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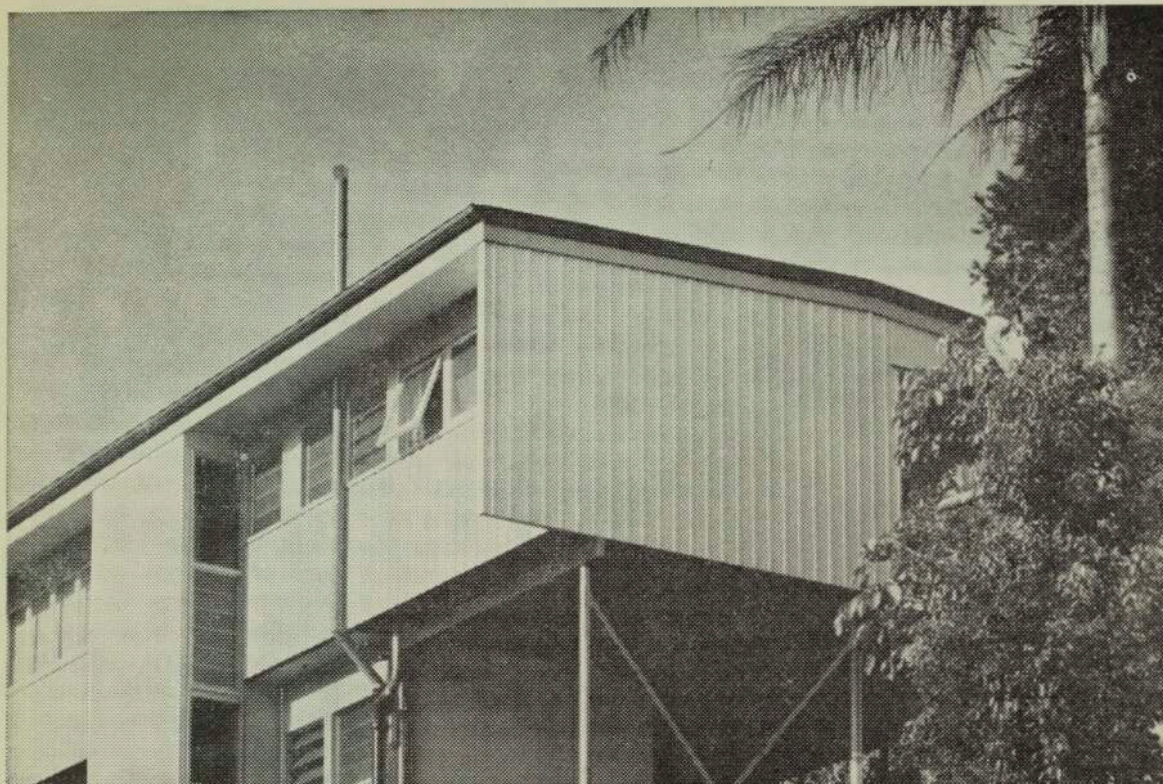


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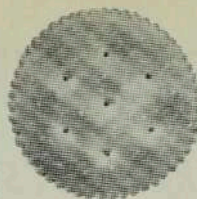
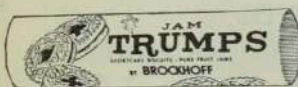
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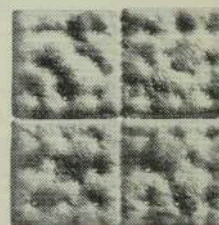
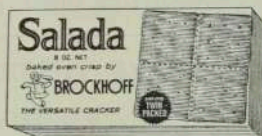
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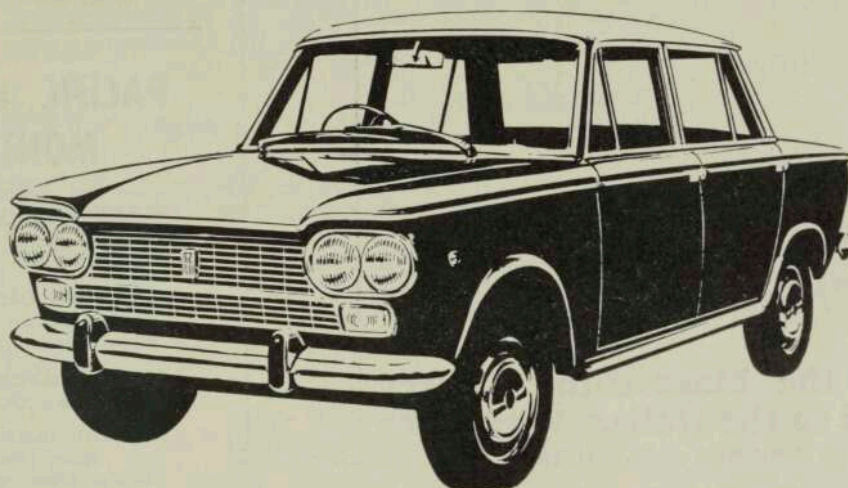
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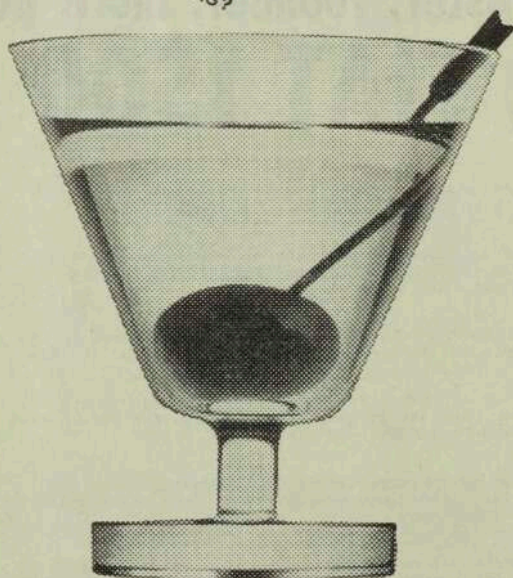
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OUR COVER: King Taufa'ahau Topou IV, first king on the Tongan throne in almost 50 years, is a modern man—who does not mind being seen carrying a Japanese transistor radio. Educated in Sydney, he holds a law degree from Sydney University. For a comment on how he may fill his new role, see p. 6.

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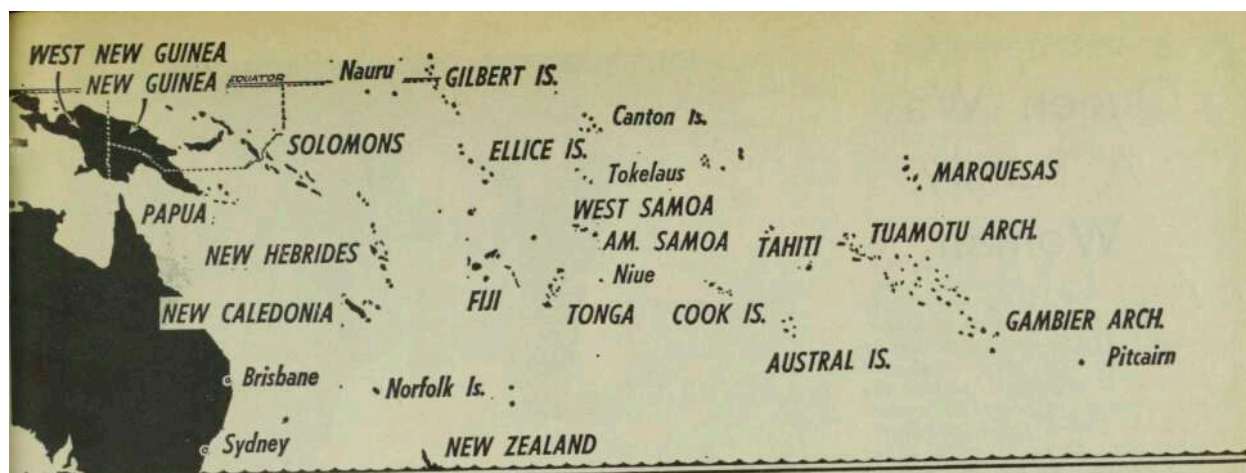
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Queen Was A Family Woman

THIS is one of the last family group pictures with Queen Salote, who was a warm family woman as well as a regal and beloved monarch. It shows the key figures in current events. With the Queen, from left, is her elder son, Tungi, Tungi's eldest son, Prince Taufa'ahau, Salote's younger son, Prince Tu'ipelehake, and Prince Aho'eitu, another of Tungi's sons.

Tungi is now king, Prince Taufa'ahau becomes heir to the throne (and will probably take his father's old title of Tungi) and Tu'ipelehake is Acting Premier, and will undoubtedly be confirmed in the post. There are other grandchildren not in the picture.

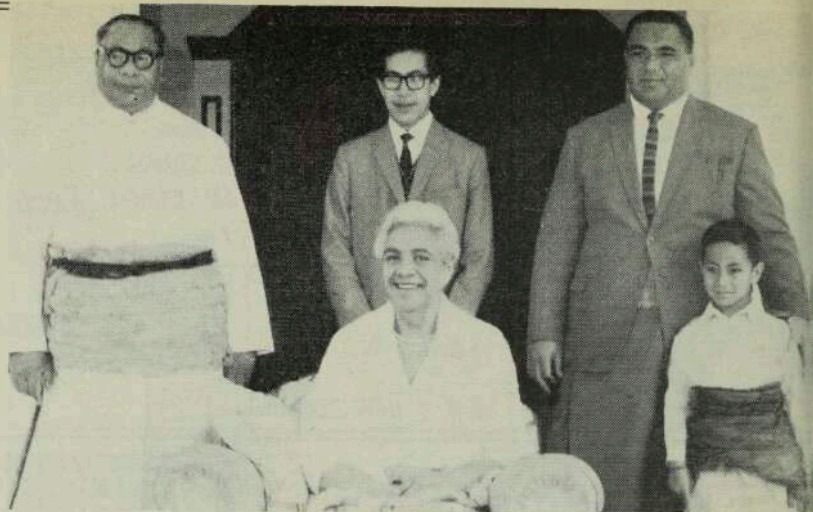
Salote had three sons, but the second eldest, Prince Uiliami Tuku'aho died from a heart ailment in 1936, aged 16.

Salote was born Princess Salote Mafile'o Pilolevu, at the palace on March 13, 1900, the child of Queen Lavinia Veiongo and King George II. She was educated in New Zealand, married Tungi (Uiliami Tupoulahi) in 1917 and ascended the throne on April 5, 1918, as Queen Salote Tupou III, upon the death of her father. She was then 18. The coronation was in September, 1918.

Her husband was Prince Regent and later also Premier until his death in 1941, and their elder son later took the title of Tungi.

Queen Salote was given a number of high British honours during her long reign. In 1932 she was made a Dame Commander of the Order of the British Empire. She received the GBE (Dame Grand Cross of the British Empire) in 1945 and was decorated Dame Grand Cross of the Victorian Order in 1953.

Last November, just before she flew to New Zealand, the Queen was created Dame Grand Cross of the Order of St. Michael and St. George—the first woman to receive the distinction.



SOUTH PACIFIC MOURNS DEATH OF QUEEN SALOTE

From "PIM" Correspondents in Nukualofa and Auckland

It is hardly surprising that Queen Salote is being missed in Tonga this Christmas. Most of Tonga's 70,000 people cannot remember the time when Salote was not on the throne, and her death in Auckland on December 16, and her subsequent impressive burial in Tonga's bleak Royal Tombs, have left them stunned.

SALOTE's death at 65 brought to an end a reign lasting 47 years and eight months, which was six months longer than that of Tonga's King George I. She had, as the Rev. Athol R. Penn said during her memorial service in Auckland, "almost come to be regarded as queen of all the Pacific peoples".

The seriousness of the Queen's illness was not made known officially, and most Tongans were not prepared for her death. But the end came far more quickly than was expected by even those closest to her.

For years she had suffered from diabetes, but then came complications, including cancer, and she had lost seven stone in recent months. She was flown to Auckland for treatment on November 4 by an RAF aircraft, accompanied by Prince Tu'ipelehake, Deputy Premier and younger son.

Although in the last 18 months she had taken little part in official functions—she did not open or close the Tongan Parliament for instance—Queen Salote didn't live in seclusion. She was always available

to subjects seeking counsel, and before her departure for NZ in November each local village, in turn, took breakfast at the palace with the Queen to wish her a speedy return. Children and villagers lined the whole route to the airport the day of her departure for what they now know to have been their last look at their beloved Queen.

At her Auckland residence, Atalanga, on Sunday, December 12, it was found she had difficulty breathing and she was rushed to Aotea Hospital with chest complications. Prince Tu'ipelehake phoned his brother, Tungi, the Prince Regent, in Nukualofa.

The next day Tonga's radio station ZCO broadcast the first communication about the Queen's condition and on Tuesday Prince Tungi left on the first stage of a flight to Auckland via Fiji. Because of an aircraft delay he reached Auckland in the early hours of Thursday morning—two hours too late. Queen Salote had died in a coma about 12.15 that morning.

Tu'ipelehake was among those at her bedside.

Salote's personal chaplain, Rev. Lepa Kupu, told Tungi of his mother's death in a car between the airport and the hospital.

In Nukualofa later that morning Acting Premier Mahe 'Uli'uli Tupouniua officially announced the Queen's death and proclaimed that Prince Tungi had become "the only lawful and rightful heir to the throne, by the Grace of God, King of the Kingdom of Tonga" and beseeched God to bless King Taufa'ahau Tupou IV "with long and happy years to reign over us".

Black Cloth Everywhere

Tonga plunged into official mourning for the Queen for six months, and soon the Kingdom had exhausted its supplies of black cloth and more was hurriedly brought from Fiji. Black was even draped from coconut palms. People began to descend on Nukualofa from the outer islands. Messages flooded in from all over the world.

In Auckland, where there is a large Tongan colony, the Queen's body was removed to Government House, where it lay in state from December 17 to 20 as thousands of Aucklanders filed silently past.

On Saturday, December 18, King Taufa'ahau flew home by RNZAF Hercules to be greeted by his people for the first time as their ruler. There was a gathering of officials and dignitaries at the airport, and the police band played the Tongan National Anthem before King

Taufa'ahau and Queen Halaevalu Mata'aho entered their car.

Later at the old wooden palace (as Premier he had at one time wanted to replace it with a newer model, but Queen Salote wanted no change) King Taufa'ahau received individual declarations of allegiance from Tonga's traditional group of nobles—men who still hold power in the Kingdom.

Following a State procession from Government House, Auckland, on December 20, Queen Salote's body was flown to Nukualofa by the RNZAF, accompanied by Prince Tu'ipelehake and other members of the royal family, and nobles. They included the new heir to the throne, young Crown Prince Taufa'ahau, who had flown out from school in England.

It was a sad home-coming. The remarkable Queen Salote had been idolised in her life-time.

From the airport gates to the aircraft there was a 200-yd length of tapa, with villagers seated each side of it. A colour party of members of the Tonga Defence Force, with distinctive hats turned up on the side, like the Australian Army slouch hat, carried the Queen's coffin to a funeral car and the procession slowly moved off for the 14-mile drive to the palace.

The whole route was lined with

schoolchildren sitting with bowed heads. Most had waited for up to three hours yet they sat in silent respect in the sun without complaint—a remarkable demonstration.

Villagers sat on the roadside behind the children, and as the procession reached Nukualofa there was nothing but a great sea of faces. The utter silence during this 14 mile drive was an impressive, almost awe-inspiring tribute to the dead Queen.

A 21-gun salute was fired as the Queen's body was laid in state at the Royal Chapel, adjoining the palace on the foreshores. That night flickering flames from a hundred fires outside the palace walls marked the great Tongan vigil before the funeral on December 23.

50,000 In Nukualofa

Soon an estimated 50,000 people of Tonga's total of 70,000 had come to Nukualofa to pay homage. The huge problem of logistics was overcome the traditional way, with the people bringing food as gifts. The King technically accepts responsibility for their welfare, but the people themselves arranged for their own shelter and for the distribution and correct apportioning of the great quantities of food required for this great multitude.

Meanwhile, special aircraft and shipping brought in leaders from all

This was the impressive sight in Nukualofa in December as Queen Salote's body was taken to its resting place on the shoulders of 200 stalwart Tongan men. Also on the huge black-draped bier were two high chiefs. On the left are members of the Tonga Defence Force.



over the Pacific, including the NZ Governor-General, Sir Bernard Fergusson, and Prime Minister, Mr. Holyoake, and Heads of State, Governors, Premiers and other leaders from virtually every South Pacific group. Nukualofa was soon bursting at the seams.

For three days the Queen lay in state in the Royal Chapel. Outside the palace walls the various villages and islands within the Group were represented, each erecting a small cross engraved with the name of the village or island concerned, in front of which the small fires were kept burning all night with faggots of dried coconut leaves.

When the time came to bury the monarch the final 30 minutes were witnessed by only six people—the royal undertakers.

A large tapa screen placed around the tomb blocked the view of the mourners as the coffin was placed in the vault, and the vault sealed.

Despite the fact the kingdom was experiencing a severe drought, the funeral day produced overcast skies and a few brief showers—in keeping with Tongan tradition that the skies must weep at the passing of a monarch.

The Queen's coffin was taken to the tombs on a huge black-draped bier, specially built for the occasion, and carried on the shoulders of 200 men, led by the Royal Guard of Honour and the Royal family.

Behind the bier, the funeral procession was headed by the NZ Governor-General and Lady Fergusson, and other dignitaries. The half-mile route was lined by thousands of Tongans, all seated with bowed heads. Thousands more waited at the Mala'ekula, near the tombs.

Tombs Screened

As the procession moved solemnly there was the continual sound of bells, and the roar of a 21-gun salute.

