZ, with Electra Mk. II's

Daily: Dep. Auckland 2130, arr. Nadi 0020.
 Daily (except Mon., Wed.): Dep. Nadi 0505, arr. Auckland 0755.
 Mon.: Dep. Nadi 0830, arr. Auckland 1250.
 Mon., Fri., flights ex-Auckland and Tues., Sat. flights ex-Nadi are operated by BOAC.

FIJI - TONGA

Fiji Airways Ltd., with DC3 Aircraft
 Tues., Thurs.: Dep. Nadi 0615, arr. Suva 0700, dep. 0800, arr. Nukualofa 1215. Dep. Nukualofa 1300, arr. Suva 1515, dep. 1600, arr. Nadi 1645.
 Details from Fiji Airways Ltd., Victoria Arcade, Suva.

FIJI - WESTERN SAMOA

Fiji Airways Ltd., with Heron Aircraft
 Sat.: Dep. Nadi 0615, arr. Suva 0700, dep. 0800, cross Dateline, arr. Apia Fri. 1310.

Fri.: Dep. Apia 1450, cross Dateline, at Suva Sat. 1800, dep. Sat. 1830, at Nadi 1915.

NEW CALEDONIA - NEW HEBRIDES

UTA, with DC4 Aircraft
 Tues.: Dep. Noumea 0800, arr. Vila 095 dep. Vila 1505, arr. Noumea 1700.
 Thurs.: Dep. Noumea 0800, arr. Vila 095 dep. 1025, arr. Santo 1140.
 Fri.: Dep. Santo 0700, arr. Vila 081 dep. 0845, arr. Noumea 1040.

NEW CALEDONIA - NZ

AIR-NZ with Electra Aircraft
 Fri.: Dep. Noumea 1430 for Auckland arr. 1815.
 Fri.: Dep. Auckland 1100 for Noumea, arr. 1300.

NEW CALEDONIA - WALLIS ISLAND

UTA, with DC4 Aircraft
 Monthly service (second Saturday)
 Sat. (Dec. 11, Jan. 8): Dep. Noumea 0800 for Wallis Is., arr. 1530.
 Monthly service (following Monday)
 Mon. (Dec. 13, Jan. 10): Dep. Wallis I 1000 for Noumea, arr. 1530.

NZ - FIJI - AM. SAMOA

AIR-NZ with DC8
 Sun.: Dep. Auckland 2130, arr. Nadi 0001 Mon. Dep. Nadi 0200, cross International Dateline, arr. Pago Pago Sun. 0445.
 Sun.: Dep. Pago Pago 0615, cross International Dateline, arr. Nadi Mon. 071 Dep. Nadi 0830, arr. Auckland 1170.

NZ - FIJI - HAWAII - USA

AIR-NZ with DC8's
 From Dec. 24
 Tues., Sat.: Dep. Auckland 1015, arr. Nadi 1305, dep. Nadi 1400, cross International Dateline, arr. Honolulu Mon. Wed. 2200, dep. Honolulu 2330, arr. Los Angeles Tues., Sat. 0625.
 Tues., Sat.: Dep. Los Angeles 0930, arr. Honolulu 1245, dep. Honolulu 1400 cross International Dateline, arr. Nadi Wed., Sun. 1810, dep. Nadi 1900, arr. Auckland 2150.

NORFOLK IS. - NEW ZEALAND

AIR-NZ by Qantas Skymaster (Charter)
 Sat.: Dep. NI 1600, Auckland, arr. 1945
 Wed.: Dep. NI 1600, arr. Auckland 1945
 Sun.: Dep. Auckland 1030, arr. NI 1330
 Thurs.: Dep. Auckland 1030, arr. NI 1330

P-NG - SOLOMONS

TAA, with Fokker Prop-Jet and DC3
 Alt. Mon.: Dep. Lae (DC3) 0600 for Rabaul, Buka, Munda, Yandina Honiara, arr. 1620 (Dec. 13, 27, Jan. 10, 24, etc.).
 Alt. Wed.: Dep. Honiara (DC3) 0730 for Yandina, Munda, Buka, Rabaul, Lae arr. 1545 (Dec. 1, 15, 29, Jan. 12, 26 etc.).
 Tues.: Dep. Lae (Fokker) 0900 for Rabaul, Buka, Munda, Honiara, arr. 1635, call Yandina alt. Tues., arr. Honiara 1705
 Alt. Wed.: Dep. Honiara (Fokker) 0645 for Munda, Buka, Rabaul, Lae, arr. 1200 (Dec. 8, 22, Jan. 5, 19, etc.).

P-NG - WEST NG

TAA, with DC3 Aircraft
 Alt. Tues. (Dec. 7, 21, Jan. 4, 18 etc.): Dep. Lae 1000 for Madang Wewak, Sukarnapura, arr. 1350.
 Alt. Wed. (Dec. 8, 22, Jan. 5, 19 etc.): Dep. Sukarnapura 1005 for Wewak, Madang, Lae, arr. 1605.
 Alt. Wed. (Dec. 1, 15, 29, Jan. 12, 26 etc.): Dep. Lae 0915, Sukarnapura, arr. 1210.

FIJI DIRECT SERVICE

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 (SOUTH SEA) CO. LTD.
 Suva

2. Tues. (Dec. 14, 28, Jan. 11, 26, etc.): Dep. Sukarnapura 0935, arr. Lae 1320.

BLAK (WEST NG)-LAKE

Garuda Indonesian Airways (DC3)
Tues. (Dec. 14, 28, Jan. 11, 25, etc.): Dep. Blak 1815, Sukarnapura, arr. 0925, dep. 0935, arr. Lae 1320.
Wed. (Dec. 1, 15, 29, Jan. 12, 26, etc.): Dep. Lae 0915, arr. Sukarnapura 1210, dep. 1300, arr. Blak 1510.

TAHITI - HONOLULU

UTA-French Airlines with DC8 Jets
t.: Dep. Papeete 1000, arr. Honolulu 1530, dep. Sat. 1700, arr. Papeete 2240.

TAHITI - USA

UTA-French Airlines with DC8 Jets
ed.: Dep. Papeete 1000, arr. Los Angeles 1950, dep. Thurs. 0100, arr. Papeete 0705.
t.: Dep. Papeete 1000, arr. Los Angeles 1950, dep. Sat. 0100, arr. Papeete 0705.

PA, with Intercontinental 707's
n.: Dep. Los Angeles 0900, dep. Honolulu 1345, arr. Papeete 1910.
es.: Dep. Papeete 0810, arr. Honolulu 1330, dep. 1500, arr. Los Angeles 2155, t.: Dep. San Francisco 2200, dep. Los Angeles 2359, arr. Papeete 0615 Sun.
n.: Dep. Papeete 0845, arr. Los Angeles Mon. 1840, arr. San Francisco Mon. 2050.

W. SAMOA - AM. SAMOA

Polynesian Airlines Ltd., with DC3 Aircraft
n.: Dep. Apia 0415, 0445, 0730, 1700; Mon.-Sat. incl.: 0800, 1700.
n.: Dep. Pago Pago 0545, 0615, 0845, 1815; Mon.-Sat. incl.: 0915, 1815.

W. SAMOA - COOK ISLANDS

Polynesian Airlines Ltd., with DC3
n.: Dep. Apia 1030, arr. Rarotonga 1650 (direct).
t.: Dep. Apia 0830, arr. Aitutaki 1415, dep. 1445, arr. Rarotonga 1550.
n.: Sat.: Dep. Rarotonga 0900, arr. Aitutaki 1005, dep. 1045, arr. Apia 1530.

W. SAMOA - FIJI

Polynesian Airlines Ltd., with DC3
es.: Dep. Apia 1400, arr. Nadi Wed. 1730.
urs.: Dep. Apia 1130, arr. Nadi Fri. 1445.
urs.: Dep. Nadi 0900, arr. Apia Wed. 1430.
t.: Dep. Nadi 0200, arr. Apia Fri. 0730.

W. SAMOA - TONGA

Polynesian Airlines Ltd., with DC3
n.: Dep. Apia 0800, arr. Mon. 1115.
n.: Dep. Tonga 1215, arr. Sun. 1530.

INTERNAL SERVICES

FIJI

Fiji Airways with Herons, Drovers, and DC3s
va-Nadi-Suva: Daily.
va-Ura-Suva: Wed., Sun.
va-Labasa-Suva: Mon., Wed., Thurs.
va-Savusavu-Matei-Suva: Mon., Fri.
va-Matei-Savusavu-Suva: Mon.
va-Labasa-Matei-Labasa-Suva: Tues., Fri.
va - Labasa - Savusavu - Labasa - Suva: Sat.
va - Savusavu - Labasa - Savusavu - Suva: Tues., Thurs., Sun.
Details from Fiji Airways Ltd., Victoria Cade, Suva.