The service at the tombs was conducted by the Rev. G. C. Harris, president of the Free Wesleyan Church of Tonga. Then the Tongan rites began.

Tongan women came forward with huge tapa cloths and mats, and screened the tombs as the undertakers began their task.

There was a deep silence, and only those close to the tombs could hear the low murmur of the undertakers' voices. Hundreds of bags of sand were then handed up for the final formation of the grave, and wreaths were laid.

The bier was seen to be empty as the mats were lowered. Salote was at rest with her ancestors.

PASSIVE ROLE UNLIKELY FOR NEW KING

By A. D. Couper and N. Rutherford*

The death of Queen Salote Tupou III and the accession of HRH Prince Tupouto'a-Tungi pose a major question concerning the future direction of affairs in Tonga.

SINCE 1949 Prince Tungi has been Premier, and during this period he has simultaneously held the posts of Minister for Foreign Affairs, Minister of Education and Minister of Agriculture.

In addition, Tungi has been chairman of the Copra Board, chairman of the Produce Board, and he has directed the policy of the Tongan Shipping Agency.

Powers of this breadth in a small and predominantly agricultural country have enabled him to exert a strong influence on the most important sections of the economy. It is certain, in fact, that the direction which the economy of Tonga has taken during the past few years has been largely determined by the ideas of Prince Tungi.

New Treaty

During 1958 a new Treaty of Friendship was made with Britain which replaced the old treaty of 1900. Among other things, it removed the requirement that major expenditure by the Government of Tonga had to be approved by the British Consul.

The new treaty may have cleared the way for several bold projects.

Since 1958 the most spectacular developments by this small kingdom have been the setting up of a shipping agency and the purchase of new vessels; the investment in the desiccated coconut industry at Pago Pago; the building of a tourist hotel and shopping arcade in Nukualofa; and the embarking on a major port project at Nukualofa. This wharf construction is proceeding under a loan from the British Government.

Tongan shipping was originally aimed at providing services within the archipelago, but with new fast ships the agency extended services to Fiji

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and Samoa and undertook charters from Rotuma and the Tokelau Islands.

Tungi also recognised the opportunities of entering the American market with desiccated coconut; hence the investment in Pago Pago. This latter project led to the purchase of the 2,300-ton *Niuvaki* to carry nuts between Tonga and Western Samoa.

Tungi's enthusiasm for attracting tourists to Tonga is well known, and the deep water berth being constructed at Nukualofa is part of this plan, for, on its completion, the large Pacific cruising vessels will be able to lie alongside the town.

The bases of the Tongan economy must nevertheless remain agricultural. Fishing offers opportunities for diversity and vessels have been purchased for this purpose.

The greatest change expected on completion of Tungi's plans will be the virtual ending of the copra industry in Tonga—the people will then be coconut farmers. The aim is to raise the value of coconuts to their highest level—in this case desiccated coconut, before exporting overseas.

The most interesting aspects of the changes which are taking place in the Tongan economy is the apparent lack of any formal long-term economic planning. The projects so far implemented were conceived by Prince Tungi and he personally has directed many of them and negotiated with overseas interests to further them.

Apart from shipping, none of the projects has so far reached the stage of earning money for Tonga, but they have been a drain on overseas reserves. Now, with still much to do in the coconut and tourist industry, and overseas reserves to be built up once more, the main initiator may be about to adopt an entirely new role in the kingdom. That is if Tungi follows the conventions of a constitutional monarch.

Tonga has been a constitutional monarchy since 1875, and for at least the last half century the direction of the political and economic life of the country has been left to a Premier who was nominated by the monarch.

In the early years of constitutional government it was not uncommon for the monarch to intervene directly in political and economic affairs; but under Queen Salote, in particular, it became accepted that the monarch remained above such matters.

As King of Tonga, therefore, Tungi may by this precedent leave the future direction of the projects he has initiated to the government under a Premier.

It seems most unlikely, however, that Tungi will accept such a passive role, and there is nothing in the constitution which says he should.

THE CONSTITUTIONAL ISSUE

Fiji Extremists Still Offside After Marathon Debate

From a Suva Correspondent

The last chance of bridging the gulf between Fiji's Indian extremists and the rest of the Colony was swept away in a spate of oratory, in accusation and counter-accusation, but mainly in recriminations, at the Budget session of the Legislative Council in December.

NOT since the debates on the constitution in 1961 and in 1962 has the air in the council chamber been so charged with tension as it was during this session, when Mr. Freddie Archibald, European member for the Northern Constituency, tabled his motion "that in the opinion of this council the views of delegates to the Fiji Constitutional Conference, as adopted by Her Majesty's Government in a White Paper published in October, 1965, form a satisfactory basis for future political progress in Fiji along constitutional lines".

The Executive Council had apparently decided that it would have nothing to do with a debate on the constitution, and some of the unofficial members were a little sore about this.

They thought that if Executive Council had first hammered the matter out, a break would have come in Exco between those who supported the agreement reached at London and those who didn't—the ones who didn't being, Mr. A. D. Patel, Member for Social Services, and Mr. James Madhavan, a member without portfolio. Mr. Patel and Mr. Madhavan would probably then have had to resign from the Government.

By leaving it to a debate between the unofficials in open council, the Government had spared Mr. Patel and Mr. Madhavan from this course.

Some of the Federation Party's top men were among those who thought Mr. Patel and Mr. Madhavan should

resign. At a meeting behind closed doors Mr. S. M. Koya, one of the party's vice-presidents and Indian member for North Viti Levu, and Mr. C. A. Shah, of the party and a nominated member in Legco, are said to have called on Mr. Patel and Mr. Madhavan to resign from the Government. Both refused.

For the Legco debate Mr. Patel doffed his garb of Member for Social Services, and was referred to as the Honourable Elected Indian Member for the Western Constituency.

Mr. Archibald, who fired the first shots, was restrained.

He had not moved the motion with any view to creating dissension,

(Continued on p. 155)

Romance Sequel To Minerva Reef

Miss Tokilupe Fifita, 18, a daughter of Captain David Fifita, hero of the Minerva Reef castaways drama, and Carl Ruhen, 29, son of Sydney author Olaf Ruhen who wrote the best-selling account of the adventure, *Minerva Reef*, plan to marry in Nukualofa in January.

The couple met last August when Carl Ruhen went to Nukualofa for a holiday, and stayed with the Fifita family. The couple plan to live in Australia after their marriage.



SUVA'S COAT HAS MANY COLOURS

From a Suva Correspondent

Suva's coat of arms (above) designed by the College of Arms in London, and fixed recently to the wall of the Suva Civic Centre overlooking Victoria Parade, bears the motto "Valataka Na Dina" which is Fijian for "Fight for the Right".

THE figures on the coat of arms represent a Fijian warrior and a European planter.

In the Fiji Legislative Council debate on the constitution in December, Mr. A. D. Patel, leader of the Federation Party and Member for Social Services, said the coat of arms was evidence of a hardening of racial attitudes.

"It depicts a Fijian and a European and contains an inscription in Fijian meaning 'Fight for the Right', but 75 per cent. of the population in Suva is Indian," said Mr. Patel. "What is the reason behind choosing a coat of arms which depicts a Fijian and European with the words 'Fight for the Right'? Fight against whom?"

The coat of arms was, to say the least, a provocation and a challenge to the people belonging to other races, in Suva and outside Suva.

Later, when the session closed, the Speaker, Mr. H. Maurice Scott, eased

(Over)

Sir Donald Is Writing A Book

Sir Donald Cleland, P-NG Administrator since 1952, is currently hard at work writing a book. It's a history of the Territory's wartime Australian New Guinea Administrative Unit (Angau), with which he was associated. He has been collecting detailed information from various wartime officers of the unit.

Sir Donald has still made no announcement about his retirement. He turns 65 in June, and the popular belief is that he will retire then. But Sir Donald is aware of popular belief and it is far more likely that he will not retire before next December, and finish his book in the meantime.

the tension with his own comments, presumably unofficial, on the absence of an Indian representative from the coat of arms, "Personally," he said, "I think they are very lucky. I think the new coat of arms is terrible!"

Suva's man-in-the-street was also critical—but his criticism was confined to the cut of the European's riding breeks.

"They look as if they are just out of Bond Street!" said one old hand. "Do they claim he's a pioneer?"

But none of this was good enough for Suva's Mayor, Mr. C. A. Stinson, who in a long and detailed statement hurried to the defence of the city's coat of arms.

Mr. Patel had "readily insulted the coat of arms of the City of Suva... and insulted the city councillors as a body," said Mr. Stinson. He demanded an official apology from the Member for Social Services, whose remarks had been "gravely inaccurate and harmful".

He said there had been publicity over every stage of the coat of arms since 1962, when it was first decided to have one. The three hibiscus in the arms represented Fiji's three races.

"Let me assure the Hon. A. D. Patel," said Mr. Stinson, "that in all the 14 years I have been associated with the Suva City Council, there has been no secret smouldering along racial lines. I have openly stated on several occasions that during the last few years the racial harmony in the council could not be finer and that all races were working together in a common cause."

As for Mr. Maurice Scott's comment, said Mr. Stinson, he had been "very distressed to hear of it".

Despite Warnings On Immigration Laws . . .

FIJI-INDIANS BUY UP AUSTRALIAN REAL ESTATE

From a Suva Correspondent

Telephone and cable wires have been humming between Fiji and Brisbane over the last few months over land deals which a Queensland firm, Alfred Grant Pty. Ltd., has been conducting in Fiji.

WORKING through three agents, one an import-export firm at Suva, and the others Indian businessmen, the company—through an advertisement in the Fiji papers—has been offering building and farm land "just 15 miles from the heart of Brisbane".

Fiji's people, the advertisement tells them, can own a first-class freehold block for £45 deposit and £9 per month—the block costing between £500 and £600.

"We have land available on the world-famous Kawana Island," says the company, and "farmlets from five to 10 acres close to Brisbane."

Sales have been brisk in Fiji, especially among the Indians who see in the land the key to Australia's front door and a chance to set up home there.

The company, it is stated, has always instructed its agents to tell prospective buyers that ownership of land does not automatically open the door to Australia for Fiji's people.

Warning

But the Australian Commissioner in Fiji, Mr. R. N. Hamilton, recently found it necessary, however, to sound a warning.

"Persons living in Fiji who buy land in Australia gain no rights whatever of entry or residence in Australia," he said.

"Nor is there any reason to expect that this situation will alter. Rumours have come to my notice to the effect that persons who have acquired land in Australia might hope thus to gain special advantages if some modification of the Australian immigration policy were to occur.

"Such rumours should be regarded as entirely without foundation."

In view of the company's instructions to its agents on the implications of land ownership in Australia by people in Fiji, one would have expected that the Australian Commissioner's statement would have been accepted.

But not long afterwards, the company put out a statement over the name of E. Rowley Pym, overseas manager, which claimed that Australia's immigration laws must eventually be relaxed.

The statement was sent to Fiji newspapers and was published in one of them before a request from the company to withhold the statement was received.

The statement read:

"The name of my company, Alfred Grant Pty. Ltd., was mentioned recently in the news in connection with the purchase of Australian land and the right of the owners to gain entry to Australia.

"We advertise extensively the fact that the ownership of land by the people of Fiji does not carry any privileges of entry at the present time.

Relaxation "Obvious"

"However, I cannot agree that there is no reason to expect that this situation will alter; on the contrary it is quite obvious to any reasonable thinking person that Australia must relax her present immigration laws and fall into line with America and Canada.

"Recently there have appeared reports of the movement known as a 'Federation of Oceania' and it is pleasing to read that the leaders of our great countries are stressing the vital need of free trade and movements of the people of the South Pacific.

"Mr. K. G. Frazer, who read a paper by the Auckland Manufacturers' Association, said 'New Zealand and Australia should agree to lift progressively barriers on the free movement of people from Oceania into both countries.'"

In the same issue of the journal in which Mr. Pym's statement appeared, there was a full-page advertisement from Alfred Grant Pty. Ltd. announcing that to deal with the "ever-increasing demand", the company had appointed three additional representatives in Fiji. The names of three Indian businessmen followed.

The advertisement, like earlier ones, continued no warning about the ownership of land in Australia carrying no privileges of entry.

● See also "Fiji Negotiations on Immigration," p. 25.

Hon. Members Take Their Shirts Off

From a Suva Correspondent

Unofficial members of the Fiji Legislative Council took their shirts off to the Government in one of the duller Budget debates for years. And the reason for the combined attack by Fijian, European and Indian members on Financial Secretary Harry Ritchie's Budget proposals? Shirts.

MR. RITCHIE wanted an additional income of £167,000 because likely additional expenditure next year on a National Provident Fund, the Development Plan and other things looked like swallowing up his estimated surplus of about £216,000.

At the time he produced his proposals Mr. Ritchie said nothing about another little matter which was then top secret but which has come out since—increased salaries for certain classes of civil servants in the £800-plus bracket, which in a full year will cost Fiji's taxpayers £226,000. As the increase is retrospective, the Colony will have to find an extra £158,175 this year.

More On Cars, Too

Mr. Ritchie proposed to raise the wind by higher import duties on spirits, piece goods, cars, cinematograph films and shirts.

Increased duty on cars should bring in £45,000; on films, just a petty cash sum of £2,000; spirits £55,000, and £60,000 from shirts and fabrics. The rest would come from reserves.

During the debate, nobody was critical of the tax on spirits or cars and there was little to do about films, but, to a man almost, the unofficials opposed the tax on shirts and piece goods.

What annoyed the honourable members was that the tax doesn't go on all shirts. It is only on shirts which the poorer classes buy, children's shirts (1/- preferential, 2/- general) and others (2/- and 4/-).

Towards the end of the debate, however, Government accepted an amendment from Attorney-General Justin Lewis cutting the increases somewhat.

One unofficial, Mr. C. D. Aidney, voted with the Government on this but in spite of the amendments the

(Continued on p. 141)

The death of Tonga's long-reigning and much-loved Queen Salote overshadowed all other events in the Pacific in December, which looked, at first, as if it would be an exceptionally dull month. As it was, the month was probably a bit more lively than usual, even with the customary pre-Christmas slowing-up and the lull over the holidays.

December 5: Electors in France's Pacific territories went to the polls to elect a new President of France. General de Gaulle was strongly favoured in Wallis and Futuna, and the New Hebrides, but the vote for him was only lukewarm in New Caledonia and French Polynesia.

In American Samoa, Flag Day celebrations and celebrations to mark the opening of Pago Pago's new Intercontinental Hotel began.

December 6: The biggest air and sea search in the history of the United States Trust Territory began after an 18 ft canoe, with three men aboard, disappeared off Angaur Island, Palau District. The three men were located, but a search plane, with two men aboard, was lost.

December 9: More than 4,000 people, mainly Fijians, held a protest march in Suva against a move to open shops on Sundays.

December 10: Leonard Francis McEachern, a well-known New Guinea businessman, appeared in court at Port Moresby on a charge of having fraudulently uttered a false document.

December 15: In London, Teehu Makimare, a Cook Islander, received the 1964 Stanhope Medal for Bravery for his outstanding courage, endurance, self-sacrifice and qualities of leadership during an involuntary drift voyage of two months and more than 2,000 miles from Manihiki to Erromanga, New Hebrides, in 1963 in a 17 ft boat.

December 16: By 91 votes to nil, with 10 abstentions, the General Assembly of the United Nations adopted a resolution on 26 territories, considering that the establishment of military bases there was an obstacle to freedom and independence; asking the administering powers to dismantle these bases and allow UN visiting missions to visit the territories; and deciding that the UN should assist the people of the territories to decide their constitutional

THE MONTH IN REVIEW

status. The 26 territories included nine in the Pacific—American Samoa, Gilbert and Ellice Islands Colony, Guam, New Hebrides, Niue, Papua, Pitcairn, Solomon Islands and the Tokelau.

December 19: In the run-off poll for the French presidency, electors in France's Pacific territories voted much as they did in the first election on December 5.

Brian Mansfield Dunn, a 25-year-old Seventh-day Adventist missionary, died in hospital at Honiara from a spear wound. He had been found with a spear in his back at Uru Inlet, Malaita, three days earlier. Dunn, an Englishman, had arrived in the Solomons from Melbourne in November. A 22-year-old Solomon Islander was charged with his murder towards the end of the month.

December 21: By 12 votes to five, Fiji's Legislative Council approved proposals for a new constitution for the Colony. The five dissident votes were registered by Indian members.

December 22: The United Nations General Assembly adopted resolutions on Nauru calling on Australia to rehabilitate the island and give the Nauruans independence by January 31, 1968. Australia was also asked to set an early date for Papua-New Guinea's independence.

December 29: Two Australian police officers and six native policemen were injured when 80 Finschhafen natives attacked the Rabaul Police Station in an effort to release several fellow tribesmen. The officers were Inspector Max Hayes and Sub-Inspector Fred Mercer.

Lukewarm Pacific Vote For de Gaulle, But . . .

WALLIS AND FUTUNA STUCK UP FOR HIM, ANYWAY!

The people of France and most of the French territories around the world may not think as much of General de Gaulle as they used to, but in the small Pacific territory of Wallis and Futuna, they still like him almost to a man.

IN each of the two French presidential elections in December, all but 15 of the 3,400-odd valid votes cast on Wallis and Futuna went to de Gaulle.

The Wallis and Futuna Islands are two separate groups, 120 miles apart, which lie to the west of Samoa and north-east of Fiji. They have a total population of about 11,000 people and have had the status of a French overseas territory since 1959.

In the first presidential poll on December 5 against five other candidates, de Gaulle netted 99.75 per cent. of the valid votes on Wallis and Futuna. In the run-off against Francois Mitterand on December 19, when the number of voters was slightly different, he obtained 99.59 per cent. of the votes.

In France, where de Gaulle got only 43.8 per cent. of the votes in the first election, the cartoonists were not slow to make fun of his remarkable results in Wallis and Futuna.

One cartoon showed de Gaulle and Madame de Pompadour sitting in a room containing a large-scale map of the world on which the Wallis Islands and the words "99.75 per cent. de Gaulle" were plainly marked. De Gaulle says to Pompadour: "That is where I'm going to retire."

Other Territories

In the three other French territories in the Pacific — New Caledonia, French Polynesia and the New Hebrides—General de Gaulle polled much better than he did in France.

But except in the New Hebrides, where Pacific Gaullism was born during World War II, the results were nothing for the General to enthuse over.

In New Caledonia, de Gaulle gained 15,367 votes (60.28 per cent.)

of the 25,492 votes cast in the first election; and in the run-off he polled 15,896 (65.82 per cent.) to Mitterand's 8,252.

In French Polynesia, de Gaulle's figures were 15,574 votes (62 per cent.) against the combined total of 9,367 for his five opponents in the first election. The figures for the run-off were: De Gaulle, 59.72 per cent.; Mitterand, 40.28 per cent.

In the New Hebrides, 86.72 per cent. of the votes were cast in favour of de Gaulle in the first election, and 92.41 per cent. (1,182 to 97) in the run-off.

Some highlights of the elections in the Pacific were:

- On Tiga, a tiny coral speck between Mare and Lifou Islands in the Loyalty Group of New Caledonia, the 42 registered electors voted unanimously against de Gaulle in the December 19 election. Observers in Noumea are now wondering whether the Tigans will now get an aerodrome that has been promised them, and for which a survey was made some months ago!

- Although the people of Tahiti voted overwhelmingly in favour of de Gaulle in the December 5 election, electors on the neighbouring island of Moorea, only 10 miles away, gave most of their votes to his chief opponent, Mitterand. The only other French Polynesian island that voted against de Gaulle was Rurutu, in the Australs, where Mitterand got 207 votes to de Gaulle's 173. On the other hand, opposition to de Gaulle was virtually non-existent in many atolls of the Tuamotus and in several districts in the Marquesas.

- The run-off poll in New Caledonia was preceded by a frenzied, week-long campaign in Noumea by a de Gaulle committee. Leaflets were dropped from planes and distributed in the streets, advertisements appeared in the newspapers, and New Caledonia's Senator Henri Lafleur published an impassioned letter urging a de Gaulle vote.

- The campaign for the December 5 election in New Caledonia was marked by extreme apathy on the part of the electors. But de Gaulle's campaign committee produced some interesting propaganda in which it claimed that de Gaulle had saved the New Caledonians from all sorts of evils. Not only had they been saved from Japanese occupation by rallying to him in World War II, but he had saved them from the "horror" of becoming Americans after the war when some US senators suggested that the US should take over New Caledonia as a military base and as payment for some of its wartime losses.

WILL THE TOLAIS BE CLAIMING VUNAPOPE NEXT?

From a Rabaul Correspondent

Some of the Tolai people of this area, who are always dredging around in the history of land titles, are inclined to claim that they are the real owners of the land at Kokopo on which the famous Vunapope Mission now stands. It is understood they have approached the mission about it.

NO one seems to know what they are basing their claim on, but they are arguing that they never were paid for the land and never surrendered title to it. Some of the missionaries are apparently concerned about the Tolai claims.

Some of the old-timers around Rabaul say that the original Catholic Mission was built on the land where the Kokopo Club now stands. That mission station was destroyed by fire; and one old-timer says it was rumoured at the time that Captain Kolbe (spouse of the famous "Queen Emma") incited the natives to commit arson there because he (Kolbe) did not like missions anyway.

Queen Emma's Gift

Although "Queen Emma" was in no sense a person devoted to religious activities, she had some good friends among the missionaries; and, to help the Roman Catholics to re-establish their mission, she gave to them the land on which they built Vunapope.

In the days before she married Captain Kolbe, when she still was Mrs. Forsyth, Emma acquired much valuable land in the area adjoining Kokopo. She bought it from the Tolais at prices which seem ridiculously low today. She was a careful businesswoman, and she always protected her titles by getting some sort of receipt from the Tolais, and registering the purchase—usually in Sydney, at the consulate which seemed to be concerned.

As a result, when the Germans challenged Emma's land claims after they annexed New Guinea, Emma was able to defend her titles successfully and remained in possession.

Since the Australians took over New Guinea, all land titles have been examined and re-examined; and following the Varzin test case of 1964, the High Court of Australia now has made it much more difficult for wild cat claims to get very far.

HIGHER DUTIES IN SOLOMONS AND NEW HEBRIDES

The British Solomon Islands Protectorate, and the British-French Condominium of the New Hebrides, being neighbours, decided in December on the neighbourly action of putting up local prices in an effort to get more money.

THE decisions were taken at their respective Budget sessions, in Honiara and Vila.

The BSIP will increase stamp duties, postal rates, fares and freights on Government vessels, and duties on spirits, wines and liqueurs, confectionery, fireworks and piece goods.

The increase on spirits is 10/- a gallon, which is about 1/4 a bottle. Piece goods go up five per cent.

The BSIP Budget for 1966 is for £A3,422,607, including a British grant-in-aid of £A612,500—the grant being £4,000 more than last year's. The Protectorate will raise a total of an extra £42,000 from the new revenue measures.

The Financial Secretary, Mr. T. Russell, said the local economy was becoming increasingly buoyant with a healthy increase in export. In the last four years the Protectorate had raised internally £450,000 of increased expenditure.

It was essential to future stability that revenue must be brought up to balance expenditure without having to draw increasing amounts from grants.

In the New Hebrides, the new Budget is for a total of £Stg.918,000, and an expected deficit of £9,000 is to be met from reserves.

There will be increased duties on tobacco (cigarettes will be up 3d a packet), quality bottled wine, petrol and mats.

The Resident Commissioners had proposed increasing duties on beer, and introduction of an aviation service tax (on airline passengers carried) but these were withdrawn after Advisory Council discussions.

Said the Resident Commissioners, echoing the sentiments of Mr. Russell in Honiara: "A serious local financial effort should be made . . . the budget should not be swallowed up by the recurrent costs of various services."

• Mrs. Agnes Terei, a 26-year-old assistant teacher at the Sainte Therese Mission School at Santo, became the first woman member of the New Hebrides Advisory Council at its December session.

The Banabans Get Some Action

PIM's recent disclosures that the 1,900 Banaban people of Rabi Island, in the Fiji Group, are desperately angry at being ignored by Britain in their requests for higher royalties for Ocean Island phosphate have brought action. The Banabans are not likely in future to be overlooked when Ocean Island royalties are discussed.

Since PIM's main story was published in October (p. 32), the Banabans have had a flood of newspaper and magazine publicity and have been visited by an Australian TV team, which will shortly present a documentary on their problems. A Sydney firm of economic advisers, Philip Shrapnel and Co., has become involved with their case.

Details and full discussion of the GEIC Budget have had to be held up while the Colonial Office has investigated aspects of the Rabi case, and in December the head of the Colonial Office Economic Department, Mr. K. C. Christofas, made a flying visit to Rabi from London. He later went on to the GEIC, including Ocean Island, and to Nauru.

It is expected the Colonial Office will try to arrange an increase in the royalty rate for the Banabans, to take effect at the same time as the increase to be paid to the GEIC Government.

An official announcement is expected in January.

Everybody's In The Act

The annual ritual in the United Nations General Assembly of telling Australia what it should do about Papua-New Guinea and Nauru was performed with even greater forthrightness than usual in December.

FIRST, after Australia's delegate, Dudley McCarthy, had raised the customary objections, the Assembly's Trusteeship Committee passed two African-sponsored resolutions calling on Australia to set early dates for the two territories' independence and to rehabilitate Nauru. The voting was 61-nil with 19 abstentions in both cases.

A couple of weeks later, a plenary session of the Assembly put the screws on Australia even harder. By 84 votes to nil, with 25 abstentions, it called on Australia to set a date not later than January 31, 1968, for Nauruan independence, and to take immediate steps "towards restoring the island of Nauru for habitation by the Nauruan people as a sovereign nation". (The abstainers included Canada, New Zealand, the United States, Britain, France, and several European and Latin American countries).

By 86 votes to nil, with 22 abstentions, the Assembly urged Australia to give Papua-New Guinea its independence at an early date.

The lack of a specific date in the P-NG resolution probably gave the Australian Government some comfort, as it could interpret this as recognition by the world at large that turning a Stone Age country into one capable of running itself is easier said than done.

But there was little comfort to be extracted from the resolution on Nauru—this being the first one to ask Australia to give Nauru its independence by a set date, and the first on the question of rehabilitating the island.

As the Nauruans themselves insist they want independence by January 31, 1968—and will no doubt put a resolution to that effect through their very first Legislative Council meeting when the council is inaugurated at the end of this January—the Australian Government is going to find itself under pressure.

The Nauruans plan to establish a viable economy by the simple expedient of claiming ownership of the phosphate industry and getting the BPC to act as "managing agents". They are expected to put up this proposal at a phosphate summit meeting in Canberra in April.

Meanwhile, a committee of experts, comprising Professor J. Lewis, Professor of Agricultural Economics at the University of New England (NSW); a Melbourne consulting engineer; and an FAO soils expert, is due to go to Nauru soon to study the rehabilitation question, which would involve the shipment of soil to the island.

All-in-all, the Nauru question was hotting-up.

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FIJI — SAMOA — TONGA

Tropicalities

Although most Western nations have scrubbed the death penalty from their statute books, the same abhorrence to it is not felt in places like Papua-New Guinea. There, even amongst the members of the local parliament, the good old Biblical philosophy of an eye for an eye still holds good.

IF a man kills another man, should he be allowed just to sit around in a gaol sipping tea and having a good time? According to Tei Abal, a short Highlander who represents Wabag in the Western Highlands, he shouldn't. He and his people would much prefer to see the man strung up.

Tei Abal had plenty of support from other native members of the P-NG House of Assembly at its session in late November. Most of the members seemed to regard the European view of the situation as namby-pamby and unrealistic. It is obvious that despite all the civilising influences that have been at work in the Territory of late, being "strong"—in all the implications that word has in its Melanesian Pidgin context—is still very much a desirable thing in the eyes of New Guineans, even when it extends to hanging someone for his crimes.

All the hanging talk stemmed from the new Criminal Code Bill, introduced by the Secretary of Law. The legislation deals with the crime of "wilful murder" and the method of passing and executing sentence.

Automatic Commutation

It does not abolish the death penalty, though its effect is to make this contingency even less likely than at present. What it is striving to do is not merely to do justice but to make it abundantly clear to appear to be done, even to the local populace.

Under the present system, when a person is found guilty of wilful murder, the court—meaning the judge—may pronounce sentence of death or "record the death penalty".

In either case the final decision on whether the penalty is to be carried out or commuted is one for the Governor-General of Australia, but "recording" has come to mean automatic commutation.

Under the new legislation, if the circumstances are bad enough the

NG Wants An Eye For An Eye

judge can still pass the death sentence, but if there are extenuating circumstances he can pronounce a gaol sentence at once. In other words, in the latter case, he does not have to go through the process of "recording the death penalty", and then have the whole thing held up for some months while it is considered in Australia.

In introducing the new legislation, the Secretary of Law, Mr. Wally Watkins, described an incident that had taken place at Mt. Hagen in 1947 when a former Chief Justice had held a trial for wilful murder and he (Watkins) had conducted the prosecution.

At the end of the trial the accused was found guilty, and the Chief Justice had "recorded the death penalty"; but he then went on to try to explain to the murderer and the gallery the processes that had to be gone through before the sentence could actually be carried out.

When the Chief Justice and Watkins tried to leave the Court, however, they were mobbed by the local people demanding that the death penalty be carried out immediately and for a while it seemed that they were going to take things into their own hands and stage a lynching.

Eventually, they were persuaded to await the decision of the Government, but the affair did not end there. The man's sentence was eventually commuted to a term in gaol—which was served elsewhere in the territory.

For years afterwards, whenever the Chief Justice or Mr. Watkins visited Mt. Hagen, they were be-



Beta arranges the flowers in Suva's Government House. See "The Treasure at Government House", below.

Photo: Stan Whippy.

sieged by local leaders demanding to know whether the sentence had been actually carried out—and, concluded Mr. Watkins, no amount of explaining as to why it hadn't seemed to satisfy them.

[Hanging of natives in P-NG has been rare since the war. The last was eight to 10 years ago when a murderer was hanged in Lae. Besides his original victim, he had separately murdered two others while in gaol.]

The Treasure At Government House

ON the evening of December 11 a marquee was erected in Government House grounds, Suva, and on the floodlit lawns the Governor, Sir Derek Jakeway, and Lady Jakeway watched with affection a shy, gentle old Fijian lady welcome guests to the reception that followed her adopted daughter's wedding.

The hostess was Beta Sokia, personal maid to Lady Jakeway.

Beta—she is described by Lady Jakeway as "a treasure"—counts her mistress as the eighth Governor's lady she has attended since she began her employment at Government House 47 years ago.

Beta began her long career in 1918 when, as a young teenager, she became nursemaid for Sir Cecil and Lady Rodwell's five children.

(Over)

She clearly remembers the occasion in March, 1921, when the first Government House was burned down. Beta assisted in getting her young charges to safety and then rescued all Lady Rodwell's jewellery and clothes. Beta lost all her own possessions in the fire and these were replaced by her employers.

So fond of the young nursemaid were the Governor and his wife, and so much did they value her efficiency, they took her with them twice to England on leave and then later to British Guiana, when Sir Cecil was appointed to that country.

In 1928 Beta returned to Government House and resumed work, this time as a lady's maid to Lady Hudson. In the years that followed she attended Lady Fletcher and Lady Richards before returning to her birthplace, Kadavu, in 1938 for a rest.

In 1945 Beta returned to Government House to attend Lady Grantham, followed in turn by Lady Freeston, Lady Garvey and Lady Maddocks.

She began working for Lady Jakeway when Sir Derek began his term of office and it is clear she holds in special regard her present employer.

"Very Good Lady"

"She is a very good lady," she says with deep sincerity. "She is always kind. I am very happy working for her."

As well as attending Lady Jakeway Beta does all the floral arrangements in Government House with the skill of one with a flair for floral art. She takes care of lady guests' clothes and also is responsible for the linen cupboard.

Her adopted daughter, known everywhere as "young" Beta, she took under her care when the latter was a little girl.

"I wanted someone to be company to me, and to look after me and be kind to me when I get very old. It is not nice to be all alone when you are old," she explained.

Now "young" Beta has taken herself a schoolmaster husband.

For her bridal outfit "young" Beta wore traditional masi, as did also the six little Fijian girls who attended her.

Old Beta had no plans at all for a special outfit for herself for the wedding until Lady Jakeway got to hear of it. Beta was then whisked to the shops at Lady Jakeway's insistence and materials were chosen for a frock which became Lady Jakeway's present to the bride's mother.



Problems Of Islands Education

THAT joint British educational mission to the South Seas, announced only in October, certainly got on with the job without any waste of time. Led by Sir Charles Morris, Britain's vice-chairman of the Inter University for Higher Education Overseas (above), it had the task of investigating and recommending on the higher educational needs of the South Seas, other than P-NG, and particularly of looking at the chances of using the old RNZAF base near Suva as a university or college for the Pacific area (see *PIM*, Nov., p. 27).

The team was impressed by the need for more teacher-training and tertiary education in the South Seas, and by the lack of institutions to produce leaders.

The habit of sending Islands scholars overseas was no real help, it felt, because the environment was different. Either they failed and came home miserable, or they were successful and stayed among the bright lights, where their new knowledge was not much help to the people at home.

The team felt development of Islands institutions was expensive and complex, and that initial costs would probably have to come from outside, the locals helping with recurrent costs.

Johnson For NG President, Still

ALTHOUGH there has been little publicity of late about the Johnson Cult on New Hanover it is still flourishing among the 7,000 people of the small island, in the opinion of Nicholas Brokam, who represents them in the Papua-New Guinea House of Assembly. His suggestion is that the Government should now "get tough" with them—tougher than it has been in the

past, when police have marched on the cultists and made many arrests.

The Johnson Cult began sometime before the House of Assembly election in 1964 when some of the New Hanover people decided to boycott the NG elections and elect President Johnson instead. They subsequently diverted their local council tax to a fund to pay the President's fare from America. The President never arrived.

Visits by administrative officers to the island have appeared to be successful in making the people see sense, but the effect has been short lived, according to Brokam. The cult has spread and now a large number of the people are actively anti-Australian, or profess to be.

Brokam thinks it is high time the Administration jumped on the leaders of the cult, and stopped some of the services now given free to the people by Government and the Australian taxpayer.

The Era Of Somerset Maugham

THE English novelist William Somerset Maugham visited the South Pacific only once in the course of his long life, and only a small fraction of his impressive literary output was set in the South Seas.

Yet when he died at his home on the Riviera on December 16, a few months short of his 92nd birthday, probably more people thought of him in terms of the South Seas than of anything else.

Maugham's South Seas writings—his novel *The Moon and Sixpence*, and his short stories *Rain*, *Red*, *Mackintosh*, *The Pool* and *The Fall of Edward Barnard*—have taken a hold on the popular imagination in a way that nothing else of his has, although some of his other works were undoubtedly better.

Sure proof of the popularity of the Pacific Stories is the frequency with which other writers invoke Maugham's name in their own writings on similar subjects.