FRENCH POLYNESIA

RAI with DC4 and Bermuda Aircraft
Papeete-Moorea-Papeete: Mon., Thurs., Sat.
Papeete - Raiatea - Bora Bora: Mon., Tues., Wed., Fri., Sat., Sun.
Papeete - Huahine - Raiatea - Bora Bora: Thurs.
Bora Bora - Raiatea - Papeete: Mon., Tues., Wed., Sat., Sun.
Bora Bora - Raiatea - Huahine - Moorea - Papeete: Thurs.
Bora Bora-Rangiroa-Papeete: Fri.
Details from RAI, Quai Bir Hakeim, Papeete, or any UTA office.

NEW CALEDONIA

TRANSPAC, with Heron and/or Aztec
Noumea-Mare-Noumea: Mon., Tues., Fri.
Noumea-Lifou-Noumea: Tues., Wed., Fri., Sat.
Noumea-Ouvea-Noumea: Mon., Thurs., Sat.
Noumea-Isle of Pines-Noumea: Daily.
Noumea - Houailou - Poindimie - Houailou-Noumea: Sat., Sun.
Noumea - Kone - Koumac - Kone - Noumea: Mon., Wed., Fri.
Noumea - Kouaoua - Houailou - Kouaoua-Noumea: Daily except Sun.
Noumea - Poindimie - Hienghene - Poindimie-Noumea: Daily except Sun.
Noumea-Tontouta-Noumea: Mon., Wed., Thurs., Fri., Sat., connecting with UTA, Qantas and Air New Zealand flights.

NEW HEBRIDES

New Hebrides Airways, with Drovers
VILA-SOUTHERN ISLANDS
Vila-Lenakel-Vila: Mon., Fri.
Vila - Erromanga* - Lenakel - Erromanga*-Vila: Wed.
Lenakel-Aneltyum-Lenakel: Alt. Fri. (Nov. 12, 26, etc.).
Lenakel-Futuna: Fri. (monthly).

VILA-NORTHERN ISLANDS

Vila-Tongoa-Santo-Tongoa-Vila: Tues.
Vila - Tongoa - Lonore* - Sara* - Longana-Walaha-Santo: Wed.
Santo - Walaha - Longana - Sara* - Longana-Walaha*-Santo: Thurs.
Vila-Tongoa-Vila: Sat.
(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

Operated by TAA
LAKE-RABAUL-LAKE (Fokker Prop-Jet and DC3)
Mon., Tues., Wed.: Lae-Rabaul.
Mon., Wed.: Rabaul-Lae.

PORT MORESBY-DARU (Beechcraft and Catalina)

Sat. (Beechcraft): Pt. Moresby - Daru - Balimo-Pt. Moresby.
Thurs. (every alt. week, by Catalina Dec. 2, 16, 30, Jan. 13, 27, etc.): Pt. Moresby-Daru.
Thurs. (Every fourth week, by Catalina Dec. 2, 30, Jan. 28, etc.): Daru-Pt. Moresby.
Fri. (every 4th week, by Catalina Dec. 17, Jan. 14, etc.): Daru-Pt. Moresby.

PT. MORESBY-WEST PAPUA (Catalina)

Wed.: Pt. Moresby - Kerema - Baimuru - Kikori-Baimuru (on request)-Kerema-Pt. Moresby. Reservations beyond Kerema subject to administration requirements.
Thurs. (every 4th week): Pt. Moresby-Daru-Lake Murray-Daru (Dec. 16, Jan. 13, etc.).

PT. MORESBY-EAST PAPUA (Catalina and Beechcraft)

Mon.: Pt. Moresby-Samarai returns Pt. Moresby, calls at Esa'ala alt. Mon. Dec. 13, 27, Jan. 10, 24, etc.).
Alt Mon.: Pt. Moresby - Samarai - Pt. Moresby (Dec. 6, 20, Jan. 3, 17, 31, etc.).
Wed.: Pt. Moresby - Gurney - Misima - Gurney-Pt. Moresby.