There have been at least three instances of this in the last few issues of *PIM*. In October (p. 99), a Suva correspondent spoke of "the top-heavy-looking Somerset Maugham-type" of Islands vessel; while on p 114 of the same issue another writer described Pago Pago's Rainmaker Hotel as "a ramshackle establishment with an atmosphere reminiscent of Maugham's Sadie Thompson saga." And on p 49 of this issue, yet another writer speaks of "torrential down-pours of the Somerset Maugham variety."

To have ships, buildings and rain

It was at this hotel, the Hotel Tiare in Papeete, that Somerset Maugham stayed when he visited Tahiti in 1917 to gather material for his Gauguin-inspired novel "The Moon and Sixpence". The hotel's immensely popular hostess at that time, Lovaina Gooding, is seen in the inset. Maugham featured both the hotel and Lovaina in his novel, giving them the names, Hotel de la Fleur and Tiare Johnson. The hotel was pulled down many years ago, and Lovaina—who is said to have represented all that was best in the Tahitian character—died in the 1918 influenza epidemic.



linked with your name in one journal in a matter of months is a tribute to your universality; and in Maugham's case it is all the more remarkable considering that it is now nearly 50 years since he visited the South Seas, and almost that long since his South Seas writings were first published.

Much of the Pacific, of course, has changed out of all recognition since Maugham was here. American Samoa is no longer run by the US Navy. Western Samoa is independent. And the Hotel Tiare in Tahiti, where Maugham stayed, has long ago come down.

But there is still at least one memento of Maugham for tourists to see. This is the Sadie Thompson Inn in Pago Pago. When last we heard, it was owned by Pago businessman Max Haleck.

The Fellows You Meet In Brisbane

At a Brisbane function, recently we met a professional man who asked after a Suva resident whose name he had forgotten.

"I visited the museum in Suva some years ago," he said, "and, as I was leaving, I got into conversation with a friendly lad who insisted on taking me home, and showering me with hospitality.

"I said to him, 'Aren't you taking a risk in treating a perfect stranger in this way?' The lad just laughed and remarked that there was little

risk in making friends with a man who could spend a couple of hours studying the exhibits in a national museum.

"He was a darned nice fellow. I wish I could remember his name. It began with S, I think, and he seemed to be interested in the City Council."

"Would that be Charlie Stinson?" we said. "He's now regarded as the best mayor Suva ever had."

Yes, it was Charlie Stinson, and would we convey our warmest regards to the mayor?

The man in Brisbane was Mr. Ian Chester, now a leading Brisbane dentist. He is the great-grandson of that famous H. M. Chester who nearly caused an international incident in 1883 when—to forestall the Germans—he ran up the Union Jack in Port Moresby.

The Chesters are closely related to the Champion family, who have left their indelible mark upon Papua and New Guinea. Mr. H. W. Champion, CBE, was Government Secretary in Papua from 1916 to 1942; and his three sons, Ivan, Allan and Claude, were top Administration executives before and after World War II. All four now are retired and living in Australia. H. W. Champion is still going strong at 85. There are also two daughters.

Ivan Champion gained fame through his leadership of exploring expeditions, and by taking the old *Laurabada* into very dangerous places during the Jap occupation.

The *Laurabada* was sold, after the

war, and eventually rebuilt for commercial jobs. Now and again, to break retirement boredom, Ivan takes command of the *Laurabada* on charter work.

A few weeks ago, he carried a party of (Papuan) missionaries to a Catholic mission station in West New Guinea, up a river near Merauke.

There, he encountered a number of Indonesian Administration officials, and he reports that they were courteous, helpful and very friendly. He had no difficulty in carrying out his charter job and returning to Australian waters.

Exciting Moment For Geologist

WHEN news reached Honiara in December that Tinakula Volcano, in the Santa Cruz Group, had blown its top on the night of November 23, the BSIP's Chief Geologist, John Grover, was so elated that he told friends it was the "most exciting thing that had happened in his life." And for John Grover that is real excitement indeed, for he's a man who even on ordinary, grey old days is filled with enthusiasm for the little things of life.

The reason for his special excitement was that he had predicted the eruption about a month earlier, and had issued an official warning to islanders in the Tinakula area to keep clear of the volcano.

A great billowing cloud of ash was



Sir Robert Foster, British High Commissioner in the Western Pacific.

He's Losing Face Over THAT House

From Gabrielle Lawson, in Honiara.

A disappointing aspect of the BSIP Budget for many people is that it has been decided once again to defer construction of a new Government House for the Western Pacific High Commissioner in Honiara.

The excuse is that there is a backlog of housing for married local officers and workers to be made up.

It seems to be a vicious circle—more Government servants, more houses needed, more officers. While that goes on the High Commissioner continues to live in a patched up army hut with a leaf roof, fighting white ants, in a hot and steamy location by the water, instead of being high on a hill top with the cool night breeze flowing in. Housing for local and expatriate officers continues to use the pick of locations.

It is a sore point with the Melanesians. The Queen's representative lives in a slum house—there are no two ways about it. The Islanders don't like it.

Perhaps in next year's budget they could put up the price of beer by 3d a bottle, and build a new Government House out of the empty beer bottles.

emitted during the eruption. Until then, Tinakula had been quiescent for about 14 years.

In an official report issued on December 7, John Grover could scarcely conceal his enthusiasm at this piece of eruption forecasting. He gave credit to Dr. Claude Blot, of Noumea:

"Although the prediction of volcanic eruptions ahead of the event is something not yet accepted as possible, this is in fact the second occasion that this has been done officially in the Protectorate," his report said.

"On October 29, a telegram from the Department of Geological Surveys was sent to the District Commissioner who was visiting Santa Cruz, advising of an impending eruption and warning people to keep away. The DC replied that the warning had been duly issued.

"The forecasting has been due to the concepts of Dr. Claude Blot, Chief of Research at the French Oceanic Institute in Noumea, who visited the Solomons in October for 10 days of discussions on his research, and a study of Solomons local structural conditions.

"Monsieur Blot has maintained a close research liaison with the Solomons Chief Geologist for several years.

"On the occasion of this meeting a set of international conventional signs was decided on, and the method of documentation for volcanic and earthquake studies was standardised, enabling the Solomons and the New Hebrides regions of Melanesia to be regarded as one research unit."

The report added that following the eruption, islanders in the Tinakula area had seen the volcano flaming and glowing at nights, but there had been little emission of ash.

This suggested that the volcano's crater was filling with molten lava, with simultaneous emission of gas—probably sulphur dioxide.

This appeared to be the initial heating-up stage of a major eruption and increased activity could be expected during December.

Norfolk Find Revives Old Mystery

AN unfinished Polynesian stone adze recently found on Norfolk Island has renewed speculation on whether that island was inhabited by Polynesians, or merely visited by them, in pre-European times.

The adze, which has been identified by the Auckland Museum ethnologist, was found in shallow water at the west end of Emily Bay, near the convict-built Salt House.

It is four inches long and about 1½ inches wide. It varies in thickness, but is not more than one inch through at the deepest part. It is shaped to fit the hand, and bears evidence of flaking, grinding and polishing.

The finder was Ann Hoare, a 13-year-old schoolgirl, whose mother, Mrs. Merval Hoare, is an authority on Norfolk Island history.

"Earlier finds of Polynesian artifacts," Mrs. Hoare tells us, "were made on Norfolk Island by a Mr. McPhail, who found an adze on the

sand dunes at Emily Bay in 1929, and by Mr. H. Rabone, who, in 1934, reported his discovery of a number of unfinished adzes and several hundred flakes in the Emily Bay area.

"Today a few Norfolk citizens possess shaped stones which might be artifacts, but they have not been submitted for identification.

"Norfolk was uninhabited when Lieutenant Philip Gidley King arrived in 1788 to establish the first penal settlement.

"King recorded later that he had found certain articles that pointed to the existence of previous inhabitants. These included "a large cluster of plantain trees" found growing on the south side of the island and some stone implements dug up during cultivation in the interior.

"Though previous occupation of the island by Polynesians may be difficult to establish, the occasional discovery of artifacts points to the possibility of accidental Polynesian callers at Norfolk."

New Hope, Perhaps, For The Sepik

IT'S expected that the appointment of District Commissioners to the three recently-created administrative districts in New Guinea will be announced in January.

The three new districts are Chimbu, which has been excised from the old Eastern Highlands District and which will have its headquarters at station at Kundiawa; West New Britain which will have headquarters

in the Cape Hoskins area and which will divide the present island of New Britain into two districts; and West Sepik which splits the present Sepik District in two, Wewak remaining the headquarters station of East Sepik, and Vanimo, near the West New Guinea border, becoming the station of the new district.

This is the third time since 1921 that the boundaries of the Sepik District have been changed. Originally it was much the same as the recent Sepik District except that it was called Aitape and headquarters were at Aitape. About 1924 or 1925, the Sepik River, the lakes at its mouth and the hinterland that ran back to where the borders of Papua, Dutch New Guinea, and the Mandated Territory met, were taken out of Aitape and called the Sepik District with HQ at Ambunti. But in 1934 they were all put together again, Aitape and Sepik Districts amalgamating as the Sepik and the headquarters station being placed at Wewak.

The changes, in the Sepik District at least, may mean some advance for the locals, who are a neglected lot in a Cinderella area. The Sepik residents are hoping so, anyhow.

End Of Isolation For The Shortlands

THREE Mono Islanders wanting to post airmail letters were among the entire population of Stirling Island, BSIP, to turn out one day recently to greet the first plane to land there in 20 years.

The airstrip on Stirling Island (one of the Shortland Group) was used by fighters during World War II but since 1945 had fallen into disrepair. It has recently been rehabilitated by the local people with the help of their council, supported by the Colonial Development and Welfare Fund.

Aboard the Megapode Airways Dove that landed on the strip were the District Commissioner Western, Mr. John Field; the BSIP Comptroller of Posts and Telecommunications, Mr. Dudley Wright; and a well-known local trader, Mr. Cyril Ashton.

Leading the 200 people who welcomed the plane was the president of the Local Government Council, Roy Kimisi.

The Shortlands, including Mono and Stirling, are closer to Bougainville than to the rest of the BSIP, and as ships call there only at long intervals the population of about 1,100 has felt that it is cut off from the rest of the world.

Megapode Airways proposes to

HON. MEMBERS VEXED: HOW DO YOU TELL A CROCODILE'S SEX?

By a Staff Writer

When do crocodiles become mothers? This vexing question is currently exercising the minds of interested parties in P-NG.

The sex life of crocodiles is just one of the many fascinating facets of debate that are likely to turn up at any time in the Papua-New Guinea House of Assembly.

This one occurred because Mr. Robert Tabua, of the Fly River, is having a second attempt to get a bill passed through the House that will protect small crocodiles. He tried it once before and was defeated; but he is trying again.

Now, crocodiles are a fact of life in many parts of New Guinea and Papua; they are also a lucrative source of income to a few Europeans and a lot of natives. Nonetheless, in some parts of the Territory there are no crocodiles at all and, as Singin Pasom from somewhere in the hills behind Lae succinctly put it, the main concern elsewhere is generally pigs and possums.

The Sepik people, on the other hand, have a vested interest in crocodiles (they've probably got more or as many as the Fly River people, anyhow) and they want Tabua and his friends to mind their own business. They have been reported to have said (to their representatives in the House of Assembly): "We Sepik people don't know anything about Mr. Tabua and his area. . . If we want a law regulating the crocodile industry we will pass it through our Local Government Council. It is nothing to do with the people in Port Moresby. It is our business."

Three hours and several thousand words later, Mr. F. C. Henderson, Director of Agriculture, appeared to put a clincher on the argument. Although his department has tried all over the world, he said, no one has ever made a zoological study of the crocodile and therefore it is impossible to determine at what stage it starts to breed. Furthermore, very few people can even sex crocodiles.

"It might seem on the face of it," he said, "that the best idea would be to protect young crocodiles, yet in point of fact, in order to keep the species going and maintain the industry, it might be a better idea to protect the big ones and have an open-go at the younger ones."

On this note of reason (or shortly thereafter), it was decided to defer any action on crocodiles to the next meeting of the House.

inaugurate a scheduled monthly service to Stirling from Henderson (Honiara) via their existing services to Yandina, in the Russell Islands, and Munda, New Georgia. If this can be done, some of the isolation of the Shortlands will be a thing of the past.

Islanders In A Spin Over Copra

WE'VE heard of sinking funds, special funds, United Nations Funds, charitable funds and Colonial Welfare and Development funds. But what, can anyone tell us, is a revolving fund?

Whatever it is, the islanders on Penrhyn, in the Northern Cooks, want the Government to give them one so that they can buy motors and boats to collect copra from the far-flung *motus* around their big lagoon.

Penrhyn, at the moment, is having a copra boom. After producing only 12 tons of copra in 1964, when production went to pot because of a rat plague coupled with a drought, Penrhyn's production for 1965 was a record 334 tons.

But now that everything is looking so rosy, there are not enough people on Penrhyn to handle production, as the islanders have been moving in droves to Rarotonga and New Zealand.

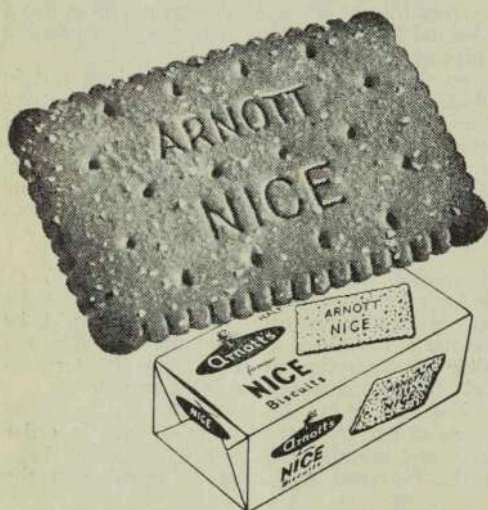
The result is that many piles of coconuts collected for opening and copra-making have been sprouting before the small labour force has been able to get to them.

Besides asking for a revolving fund to overcome this problem, Penrhyn's Legislative Assembly representative, Mr. Tangaroa Tangaroa, has asked for a kiln to be built on the island to help with copra-making.

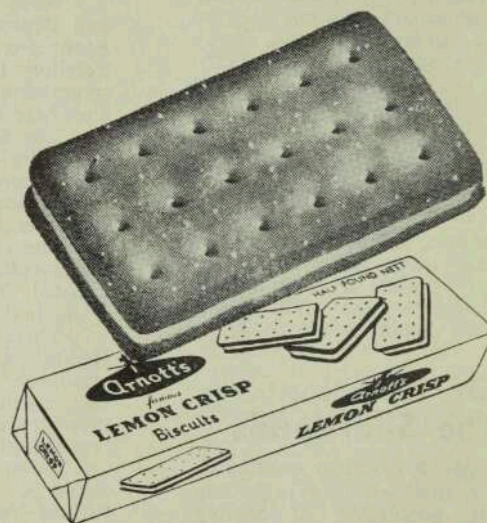


Arnett's *famous* Biscuits

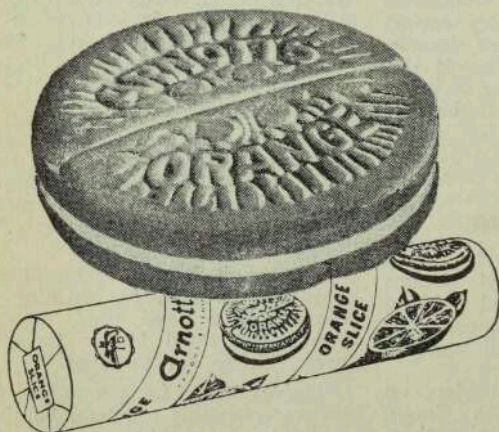
in triple wrapped, tropical packs



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



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



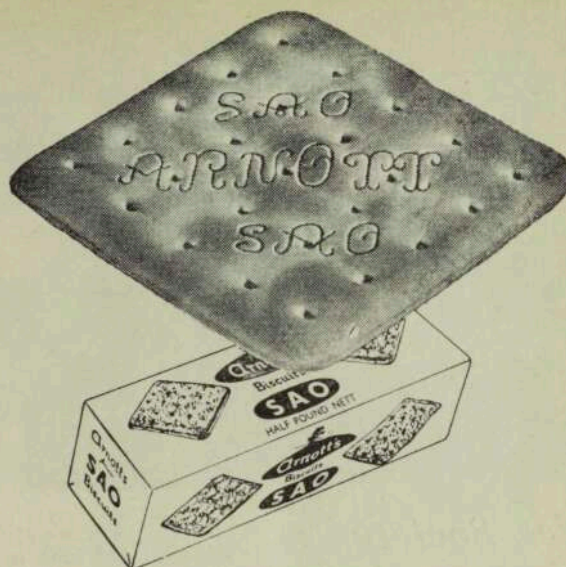
Arnett's ORANGE SLICE Biscuits
Orange cream between tasty vanilla biscuits.



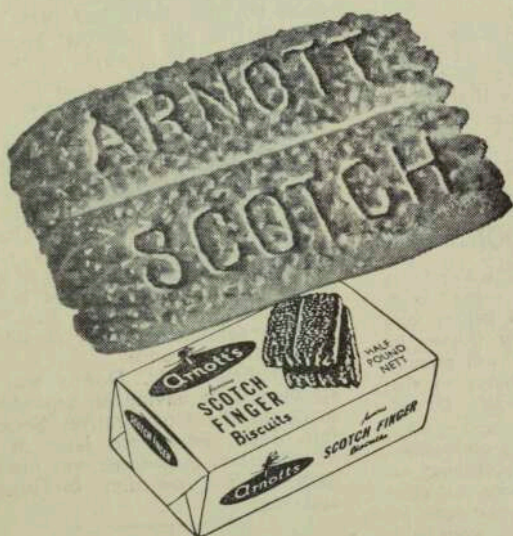
Arnett's SHREDDED WHEATMEAL Biscuits
Wholesome crunchy goodness
and the flavour of new wheat.