LAKE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)
Mon., Thurs.: Lae - Madang - Wewak - Manus-Kavieng-Rabaul.
Mon.: Rabaul-Kavieng-Manus-Wewak.
Sat., Tues.: Lae-Madang-Wewak.
Sat.: Wewak-Lae.
Sun., Tues.: Wewak-Madang-Lae.
Wed., Fri.: Kavieng-Rabaul.
Tues., Thurs.: Rabaul-Kavieng.

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Honiara	96 4 0	192 8 0
Norfolk Is.	27 10 0	52 5 0
Lord Howe	18 10 0	37 0 0
Nadi	85 9 0	162 8 0
Auckland	54 10 0	103 11 0
Christchurch	54 10 0	103 11 0
Wellington	54 10 0	103 11 0
Pago Pago	121 4 0	230 6 0
Papeete	181 5 0	344 8 0
Honolulu	267 14 0	508 13 0
San Francisco	332 0 0	630 16 0
Vancouver	332 0 0	630 16 0

FROM AUCKLAND (NZ currency) TO—

	£ s. d.	£ s. d.
Nadi	43 0 0	81 14 0
Norfolk Is.	20 15 0	39 9 0
Papeete	114 10 0	217 11 0
Noumea	45 10 0	86 9 0

FROM SUVA (Sterling) TO—

	£ s. d.	£ s. d.
Nadi	5 5 0	10 10 0
Nukualofa	16 13 0	31 13 0
Apia	22 10 0	42 15 0
Vila	35 19 0	68 7 0
Santo	44 2 0	83 6 0
Honiara	78 2 0	148 8 0
Funafuti	40 0 0	76 0 0
Tarawa	84 8 0	160 8 0

FROM NADI (Fiji Currency) TO—

	£ s. d.	£ s. d.
Pago Pago	31 15 0	60 7 0
Noumea	35 11 0	67 11 0
Papeete	87 5 0	165 16 0

Fares quoted are First Class.

CENTRAL HIGHLANDS (DC3)

Mon.: Madang - Baiyer R. - Hagen - Banz-Minj-Goroka-Lae.
 Tues.: Lae - Goroka - Minj - Banz - Mt. Hagen - Baiyer R. - Madang.
 Wed.: Madang - Wabag - Hagen - Banz - Minj-Goroka-Lae.
 Fri.: Lae-Goroka-Madang-Wewak.
 Sat., Sun.: Madang-Goroka-Lae.
 Thurs.: Lae - Goroka - Minj - Banz - Hagen-Wabag-Madang.
 Sat.: Mt. Hagen-Banz (opt.)-Lae.
 Sat.: Lae-Goroka-Madang.
 Tues.: Mt. Hagen-Goroka-Lae.
 Sun.: Lae - Goroka - Minj - Banz - Mt. Hagen-Madang.

PT. MORESBY-POPONDETTA-LAE (Beechcraft)

Sun.: Pt. Moresby-Kokoda (opt.)-Popondetta-Garaina-Lae.
 Sun.: Lae - Garaina - Popondetta - Kokoda (opt.)-Pt. Moresby.

PT. MORESBY-WAU-BULOLO-LAE (DC3)

Thurs., Sun.: Pt. Moresby - Wau - Bulolo - Lae.
 Thurs., Sun.: Lae - Wau - Bulolo - Pt. Moresby.

MADANG-GOROKA-LAE (DC3)

Tues.: Lae - Goroka - Minj - Banz - Hagen - Baiyer R. - Madang.
 Mon.: Madang - Baiyer R. - Hagen - Banz-Minj-Goroka-Lae.
 Sat., Sun.: Madang-Goroka-Lae.
 Sat.: Lae-Goroka-Madang.

PT. MORESBY-GOROKA-MADANG (DC3)

Fri., Sat., Tues., Thurs.: Madang-Goroka-Pt. Moresby-Goroka-Madang.

LAKE-RABAU-LAE (DC3)

Tues., Thurs., Fri., Sat., Sun.: Lae-Rabaul.
 Fri., Sat., Sun., Tues., Thurs.: Rabaul-Lae.
 Thurs.: Lae - Finschhafen - Cape

Gloucester - Talasea - Hoskins - Jacquinot Bay-Rabaul.
 Sat.: Rabaul - Jacquinot Bay - Hoskins - Talasea - Kandrian - Cape Gloucester - Finschhafen-Lae.