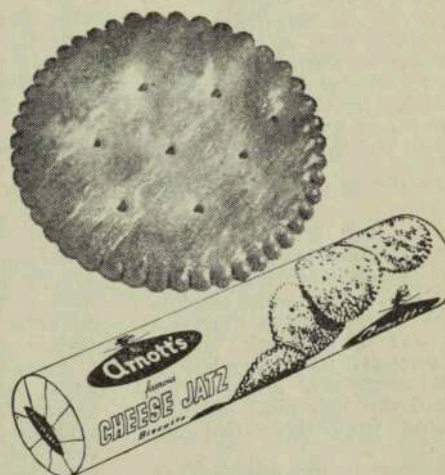
Arnott's MILK ARROWROOT Biscuits
All-day energy for children —
a favourite with all the family.



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



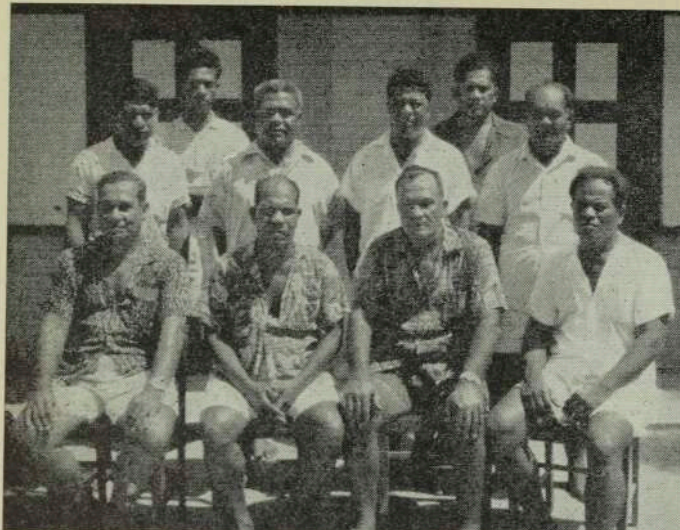
Arnott's SCOTCH FINGER Biscuits
Chunky and butter-rich,
with the true shortbread flavour.



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

There is no Substitute for Quality

M141



GEIC PARTY LEADERS

The Christian Democratic Party, the second political party in the Gilbert and Ellice Islands Colony, was formed at a meeting attended by about 70 people on Betio, Tarawa, in late November (PIM, Dec., p. 7). Committee members of the party are (seated, from left): Messrs. Simon F. Edwards (secretary), businessman and unofficial member of Advisory Council; Temete Tebetsaio, MBE (president), retired co-operative officer and unofficial member of Advisory Council; David Murdoch, BEM, (vice-president), foreman, Wholesale Society construction; and Teroron Batiara (treasurer), higher clerical officer with Administration. Standing (from left) are: Messrs. Ikakeau Tonganibeia, Co-op. inspector; Tekinaiti Kaiteie, "Met" observer; Dr. Tiko Toga, AMO; Messrs. Sam Highland, chief clerk, Wholesale Society, Tony Moy Tauniu, assistant mechanical supervisor, PWD, and Semisi Feso, assistant supervisor of works, PWD.

Photo: Henry Schutz.

Coffee Society Is Really Big Business

From a Port Moresby Correspondent

One of the biggest native enterprises in Papua-New Guinea, if not the biggest, is the Kundiawa Coffee Society. In fact it has become so big and so successful in the 18 months or so that it has been in existence that it has caused all the usual amount of speculation—including some in the House of Assembly.

PRESIDENT of the society is old Komdom Aguano, ex-MLC, who was defeated at the House of Assembly elections in 1964 but is still very much Mr. Big in the Chimbu District. The society employs about 400 local people, a European manager and a mechanic and a Papuan secretary. Its factory has all the latest machinery, including an electronic device that picks out dud coffee beans from those that are f.a.q.

The turnover in the first year of operations is said to be something like £500,000. The Chimbu people have a nose for money and it is already being predicted that sometime in the future they will be the financial manipulators of the independent state of New Guinea. In the meantime they simply like to get their hands on money for the sheer pleasure of possessing it.

The amazing thing about this enterprise is that the vast majority of the shareholders are completely

illiterate. What will happen, local observers are fond of asking themselves, when they produce a few high school graduates?

The whole enterprise is under the guidance of the Co-operatives Branch of the P-NG Department of Trade and Industry and the officer of the branch stationed in Kundiawa is very closely concerned with the society.

The Department not only masterminds it, but it is also responsible for audit of the books. It was this aspect of the enterprise that brought Mr. Ian Downs to his feet at the

November Assembly Session to question the wisdom of do-it-yourself audits in enterprises as big as this one. He suggested that the audit should be done by some other organisation or some other department.

He was not suggesting, he said, that there was anything wrong with the conduct of the Kundiawa Coffee Society as a business, but he did point out that there had been three managers at the mill that processes the coffee in the previous 18 months; and that there was a tremendous amount of money and a tremendous amount of coffee involved.

Mr. Downs got the reply that he probably expected from the official side of the house. Said Mr. Harold Reeve, Assistant Administrator (Economic Affairs): "The Department of Trade and Industry which has undertaken certain duties of audit has done those duties to the best of its ability without any bias and without deference to any outside or competitive influence".

Nonetheless Mr. Downs was instrumental in having an amendment made to the Co-operatives Societies Bill, 1965, introduced later in the meeting, that goes some way towards meeting his objection to internal audits.

The Motor Boating and Water Skiing Bill failed to make the grade at the November meeting of the P-NG House of Assembly. Those many coastal people who indulge in these sports in the Territory can now relax. The bill sought power to license boats and drivers and to prohibit skiing in certain areas but it was quietly dropped when unofficial members indicated non-support.

FINDINGS ON P-NG TV DUE SOON

Professor Derek Broadbent and Mr. Douglas Brooke, who made up a two-man Commission of Inquiry into television in Papua-New Guinea in October and November will present a report on their findings to the P-NG Administrator, Sir Donald Cleland, in January.

The Commission paid a preliminary visit to the Territory in October to invite appropriate persons to give evidence at formal hearings in November. These hearings were held in Port Moresby, Rabaul, Lae, Bulolo, Goroka and Mt. Hagen.

The Commission's terms of reference were: "To inquire into . . . the usefulness, technical feasibility and costs of television in the Territory of Papua and New Guinea, not only as an educational medium but as a medium for mass communication and entertainment."

Fiji's Sunday Trading War Brings Deeper Issues Into The Open

From John Carter, in Suva

A long line of more than 4,000 people, mostly Fijians, crocodile'd its way through Suva's main streets on December 9. It was a protest march, the latest move in a fight which is going on in Suva's shopping world over Sunday trading.



THE shopkeepers want to open on Sundays when passenger liners and cruise ships are in port to catch the golden stream from the pockets of the tourists. The Fijians object on religious grounds.

A couple of years ago it didn't much matter. Shops opened or shut almost at any old time because the ordinance was a little threadbare. Then the Government brought out a brand new ordinance which virtually shoved the whole business of trading hours into the lap of the local authorities. Then the game started.

Now and again passenger-carrying ships arrive at Suva on Sundays or public holidays.

With duty-free shopping neon-lighting Fiji's name abroad, such an arrival is big business and Suva City Council was not slow in using its powers under the new ordinance to allow shops to open on public holidays, but it decided against Sunday openings.

This decision was made mainly through the insistence of the Fijian and European councillors.

What a howl there was from the shopkeepers! Thousands of pounds were going to be lost to Fiji—all those American greenbacks and Aussie and Kiwi pound notes.

There were petitions from the shopkeepers and their organisations, dozens of letters in the *Fiji Times*, and two attempts by Indian

councillors to get the council to change its mind. No doubt the income tax people were amazed to hear that so much money changed hands over shop counters.

The council remained firm.

The Fijian councillors reminded the rest about the Deed of Cession and how Fiji's position as a Christian country was guaranteed. Most Fijians were good Methodists, they pointed out.

The shopkeepers continued to chew their nails and make representations. "Change the law", the shopkeepers said, "Take out of the hands of the local authorities the power to make these decisions".

Dark Hints

Then recently, just before a Sunday cruise ship was due, the council received a letter from the traders' organisations—European and Indian — making another appeal. There were dark hints that shipping lines would boycott Suva if they found a closed and shuttered city when that ship came in.

Fijian dockers worked on Sundays, it was pointed out.

That changed the minds of some. The council was asked to consider holding a special meeting a couple of days before the fatal Sunday. The Mayor said no.

But the traders' pressure was piled on, with remarkable results. A special meeting of the council was

This was the scene in the main street of Suva in December when Fijians demonstrated against Sunday trading. They marched to Government House, where they handed over a petition to one of the guards at the gate.

Photo: Stan Whippy.

called, somebody proposed the *volte face*, and council agreed shops could open on Sundays for any four hours between noon and 6 p.m. if a cruise ship passed through.

The Fijians, deserted by some but not all the Europeans, grimly fought a rearguard action.

The end came when their acknowledged leader on the council, Ratu Livai Volavola, Deputy Mayor and as good a Methodist as any of them, voted in favour of the shops opening for four hours only, and outside usual church-going hours.

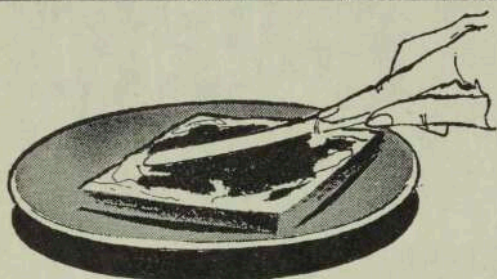
It was like Horatius joining the ranks of Tuscany. It needed courage for Ratu Livai to cast his vote as he did.

He argued that it was the greatest good for the greatest number that mattered, that there should be a change if the Colony was not to lose trade, and that perhaps they had no right to dictate to others with different beliefs.

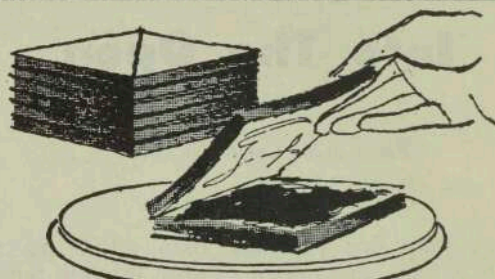
Ratu Livai may have committed political hari-kari. The Fijians will never vote him into the council again, or so they say.

The Fijian population took the

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Further Protests At Sunday Games

A strong protest has been made by the Fiji Amateur Athletics Association against Sunday competitions during the South Pacific Games at Noumea next year.

The president, Mr. A. J. Scott, has written to the Fiji Amateur Sports Association, saying that the proposed programme for the Games provides that athletics will take place on four consecutive days, one of them a Sunday. He said that a letter to the Games organisers protesting about certain sports being played on a Sunday had not even been answered.

Mr. Scott pointed out that most members of the Fiji athletics team will be Fijians, and that almost every one of them is a practising member of the Methodist Church. They would object most deeply to competing on a Sunday, and might refuse to compete.

The letter commented: "We are sure that the Games Council cannot be unaware of this factor and can only conclude that the refusal to acknowledge the first letter on this subject must have been activated by motives other than efficiency and co-operation in the staging of the second South Pacific Games."

council's change of heart badly, and that was what the procession on December 9 was about. It was organised by the Fijian Advancement Party. The party has but a modest membership and so far its proclamations have never raised more than a squeak, but this procession was a surprise.

Party secretary Meli S. Baleilakeba was no doubt acting from the highest of motives when he and his committee decided on the march of protest, but the decision has probably helped him politically.

It was thought Meli might attract a couple of hundred willing to protest but more than 2,000 were there in Rodwell Road to start the hymn-singing hike to the gates of Government House.

Methodist Support

Hundreds more joined as the procession moved, until there were about 4,000. The majority were members of the Methodist Church, which had now given its active support. Two of its ministers, Rev. Setareki Nasilivata and Rev. Kameli Cerelala, led the procession in prayer once it reached the "palace" gates.

Said Meli later, "I would have got 10,000 if I had held it later in the evening".

Meli was photographed handing over a petition to a two-stripe policeman, because unfortunately the Governor wasn't there to receive it. It protested against Sunday trading and asked the Government to take

the power of deciding shopping hours out of the council's hands.

The Methodist Church a day or two later made an announcement that though its members recognised that Fiji held people of different creeds, many of whom did not recognise as sacred the Christian Lord's Day, "nevertheless, we believe that the teaching of the Scriptures that men and women are entitled to a regular rest from their work applies to all sections of the community.

Just A Beginning

"Recent trends indicate that the profit motive is replacing the true welfare of the people as a factor in determining public policy. Therefore, we view with concern the growing practice of Sunday trading and urge our people to refrain from it."

It seems now that all this is merely a beginning. The Fiji Stevedores' Union has an agreement with the shipping companies which ends in January. The union intends to insist on a change in the new agreement, precluding the working of ships on Sundays at any port in Fiji, unless there is no day but Sunday on which the ship can be handled, and if the cargoes are perishable.

Continued Sunday trading will widen a rift which has been growing between the Fijian and Indian people and will do nothing to strengthen relations between Fijians and Europeans. Many Fijians blame the Europeans for failing to uphold what they consider to be Christian principles.



Mr. Keith Tetley.

No Casino, Or Playing Cards, For Keith

From a Port Moresby Correspondent

Off-course betting—SP, to give it its Australian name—got the green light, or seemed to, in the Papua-New Guinea House of Assembly in November. It was agreed by usually disagreeing members that it was better to let it go on under the lap than legalise it and thus permit bookmakers to advertise themselves.

IN coming to this conclusion (in order to save the natives from themselves) the Treasury gave up the idea of collecting what the proposer of the bill, Mr. Keith Tetley, of Gulf, calculated would be £200,000 a year in tax.

One of the chief opponents of the proposed legislation was Mr. Percy Chatterton, a LMS missionary and the member for the Central electorate.

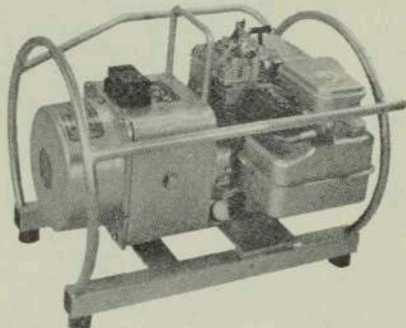
He seemed to think that the licensing of betting shops in the Territory would turn it into some sort of Pacific Las Vegas. It would be, he said, "the first step down a very slippery slope. The next thing will probably take the form of a banner across Ela Beach Road saying 'Come to Keith's Casino.'"

Native members, he pointed out, had tried to introduce legislation against gambling at the last Assembly meeting.

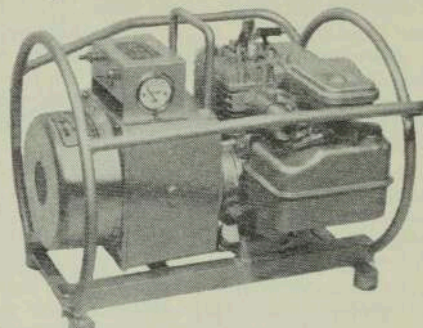
Mr. W. Watkins, Secretary for Law,

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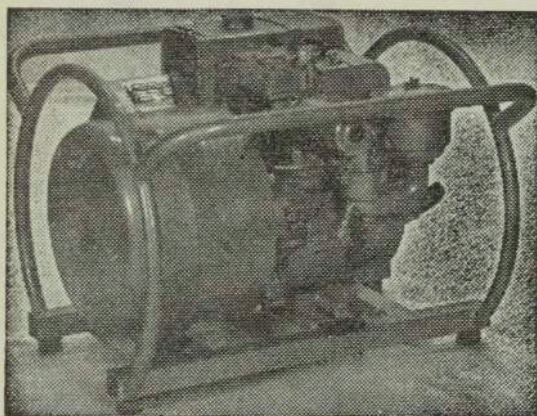
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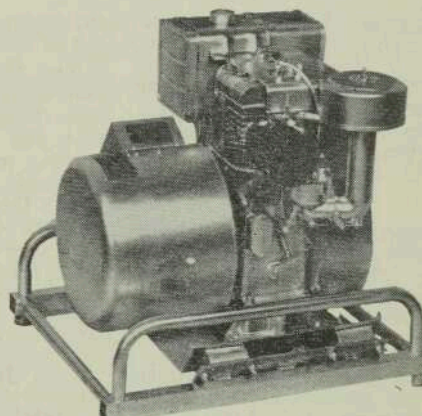
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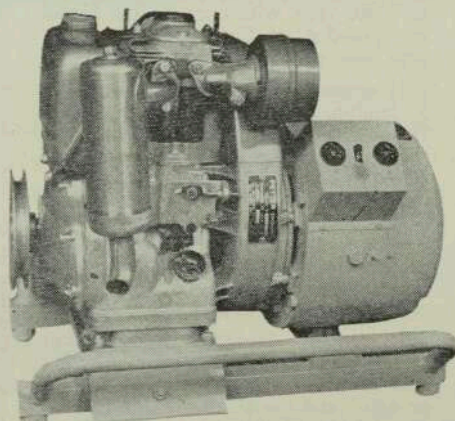


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FIJI NEGOTIATIONS ON IMMIGRATION

"Confidential and delicate negotiations" on immigration are currently being held between the Fiji Government and the Governments of Australia and New Zealand.

Fiji's Colonial Secretary, Mr. P. D. Macdonald, revealed this in the December. Earlier, Mr. A. D. Patel, the Member for Social Services, had suggested that Australia and New Zealand should grant six-month permits to people from Fiji who wanted to work in those countries.

Mr. Patel said there was an acute shortage of agricultural labour in both countries.

said that although he did not often agree with Mr. Chatterton he did on this occasion. A few natives patronised SP bookies now but if such betting were legalised it would attract a great many more—to the detriment of the people of the Territory.

The bill was defeated before it reached the second reading stage.

Mr. Tetley had no better luck with his Gaming (Playing Cards) Ordinance Repeal Bill which he introduced first at the September meeting of the House a few days after the famous Gaming (Playing Cards) Bill had been pushed through by New Guinean members who supported it.

The original ordinance seeks to prohibit gambling in the Territory by the extraordinary procedure of licensing playing cards which are to be hired from gaming houses but returned thereto as soon as a game is completed. It also seeks to prohibit the import or local manufacture of cards. The reason behind it was that some Highlands members believed that native gambling was ruining the country.

This first bill was introduced by Sinake Giregire of Goroka, and at that stage, endless time was spent in the House while it merits were gone over *ad infinitum* by most other New Guinean members. More endless time was spent recently when the same speakers said the same things in speaking against Mr. Tetley's effort to have the ordinance repealed. In the end Mr. Tetley's efforts were defeated and the original Sinake Giregire legislation stands—awaiting the assent or dissent of the Administrator. (See *PIM*, Dec., p. 19).

In the division only five people supported Tetley but it is safe to say that not one European really believes in the Giregire legislation—it is, for

one thing, virtually unworkable—but nearly all have lent themselves to dangling it before the eyes of bemused New Guinean members as some sort of diversionary sugar-plum.

Quite frequently commonsense ideas from native members are turned down for policy reasons. But in this case there has been smug agreement that "we'll let you have this one—then you can't be too annoyed if we turn you down on something important."

In the meantime, while those higher up the line are deciding the ultimate fate of the Gaming (Playing Cards) Ordinance, there has been a reported boom in playing card sales in the Territory.

A GROUP of Fiji businessmen visiting Auckland in December said many Indian traders were confused over the details of new Customs regulations for New Zealand which were to be applied from January 1 (*PIM*, Dec., p. 135), but the regulations would probably seriously affect trade. The regulations are designed to crack down on New Zealanders returning from overseas with duty free articles. The amendments will reduce the number of duty free cameras the New Zealanders can bring back from two to one, and portable TV sets will be dutiable. The businessmen said they would like to see a New Zealand Customs officer visit Fiji to explain the regulations.



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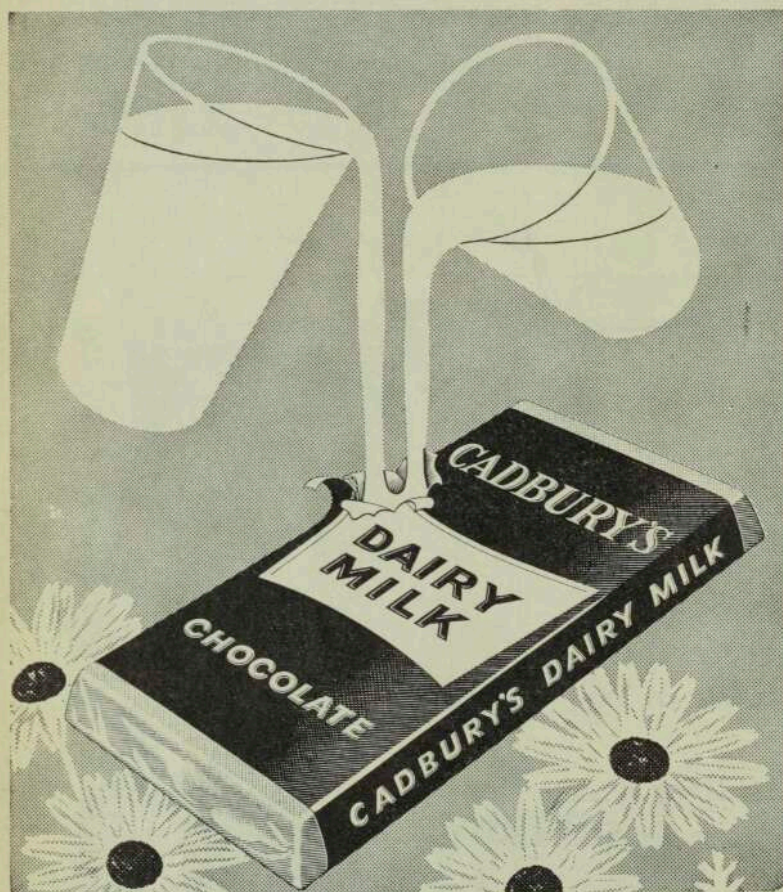
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Embarrassing Problems Of NG's Half-Way House

From a Port Moresby Correspondent

The most interesting aspect of the recent meeting of the Papua-New Guinea house of Assembly was the bombshell dropped by Mr. Graham Gilmore, member for South Markham, when he took it upon himself to outline what he thought should be the future trend of political development in the Territory. It was interesting because of what Mr. Gilmore said; interesting because of the reaction of other members; but most interesting of all because of the House's inability to deal effectively with it.

It has been said many times that Papua-New Guinea is not yet ready for political parties, and especially not ready for party government. This may well be so, but it also poses the question as to whether or not the present form of government in P-NG should not have been held up until such time as the people themselves have a better idea of where their allegiances lie.

The House consists of a minority of 10 official members who are—or who act as though they are—the government in power. The other 54 members, less the Speaker, are therefore placed in the position of being the opposition.

Of course they are not. They conduct their parliamentary life as 53 separate entities, playing a continuing game of political musical chairs. As individuals they sometimes support the government; sometimes they support another unofficial member. Within half an hour, when some other question comes up, they all change places and are supporting someone else.

In theory this is excellent—true political democracy. In practice it leads to the House's time being taken up with private member's bills frequently so unworkable that somewhere along the line they are sure to get nipped in the bud. It also allows bombshells of the Gilmore variety—although in many instances this is no bad thing.

Watching the present P-NG House of Assembly at work is to understand perfectly how, in the interests of some discipline, parliamentary political parties developed.

In order to place his Matter of Public Importance before the House, Mr. Gilmore needed the support of three other members—which he got.

His purpose was to bring before the people of Papua and New Guinea the fact that the present administrative union of the two territories—Papua an Australian territory and New Guinea a United Nations trusteeship territory—was merely a union of convenience.

But some people, he said, were seeking to make the union permanent in an "unholy and quite illegal marriage—a marriage that would be to the detriment of both territories and would produce bastard mutations that would grow and grow more prolific and which would in time end in disaster".

Mr. Gilmore appeared to think that one of the matchmakers at this

Population Up In Honiara

Provisional figures released from a census on population taken in Honiara British Solomons, in October, revealed that the population of the capital has nearly doubled since 1959.

The census showed that there are 6,431 people residing in Honiara—an increase of almost 3,000 in six years.

The population total is made up of 4,587 males and 1,844 females.

The census showed that 53 houses out of the total of 1,323 have more than one family living in them at present.

unholy wedding was the chairman of the Select Committee on Constitutional Development, John Guise, who has called for ideas for a new name for the territory that will cover Papua and New Guinea, a national flag and a national anthem.

Mr. Gilmore accused Mr. Guise of deliberately seeking to implant in the minds of the New Guineans the thought that there was only one political future available to them—political unity with Papua and sovereign independence for that union.

Having made it clear that New Guinea need not join Papua, he then went on to outline how he hoped

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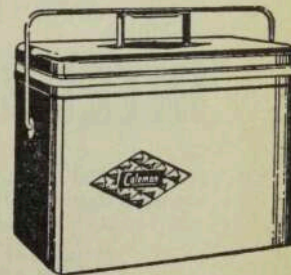
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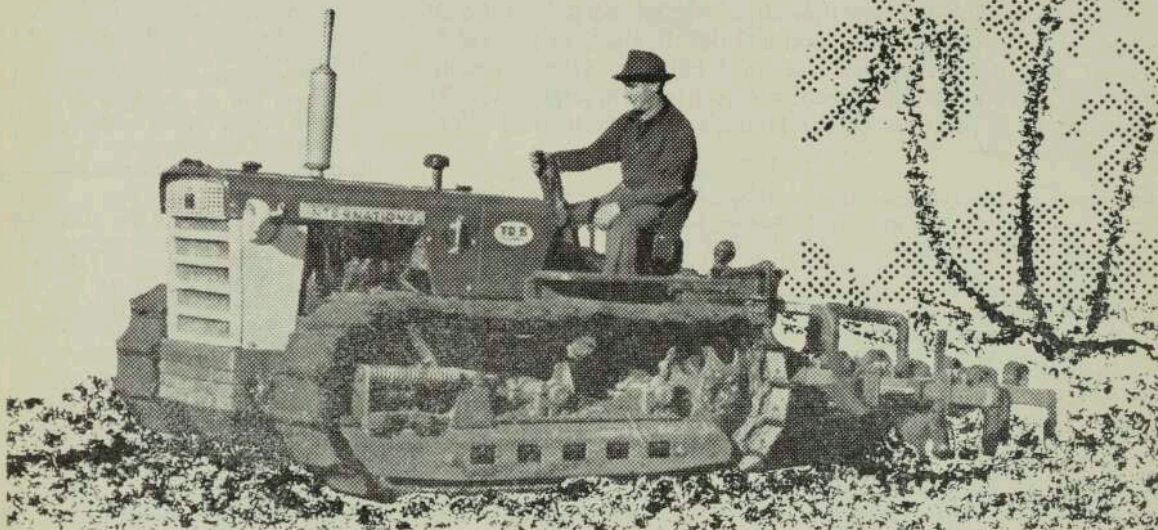
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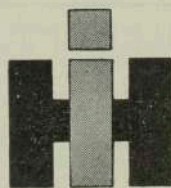
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that they would do just that—through a series of plebiscites.

The first would be held in New Guinea and through it New Guineans would choose whether they would (a) be a sovereign independent state; or (b) join in free association with an independent state; or (c) be integrated with an independent state.

The next step, said Mr. Gilmore, would be to hold a plebiscite in Papua, where the people would be asked to choose whether or not they would surrender their present Australian citizenship in favour of union with New Guinea "along the path the New Guinea people had already chosen".

In the event of their electing to join New Guinea, it would then be necessary to hold a third plebiscite in New Guinea, this time to decide whether New Guineans were willing to have Papua as a political partner.

About the time that the first plebiscite was being held in New Guinea, that territory would enter into a series of negotiations with Australia in respect of future relations.

Mr. Gilmore felt that if New Guinea made its first act of self-determination at once it would dispel much of the feeling of political insecurity that at present was rife in the territory. He intimated during his long speech that he intended to introduce a bill that would call for this. (He did not in fact do this).

Mixed Reception

Mr. Gilmore's one-man attempt to solve the combined territory's political difficulties got a mixed reception. Some members of the Select Committee on Constitutional Development (it was set up last May) felt slighted, or said that they were. They took the view that Mr. Gilmore was trying to usurp the powers that had been specifically given to them.

Nonetheless, within a couple of days the chairman of the committee was able to present an interim report on its deliberations to the House—something that had not been expected at that meeting. The report said virtually nothing but it presumably proved something to someone.

Some of Mr. Gilmore's European colleagues went to some pains to paint him as a sort of New Guinea Ian Smith, cooking up a sneaky plan for a unilateral declaration of independence behind closed doors. He was also accused of having had secret meetings with the last UN visiting mission to NG.

Dr. John Gunther, Assistant Administrator (Services), made one

of his more-in-sorrow-than-in-anger speeches; and many of Mr. Gilmore's native colleagues were obviously confused by the whole thing, and said so. Some, of course—and this is fairly frequent in the House—appeared to both support him and oppose him in the same speech.

It was left for New Guinean Paul Lapun (Bougainville) to bring the whole thing down to ground level. "Can you", he asked, "put one flag on two houses? This is what my people ask me . . . I tell you it is hard work to get the combination of these two countries".

He went on to say that not only was it difficult to get Papua and New Guinea together but it was

almost impossible to discover what Manus Islanders (for example) thought, or Chimbos or a dozen other people, on any question.

Mr. Lapun spoke nothing but the truth. So did Mr. Gilmore, in parts. Although some of what he said indicated woolly thinking he was right about one thing: the present half-way stage of P-NG politics is frustrating for everyone.

Although the eggs have been scrambled, there is still nothing to bite at. To wonder whether the eggs should have been scrambled at all now, however, comes within the realms of the purely academic.

● For Tolala's comment, see p. 53.



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PUZZLING ECONOMICS OF NEW GUINEA'S ECONOMIC AFFAIRS

From a Port Moresby Correspondent

Papua-New Guinea, which now is in the position of having advisers to advise advisers, has digested another expert. The appointment of Mr. A. W. McCasker as Economic Adviser to the Administration, on the recommendation of the World Bank Mission, has been accepted without a murmur. Or almost.

MR. IAN DOWNS, who keeps a censorious eye on such matters for the good of his constituents, had a few words to say on the subject in the House of Assembly in November. It could be, he thought, just another classic example of the public services solving another public service problem by appointing another public servant.

The whole set-up of economic advice in the Territory seemed confused to him, he said. He felt that Mr. McCasker might be confused also and that some people within the Administration itself might be confused.

All Very Confused

"The Treasurer", Mr. Downs went on, "is an officer who has something to do with economic affairs. Within the Treasurer's own department there is a Director of Finance (Mr. Ritchie) who has something to do with economic affairs.

"And then we have an Assistant Administrator (Economic Affairs)—he has something to do with economic affairs—plus the Central Policy and Planning Committee which no doubt has something to do with economic affairs.

"On top of these people—and capable of putting them in their respective places—we have, in Canberra, a First Assistant Secretary (Economics).

"... I do not think [the new appointment] makes a great deal of sense unless the powers and duties of these people are defined and I hope that in this session someone on the Government side can tell us where the Central Policy and Planning Committee begins and ends; whether or not the Economic Adviser

will join this committee; whether the Assistant Administrator (Economic Affairs) and Economic Adviser will separate their functions and how these two gentlemen will liaise with the Director of Finance in the Department of Treasury.

"Also, on top of that, can we also be told how the First Assistant Secretary of Territories in Canberra will fit into this picture? Unless these needs are made clear the public, the officers concerned will be in grave doubt as to what it is all about."

Mr. Downs got an answer from Dr. John Gunther, Assistant Administrator (Services) the following day. It ran into three foolscap pages but set out the new Economic Adviser's main duties thus:

(1) To assist, in conjunction with the departments and agencies the availability of resources, both physical and financial for development. (2) To co-ordinate and stimulate the planning activities of the departments and agencies including the preparation of criteria

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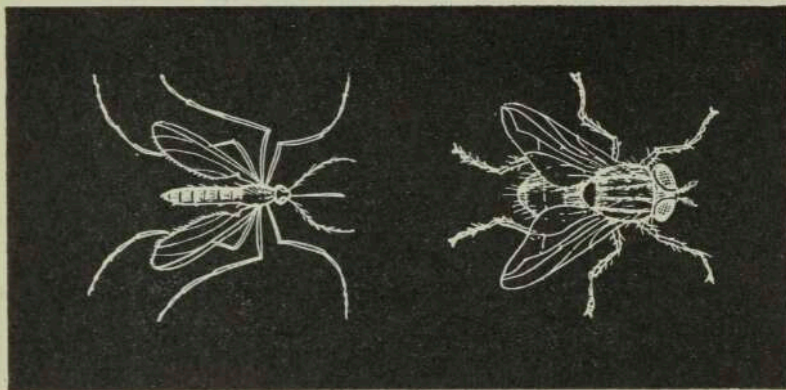
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The Pea-Beu Story

THE story behind the development of Pea-Beu reads somewhat like a fantasy from a fairy-story book. It started some years back, in the laboratory of a young industrial chemist.

He was, at that time, conducting a series of experiments with a face-



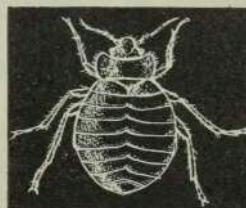
powder for women and, naturally enough, a certain amount of the powder was carelessly left strewn around the laboratory. It was this typical untidiness of an experimenting chemist that led to a startling discovery and the birth of Pea-Beu.

Much to his amazement he found that each morning numerous cockroaches were lying dead in and around his laboratory. Others, he noticed, were swaying from side to side in a "drunken" state. They died within a short time. Being a man dedicated to science, he was extremely curious, and decided to experiment with roaches to see if he could solve the mystery killings with

this harmless non-poisonous face powder.

After a series of tests, he realised that cockroaches will make a very cautious approach to any suspicious object they encounter. They even stand back to "sniff" succulent food and make careful prods with their feelers before feeding. He ascertained, however, that while cockroaches would readily walk over odourless face powder, they inevitably died a short period after doing so. He consequently named the powder Pea-Beu (to associate the original powder with beauty) and experimentation was continued by the A.N.I. Chemical Research, who gave intensive investigation to developing the discovery for general insect control.

Tests were carried out in A.N.I. laboratories to determine the



powerful killing action of Pea-Beu cockroach powder, not only for cockroaches but for all household pests, and its advantage in "insect-

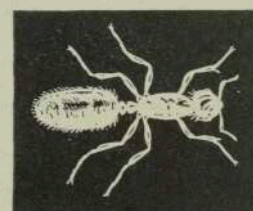
proofing" premises and stored articles over long periods. It was found that this insecticide retained its lethal potency indefinitely. That which had been laid in a home for longer than a year effectively sealed the fate of insects who happened to walk through it. It has since been established that this killing action will persist for years.

Another important feature of Pea-Beu is that it is safe and can be used freely even when there are children and pets in the home. It will not harm the lungs. Further, insects cannot become immune to this type of insecticide.