LAKE-FINSCHHAFFEN-LAE (DC3)

Tues.: Lae-Finschhafen-Lae.

RABAU-BUIN-RABAU (DC3)

Mon., Wed., Fri.: Rabaul - Buka - Wakunai - Kieta - Buin - Kieta - Buka-Rabaul.

RABAU-TALASEA-RABAU (DC3)

Mon.: Rabaul - Jacquinot Bay - Hoskins - Talasea-Hoskins-Rabaul.
 Tues.: Rabaul-Hoskins-Talasea.
 Sun.: Talasea-Hoskins-Rabaul.
 Thurs.: Talasea - Hoskins - Jacquinot Bay-Rabaul.

Operated by

Papuan Airlines Pty. Ltd. ("Patair")

Mon.: Dep. (DC3) Pt. Moresby-Pondondetta-Kokoda-Pt. Moresby.
 (Piaggio) Pt. Moresby-Rorona (opt.)-Aroa (opt.)-Kairuku (opt.)-Bereina-Woitape - Tapini - Bereina - Kairuku (opt.)-Aroa (opt.)-Rorona (opt.)-Pt. Moresby.

(Piaggio) Pt. Moresby - Tapini - Woitape (opt.)-Pt. Moresby.

Tues.: (DC3) Pt. Moresby - Popondetta - Kokoda-Pt. Moresby.

(DC) Pt. Moresby - Daru - Balimo - Daru-Pt. Moresby.

(Piaggio) Pt. Moresby-Cape Rodney-Paili (opt.)-Pt. Moresby.

(Piaggio) Pt. Moresby - Woitape - Tapini-Pt. Moresby.

(Piaggio) Pt. Moresby-Rorona (opt.)-Aroa (opt.) - Kairuku - Bereina - Pt. Moresby.

(DC3) Pt. Moresby-Mt. Hagen-Pt. Moresby.

Wed.: (DC3) Pt. Moresby - Kokoda - Popondetta-Pt. Moresby.

(Piaggio) Pt. Moresby - Tapini - Woitape-Pt. Moresby.

(Piaggio) Pt. Moresby-Rorona-Aroa-Kairuku-Pt. Moresby.

(DC3) Pt. Moresby - Bereina - Pt. Moresby.

Thurs. (Piaggio): Pt. Moresby - Woitape - Tapini-Pt. Moresby.

(Piaggio) Pt. Moresby-Rorona (opt.)-Aroa (opt.) - Kairuku - Bereina - Kairuku (opt.)-Pt. Moresby.

Alt. Thurs. (Dec. 2, 16, 30, Jan. 13, 27, etc.): (DC3) Pt. Moresby-Popondetta-Wanigela - Vivigani - Losuia - Popondetta-Pt. Moresby.

(Dec. 9, 23, Jan. 6, 20, etc.): (DC3) Pt. Moresby-Popondetta-Pt. Moresby.

Fri.: (DC3) Pt. Moresby - Popondetta - Pt. Moresby.

(DC3) Pt. Moresby - Gurney - Pt. Moresby.

(Piaggio) Pt. Moresby-Cape Rodney-Paili-Pt. Moresby.

(Piaggio) Pt. Moresby - Tapini - Woitape-Pt. Moresby.

(Piaggio) Pt. Moresby-Rorona-Aroa-Kairuku-Pt. Moresby.

(DC3) Pt. Moresby - Bereina - Pt. Moresby.

Sat.: (DC3) Pt. Moresby - Popondetta - Kokoda-Pt. Moresby 1010.

(Piaggio) Pt. Moresby - Woitape - Tapini-Pt. Moresby.

Operated by Ansett-MAL (with DC3's and Piaggios)

Mon.: Rabaul-Lae-Rabaul.
 Madang-Lae.
 Lae-Goroka-Madang.
 Goroka-Lae-Wau-Pt. Moresby.
 Pt. Moresby - Bulolo - Lae - Goroka - Mt. Hagen-Madang.
 Lae-Wewak-Vanimo-Wewak.
 Madang-Momote-Kavieng-Rabaul.
 Lae-Kainantu-Goroka-Mt. Hagen.
 Mt. Hagen-Madang.

Mt. Hagen-Kainantu-Lae.
 Mt. Hagen-Wapenamanda-Wabag.