A most interesting development has since taken place. A.N.I. Chemical Research throughout the world now advise that Pea-Beu has been made available in handy liquid aerosol form to instantly eliminate any household insect pests. Flies, mosquitoes, cockroaches, fleas, bugs, moths and ants are all easily controlled with its extremely high potency combined with the wide,



unique "umbrella-spreading" action of Pea-Beu liquid spray, which penetrates to all corners of the room. While Pea-Beu kills insects with amazing rapidity, it is perfectly safe to use in the presence of young



children, where food is stored, or in rooms throughout the house. It comes as a boon to the Territorian housewife, where it is now being made available mainly through local pharmacies and stores.



Mr. Ian Downs.

and policies for development as well as general procedures to be followed by the departments and agencies in the preparation of a contribution to the development plan, both annual and long term. (3) To prepare and maintain a co-ordinated development plan for the Territory. (4) To evaluate projects and programmes prepared by the various departments and agencies and recommend priorities for public investment within the framework of a co-ordinated programme. (5) To review progress in the private sector and to recommend ways and means for accelerating and strengthening private development. (6) To review and evaluate progress in the implementation of the development plan and recommend appropriate action and change."

If Mr. McCasker manages to do all that, no doubt even Mr. Downs would agree that he will earn his salary.

Talks On Niue And Tokelaus

DISCUSSIONS on the future of Niue Island and the Tokelaus will be held by the NZ Minister of Island Territories, Mr. Hanan, when he visits the islands in January.

Mr. Hanan said in Wellington in December that discussions would include economic and social aspects of Niue Island and there would be special talks on constitutional development of the Tokelaus.

Mr. Hanan said he would also exchange views on the possibilities of resettling Tokelaus who had no prospect of being gainfully employed in the islands.

Mr. Hanan, accompanied by Mr. S. D. Wilson, of the Island Territories Department, will leave Auckland on January 8 on the *Moana Roa* and arrive at Niue on January 12.

A week later he will leave for Apia, and then he will go to the Tokelaus by RNZAF Sunderland, spending a night on each of the three atolls, Fakaofu, Nukunono, and Atafu.

He will arrive back in New Zealand on January 26.

The Australian Minister for Territories, Mr. Charles Barnes, will visit Papua-New Guinea for two weeks in January.

He will arrive in Port Moresby on January 9 and fly to Goroka, in the Eastern Highlands, where he will open the new Goroka multi-racial Local Government Council. The Minister will also spend three days on Bougainville.

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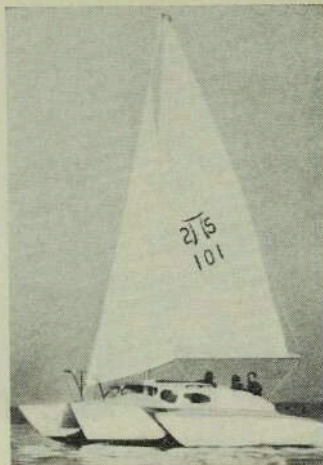
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LETTERS

NAMING THE CARTERETS

Sir,—This might be of interest to New Guinea residents and, perhaps, to some other readers of *PIM*. Reading through the booklet, *The Brave Journey of Philip Carteret*, by R. J. Sheridan (Bonito Series), I notice the author is one more of those people who believe "Kilinailau" (or rather "Kilinailan") is the native name for the Carteret Islands. In this belief also a ship of the Bougainville Company was called the *Kilinailau*.

Kilinailau (better Kilinailan) is nothing but the native pronunciation for "Green Islands", which name was shifted to Nissan during the war, I suppose, by some mistake. In the Bougainville District, the Green Island people are always the Carteret people, in spite of the now "official" map.

The native name of the Carteret Islands is "Tulun", which means "horizon"—the islands are seen from the hills of Buka and Bougainville (Teop), "i tulun"—on the horizon.

FR. A. MULLER

Catholic Mission, Carteret Islands,
P.O. Sohano, P-NG.

MATERIAL ON NEHRU

Sir,—This is to bring to the knowledge of your innumerable readers that the Nehru Memorial Museum and Library is collecting letters, photographs and other documentary material relating to the life and work of Jawaharlal Nehru.

In the course of his long, rich and crowded public career, first as a leader of the national movement, then as the Prime Minister of India, he travelled extensively and met and corresponded with large numbers of individuals. It is important that a full record of his activities is collected, carefully preserved and in due time made available for research to scholars.

This is, therefore, an appeal to all associates, friends and admirers of our late Prime Minister abroad to donate his letters, photographs and other documentary materials, such as Press clippings, films, etc., to the Nehru Memorial Museum and Library, Teen Murti House, New Delhi-11.

Copies of the documents will be supplied for personal record to those donors who wish to have them. Arrangements will be made to return the originals to those who wish to

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J. MOULIK,
First Secretary
(Information).

Information Service of India,
Pitt St., Sydney.

SPANIARDS IN THE PACIFIC

Sir,—In an explanation for those rats on Macauley Island, a writer in your October issue says, "There has never been any suggestion that a Spanish vessel ever reached as far south as the Kermadecs in the south-west Pacific".

Juan Luis Arias, writing in about 1609, states that the pilot Juan Fernandez sailed from the coast of Chile in a small ship, and navigating upon courses between west and south-west, arrived in one month's time at a coast which as far as could be judged appeared to be a continent.

Having only a small vessel and poorly equipped they returned to Chile, intending to return better provided, but the matter was delayed from day to day until Fernandez died (deep water seamen of this period had very brief lives) and the matter was allowed to lapse.

This was the origin of the legend of a great Southern Continent, which wasn't so far out. The coastline is here, even if the land between is a little narrow.

Fernandez would appear to have done enough authenticated discovering in his time not to need any fictions, and he was a very weather-wise and precise navigator of his period.

Arias is quoted at length by both Burney and Dalrymple.

CHARLES WELLS

Auckland, NZ.

'UNSPOILED' VANUA LEVU

Sir,—Congratulations to *PIM* on its fearless and forceful article in October about the plight of the Banabans on Rabi Island, Fiji. Apart from the Banabans, a lot of interesting history could be unearthed on Rabi—some of it best left undisturbed, however.

Did you know that in the very early days, Rabi was sold for £75 in settlement of a debt due to (I think) Levers' store on Taveuni? I do not know how you could verify this, as most real oldtimers have folded their wings and departed. One of Lever Bros' early—if not their first—manager on Rabi was William "Tui" Lyons, ex-Queensland Light-house Service, and a tough lad, by any standards. One of his sons now

lives at Devo, on nearby Vanua Levu.

When the wise men of the day settled the Banabans on Rabi one or two matters were overlooked, evidently—one relating to medical service, for example. When the TB campaign was launched, no one was allowed to put his toe on Rabi, and when His Lordship the Roman Catholic Bishop called there officially to consider religious teaching he was told to "hook it"—they didn't want him or his schools, they said!

I have a letter from a resident of Savusavu and she mentions one or two interesting things about tourism on Vanua Levu and Taveuni. Burns

Philp interests are reported to be opening a hotel on Taveuni.

In the early 'fifties, Messrs. Fury and Lord, who operated hotels in the West Indies, gave Taveuni the once-over, evidently with a view to establishing a hotel there. But that suggestion of oncoming tourism gave the horrors to the more conservative folk on Taveuni—they insisted that it would have no advantages for the unsophisticated Fijians, the over-worked police, the self-sacrificing missions, and so forth; and so the idea was canned.

Little did the Taveunians guess that the Banabans, right alongside, would get over their standoffishness,

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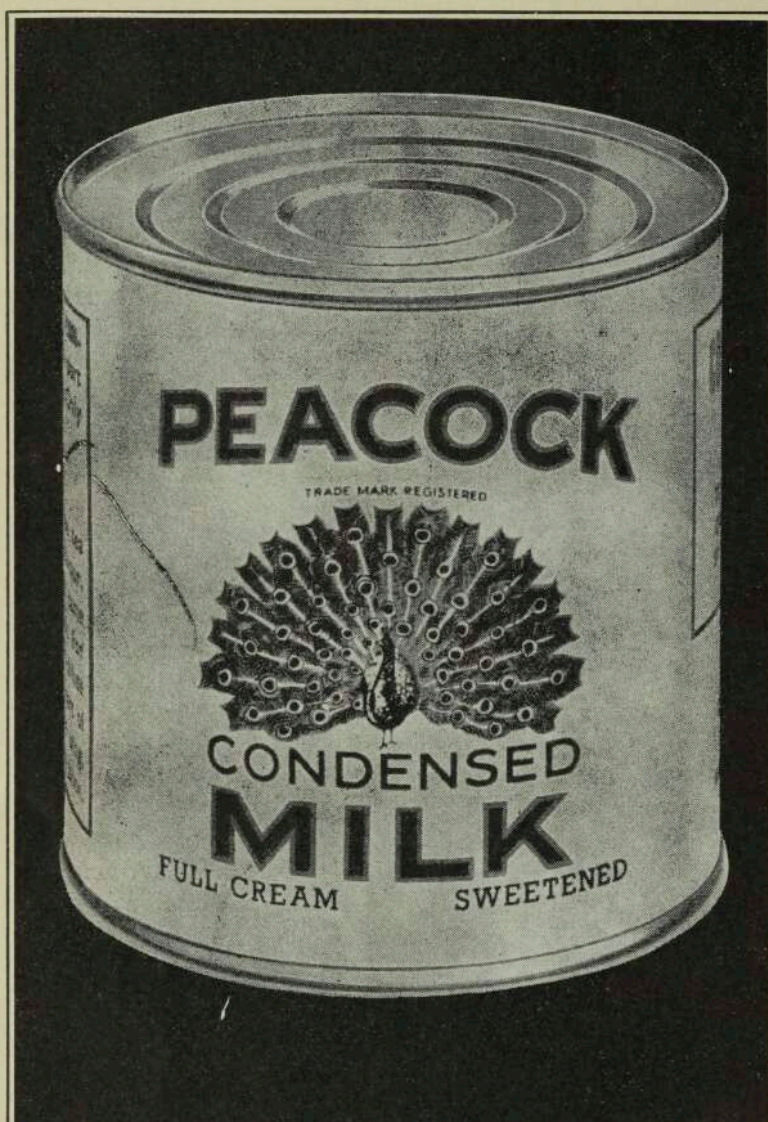
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My correspondent tells me that an ex-police officer has sold his property near Savusavu to a wealthy Australian—that Australian funds may be used to develop tourism there. They all seem to be bitten by this tourism bug.

Viti Levu tourism has been getting all the limelight. Don't overlook tourism developments on Vanua Levu. It is suggested that vested interests may be moving in there. It would not be surprising if cruising liners, having allowed their tourists one frantic day among Suva's duty-free shops, move to Savsavu Bay overnight, and let them refresh themselves among the "unspoiled" beauties of Vanua Levu.

FIJI OLDTIMER

Brisbane,
Queensland.

MPs' VISIT TO BSIP

Sir,—I would not wish to comment on that part of the article from a Honiara correspondent (*PIM*, Dec., p 8) which refers to my friend, the president of the Democratic Party—on which no doubt he will himself be writing to you—but to confine myself to correcting errors of fact in your article within my direct knowledge.

Firstly, my friend the member for Stalybridge and Hyde, Mr. Fred Blackburn, is not a member of the British Government, as your article suggests. He is a backbench Labour MP with a wide field of interests—including the Commonwealth Parliamentary Association—and, of course, he supports the Government in Parliament.

Secondly, Mr. Blackburn and Sir William Robson-Brown were not entertained in my "home village"—which, incidentally, is on the island of Savo—but at Komimbo, on Guadalcanal, where at present I am living.

The two members were entertained there because it was near Tina village, where earlier Mr. Blackburn performed the opening ceremony of a new type of copra drier which—with another new development near Maravovo—replaces no less than 102 individual driers previously used in that region, which is in my constituency.

The drier was of some particular interest to Mr. Blackburn, since it is owned by a co-operative society—of which movement in Britain Mr. Blackburn is a supporter. Indeed—as he told us—he was himself born within 20 miles of Rochdale, where the first co-operative society in the world was founded.

MICHAEL RAPASIA, MLC.

Komimbo,
Guadalcanal, BSIP.



Looking Back On Queen's Career

THE late Queen Salote Tupou of Tonga was undoubtedly one of the most photogenic sovereigns of the world, as the photographs on this and the next two pages show. In the top picture, the Queen is seen chatting with Tongan students in Sydney in 1961 when she spent her first Christmas in Australia and did some research at the Mitchell Library for an official history of Tonga. In the lower picture, the Queen is signing the Treaty of Friendship between the Kingdom of Tonga and the United Kingdom in May, 1959. This treaty replaced one made in 1900 and ratified in the following year.

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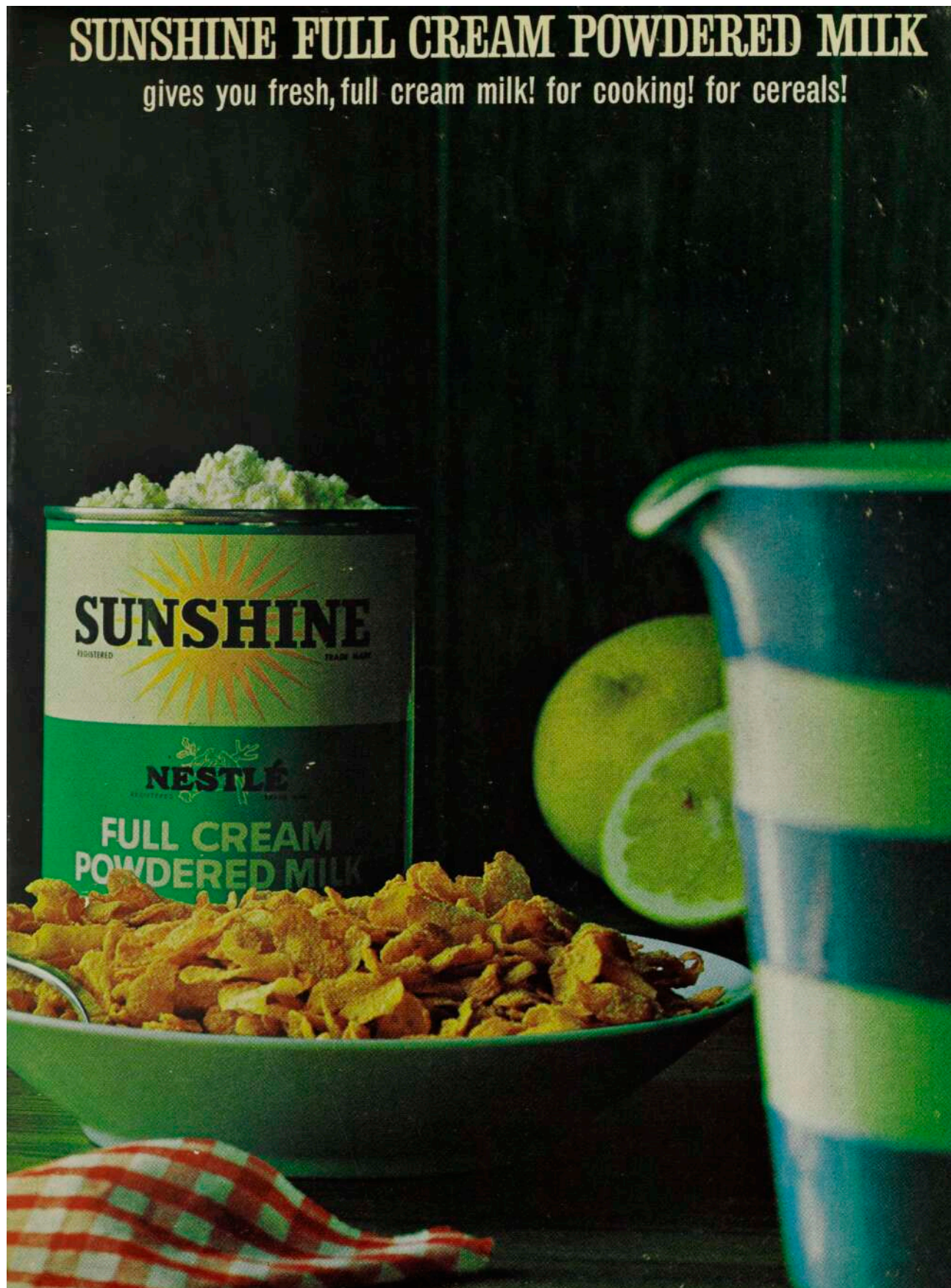
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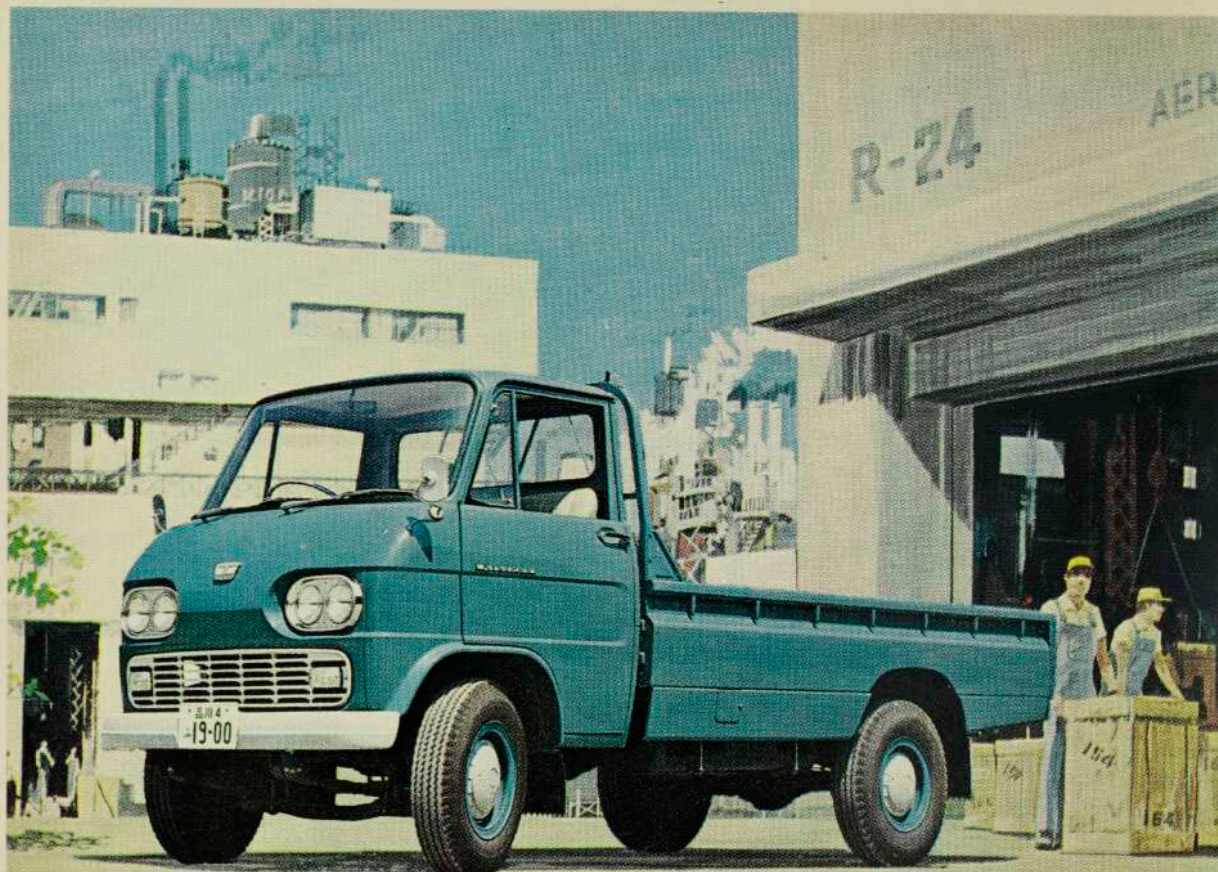
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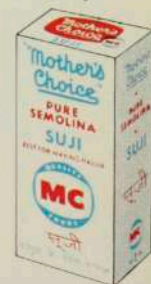