Tues.: Rabaul-Lae-Rabaul.
 Wewak-Madang-Lae-Madang-Wewak.

Lae-Goroka-Madang.
 Rabaul - Kavieng - Momote - Wewak.

Madang-Goroka-Lae.
 Madang - Mt. Hagen - Banz - Minj.

Goroka.
 Mt. Hagen - Erave - Kagua - Ialibu.

Mt. Hagen.
 Mt. Hagen-Kainantu-Lae-Mt. Hagen.

Wewak - Lumi - Nuku - Wewak.
 Hayfield-Yangoru-Wewak.

Wewak-Telefomin-Wewak.
 Mt. Hagen-Mendi-Mt. Hagen.

Wed.: Rabaul-Lae-Rabaul.
 Lae-Madang-Wewak.

Madang-Lae.
 Lae-Goroka-Madang.

Lae - Goroka - Madang - Wewak.
 Momote-Kavieng-Rabaul.

Goroka - Lae - Wau - Bulolo - P.
 Moresby - Bulolo - Lae - Goroka.

Madang.
 Wewak-Lae.

Mt. Hagen - Kainantu - Lae - M.
 Hagen.

Mt. Hagen-Mendi-Mt. Hagen.
 Mt. Hagen - Wapenamanda - Wabag.

Mt. Hagen.
 Thurs.: Rabaul - Kavieng - Momote.

Wewak-Madang-Goroka-Lae.
 Madang - Goroka - Wau - P.

Moresby-Wau-Goroka.
 Wewak-Aitape-Dagua-Wewak.

Wewak-Vanimo-Wewak.
 Wewak-Angoram-Wewak.

Wewak-Ambunti-Wewak.
 Fri.: Rabaul-Lae-Rabaul.

Madang-Lae.
 Lae - Goroka - Madang - Wewak.

Momote-Kavieng-Rabaul.
 Goroka - Lae - Wau - Pt. Moresby.

Bulolo-Lae-Goroka.
 Wewak - Lae - Goroka - Minj - Banz.

Mt. Hagen.
 Madang - Mt. Hagen - Banz - Minj.

Goroka-Madang.
 Mt. Hagen-Pt. Moresby.

Mt. Hagen - Erave - Kagua - Ialibu.
 Mt. Hagen.

Mt. Hagen-Tari-Mt. Hagen.
 Lae - Kainantu - Goroka - Mt.

Hagen - Wapenamanda - Wabag.
 Mt. Hagen.

Mt. Hagen-Kainantu-Lae.
 Lae - Madang - Wewak - Vanimo.

Wewak.
 Rabaul-Kavieng-Rabaul.

Mt. Hagen-Mendi-Mt. Hagen.
 Sat.: Rabaul-Lae-Rabaul.

Wewak-Madang-Lae-Madang.
 Rabaul - Kavieng - Momote - Wewak.

Madang-Goroka-Lae.
 Goroka-Lae-Goroka.

Pt. Moresby-Mt. Hagen.
 Lae - Mt. Hagen-Mendi-Mt. Hagen.

Mt. Hagen-Goroka-Mt. Hagen.
 Lae-Bulolo-Lae.

SOLOMON ISLANDS

Megapode Airways with a Dove
 DH104 Mk. VI

(Note: Fokker week and DC3 week refer to TAA services from Papua-New Guinea. See timetable under Inter-Territory Services.)

Honiara-Auki (Malaita)-Honiara: Tues.
 Honiara-Yandina (Russell Is.)-Honiara:

Tues., Thurs. (in Fokker week).
 Honiara-Kira Kira-Honiara: Wed. (DC3

week).
 Honiara-Munda (New Georgia)-Barakoma

(Vella Lavella)-Munda-Honiara: Fri.
 (in Fokker week).

Honiara - Yandina - Munda - Barakoma - Munda-Yandina-Honiara: Fri. (in DC3

week).
 Details from Megapode Airways, PO

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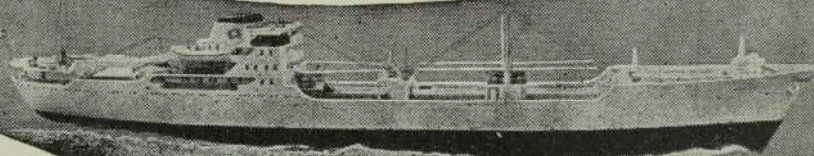
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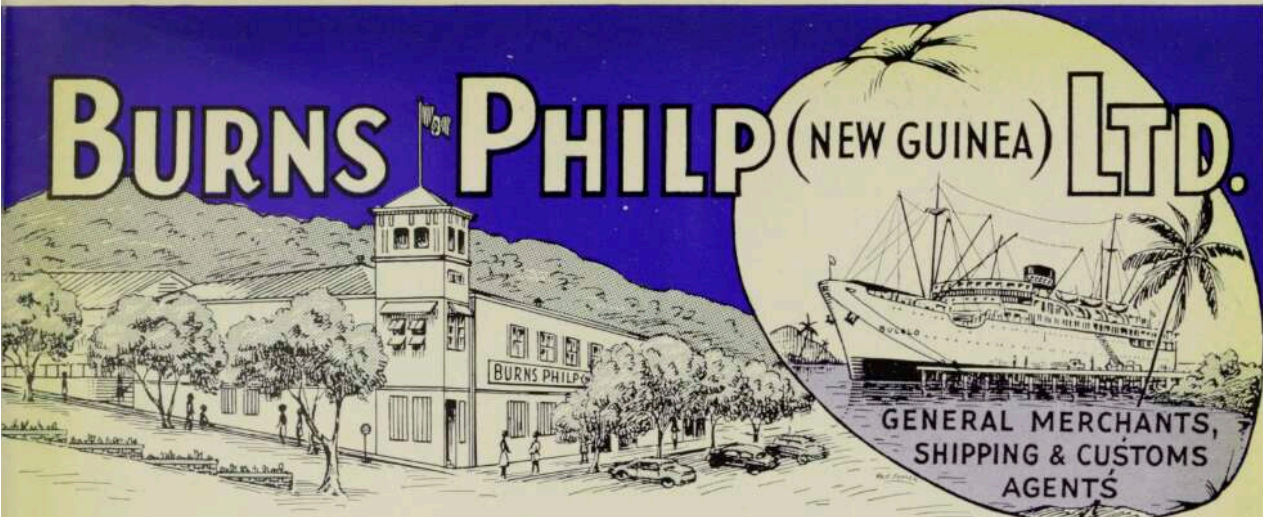
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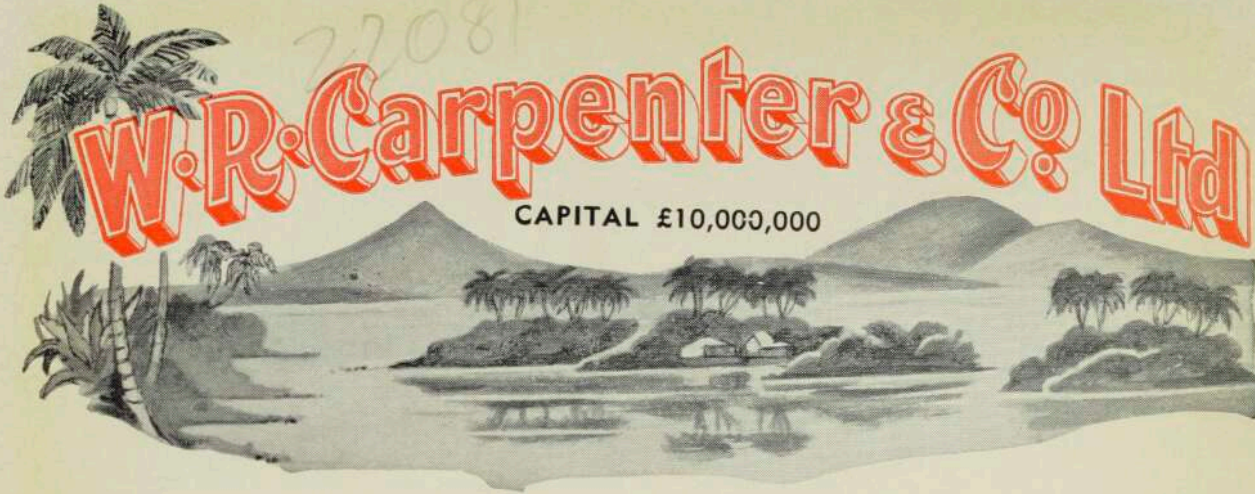
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