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- The bus transport business is a big operation in Fiji—and getting bigger. It has its problems, but not as many as it had a few years ago, when the industry was almost in chaos. In peak hours Suva's central bus station, one small section of which is seen here, is jam-packed with scores of buses headed for every point on the compass, many travelling distances of more than 100 miles on a single route.



BRIGAND BUS-OPERATORS — THEY'RE A DYING RACE IN FIJI NOWADAYS

From a Suva Correspondent

Fiji's buses, all 430 of them, brightly coloured, mostly windowless, but all certified fit for service, passed a milestone in November.

It was the end of the first decade of control of the bus industry by the Government under the Transport Control Board, and no doubt all 65 registered operators, including one woman, celebrated, in their hearts at any rate, the occasion.

But there were no celebrations when the Transport Control Board came into being in November, 1955, following a commission of inquiry into the industry.

It was just the reverse. One operator even hired an assassin to remove the Senior Certifying Officer, Mr. Fred Goodrum, because he saw in him a menace to the fat living he was making out of risking lives in his ramshackle outfits.

Touting

The industry was in a serious mess when the Government decided to try to bring law and order to the bus industry, which had more than its share of hi-jackers and brigands.

In those days, although it was an offence to tout for passengers, it was a familiar sight to see a bus leave the bus station and tour Suva before setting off for, say, Nausori, with the driver shouting at the top of his voice, "Any more for Nausori" or its Fijian or Hindi equivalent.

Buses jockeyed for position on the roads, racing each other to spots where passengers congregated. When competition was extra hot, there were cut-price rides. When business was brisk, the fares went up.

Most of that finished in 1955 when the Transport Control Board, under the present chairman, Mr. C. S. Reay, laid down a formidable set of regulations.

Proper timetables were established. Operators were licensed for every route. Fares were regulated.

Wasteful competition was eliminated. Bad, very bad operators, were forced out of business. And a strict check began on the fitness of buses, many of which were banned from the roads.

Murder Attempt

Mr. Goodrum, now the Chief Technical Officer, and Mr. Ray Clendenning, now Senior Certifying Officer, along with Mr. Mike Laird, who is now in Australia, bore the brunt of the fight to establish the new order.

The board and its officers had been in being only a few months, harrying the operators and civilising the industry when the attempt was made on Mr. Goodrum's life.

A man crept up on his house one night and hurled an iron bar, sharpened into a spear, through the window. It grazed Mr. Goodrum's throat, but otherwise he was unscathed.

The assailant was arrested, confessed to the crime, and was given nine years in gaol. He revealed the name of the bus operator, who had hired him for the crime, but the bus operator escaped the law by dying. On the night of the murder attempt, when he was informed of its failure, he had a stroke and died soon afterwards.

No other bus operator went to such an extreme to register his protest. But Mr. Clendenning got a big collection of threatening letters, and Mr. Laird was beaten up on the bus station.

"Civil War"

Meanwhile—in fact, right up to 1962—the operators engaged in "civil war". Some of the more unscrupulous used to leave bananas filled with large nails on the road for their rivals' tyres, or nail-studded palm fronds. They also slashed their rivals' tyres and coils, or stole their spark plugs.

There were even one or two attempts at arson, but they were half-hearted.

Gradually, however, the operators realised the value of control, of protection of their routes, of the removal of bad and unfair competition. Today, most of the operators are steady-going responsible men.

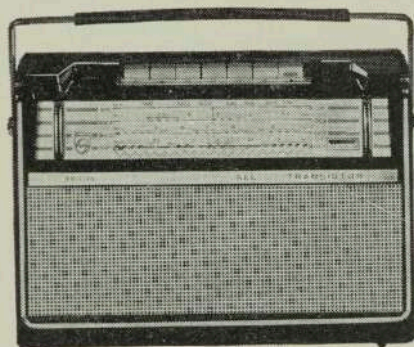
There is the occasional bad hat, of course. All buses are examined periodically and if they are not fit, their certificate of fitness is withdrawn and the bus is taken off the road.

Various ruses have been used to obtain certificates for unroadworthy

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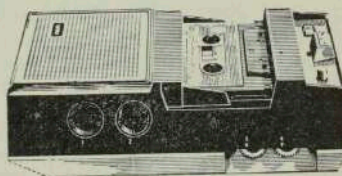
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buses. One operator, with two buses, but only one gearbox, got a certificate for his first bus, then put the gearbox in the other bus and brought that one in to be certified. But a hawk-eyed inspector found him out.

Another operator was caught the same way. He had been switching engines.

At one time, an enterprising Suva man made a lucrative living by hiring new tyres to bus operators—the tyres being returned when the board's examiners had given their buses a clean bill. He went bankrupt in the end because the bus operators refused to return the tyres, and he could not complain to the police.

Fiji can be proud of its bus industry now, and of its Transport Control Board which holds all its meetings in public so that justice can both be done and be seen to be done.

The board issues a precis of proceedings at each meeting, plus copies of all applications for amended services and such like.

Metal Bodies

Some of this literature makes humorous reading. There was a woman operator, for instance, who wrote that she would be able to handle a certain service because she was shortly "to be delivered of a new bus".

The board is now planning to insist on metal bodies for the Colony's buses instead of wooden bodies, and already such buses are coming on the roads.

Of the 430 registered buses now operating, only five were not locally built.

Three of the importations are luxury jobs operated by the biggest and most efficient company, Pacific

Transport Company, which owns 30 buses.

What about prices? At present, Fiji's bus fares are among the cheapest in the world. The first mile costs threepence, but after three miles the fare shrinks to just over a penny a mile and stays like that. The longest journey one can make by bus—160 miles—costs 16/6.

But bus fares are expected to go up soon. The main reason for this is that too many buses stand idle for too many hours.

"We get tremendous peak hour loadings," Mr. Goodrum says: "We get the workers and school children all at the same time and the bus

Morning After The Night Before

From R. F. Rankin, in Apia.

A cocktail party the night before, a new beer hall catering to politicians, and balmy tropical weather, all proved too much for Western Samoa's parliamentarians on November 24.

Noticing an unusual number of empty chairs when Parliament opened as usual at 9 a.m., Speaker Amoa Tausilia demanded a roll call. This revealed that of 47 members only 20 had turned up for work. With 50 per cent. attendance required for a quorum, the Speaker adjourned the House until the following morning.

Parliament had been convened only the day before to discuss the 1966 Budget.

Still echoing round the empty chamber were the words of the Minister of Finance Mr. G. F. D. Betham, when he had presented his Budget two weeks earlier.

"In the four years of independence, Parliament has recognised its responsibility to the people of our country to provide them and their children with an economy designed to raise the standards of living which they have every right to expect," he said.

Obviously members agreed with Mr. Betham that any suggestion that a state of panic or crisis existed was merely a figment of the imagination.

companies must cater for them. Consequently, they have to have enough buses for peak hours and then they have most of their buses standing idle and earning nothing for most of the day."

Apart from the low fares, the bus operators have only one real complaint at the moment. There's too much "piracy" by taxi-drivers, they say.

"Body-Snatching"

The worst "pirates", the bus operators claim, are the owner-drivers who are buying taxis on the never-never and must find their instalments by the end of each month or lose their taxis.

With more than 1,200 operators in the overcrowded taxi industry—about 700 or them in Suva—there is hardly a living for the little man. So he has to resort to "body snatching" from the buses.

Although it is against the law to tout for passengers and, indeed, to allow a shared fare, the taxi drivers openly compete for passengers with the buses.

Driving ahead of a bus, they draw up at a bus stop and collect seven or eight passengers, all of whom pay no more than the bus fare.

Three miles for sixpence in a comfortable taxi—and most Fiji taxis are comfortable—isn't to be sneezed at, particularly if a passenger has had a long wait in the hot sunshine or the drenching rain for a bus which is running late.



New Ship For Moresby Calls

The Austasia Line's 6,890-ton passenger-freighter "Malaysia", which began a service between Australia and Singapore via Port Moresby early last year, will be joined by another ship on that run in January. The new ship is the 10,890-ton "Australasia", formerly "Iberia Star", which carries 160 passengers. The "Malaysia" is seen above alongside the wharf at Port Moresby.

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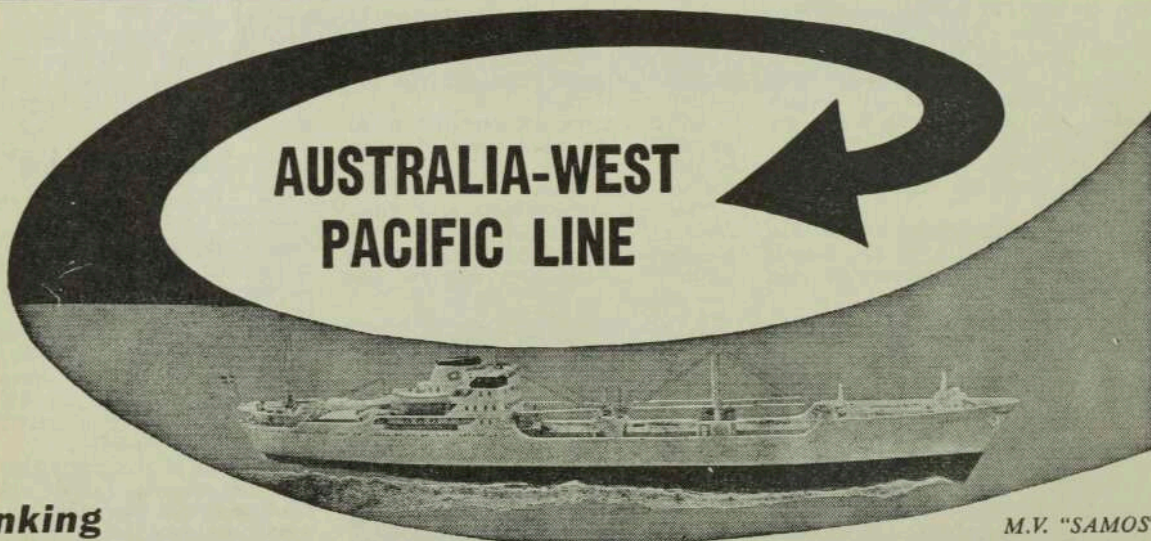
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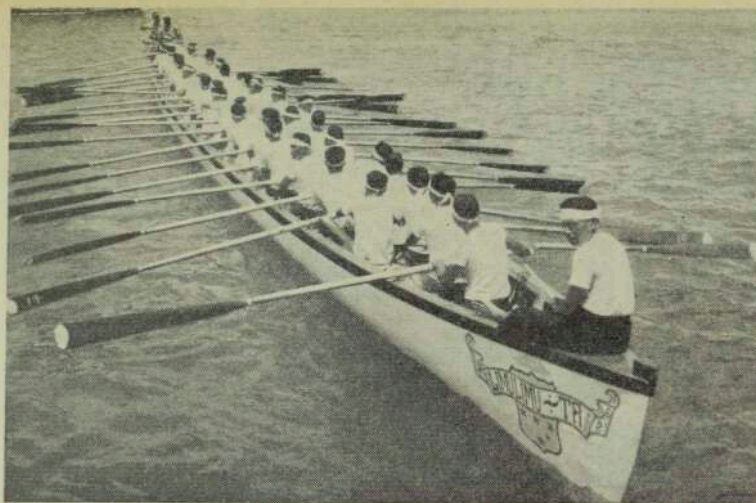
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● Longboat races are a feature of American and Western Samoan festivities. Oarsmen such as these get an amazing turn of speed out of their boats. The Samoan word for "longboat" is "fautasi".

American Samoa Celebrates With VIPs Galore

From Edward Johnson, in Pago Pago

Despite torrential downpours of the Somerset Maugham variety, the Flag Day celebrations in American Samoa in December were the biggest and brightest ever. It's been a memorable occasion here that will be a highlight in American Samoan history.

THE occasion, also marking as it did the opening of the big new Samoan-owned Pago Pago Intercontinental Hotel, was a time for taking stock of Samoa's progress, and no opportunities were lost.

Aircraft brought in Senators, Congressmen, Ambassadors, Governors, Premiers, and a wide selection of other VIPs, including editors and travel writers from all over.

More than 500 guests attended the Government House reception on the evening of December 5. Because of the rain all guests remained indoors.

In the confusion, a Samoan Senator asked somebody to point out Governor John Burns, of Hawaii, whom he had previously met in Honolulu.

He was told to look for a tall man in a maroon jacket. Wending his way slowly through the crowd he suddenly saw a red-coated gentleman, grasped

his hand and said, "It is good to meet you again, Governor Burns".

The red-coated gentleman responded to the handshake, and said, "Thank you for the compliment, but I happen to be John Harold of your Education Department".

The following day 2,000 people gathered in front of the Administration building, where the colours were hoisted as school children sang the National and American Samoan anthems.

Gov. H. Rex Lee, speaking with feeling, said the day was one of the greatest for American Samoa. He praised the Samoans for their co-operation in supporting the many changes that had taken place, and said they had managed to blend to

some extent the Samoan way with the ways of the modern world, selecting the best from both.

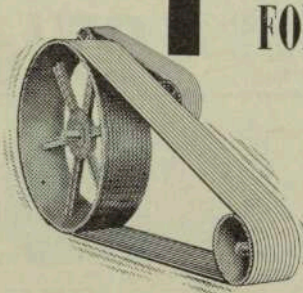
He particularly thanked Congressman Michael Kirwan for helping Samoa procure funds to create the educational television program, the consolidated schools and many other improvements so badly needed.

Many speakers followed, all paying tribute to some facet of the work, or to Governor Lee.

In spite of the threatening clouds, a huge parade marched from the newly completed modern market place in Fagatogo, down the main road, around the hotel plaza and on to the Utulei High School grounds. It was the longest parade in Samoa's history. Nearly every schoolchild in the islands took part.

They were garbed in varied, colourful costumes, from oiled bright leaves to school uniforms of cotton print. The Agriculture and 4-H Clubs, Boy Scouts, Girls and Boys Brigades, Police Division in dress uniforms, veterans and the US Air Force were part of the parade. Unfortunately, before the secondary schools and military came by, the clouds opened and a downpour ensued, drenching everyone. The deluge forced a postponement of all field activities until another day.

The *fautasi* race, however, went on on schedule in the afternoon. Four



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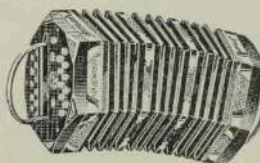
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longboats took part in the race from the harbour mouth to Pago Pago. Manu'a's crew took an early lead and kept it. Leone's crew in their exuberance snapped three oars and kept even with Fagaitua, but at the close it was Manu'a first, Fagaitua second, Leone third and Pago Pago well back.

A second *fautasi* race took place during the morning of the next day, winner again being Manu'a, with Leone second, Fagaitua third and Pago covering the rear. Fagaitua had changed coxswains but apparently this did not improve them.

Despite the bouts of rain, sporting events continued throughout the several days of festivities. American Samoans competed against their neighbours from the independent State of Western Samoa in tennis and softball. American Samoa won the women's and men's softball. In tennis, Apia took the Vaipapa and Phineas Cups. Pago finally took the Reid Memorial Trophy after a hot contest.

The visitors were transported to Vailoatai on December 7, and found so much entertainment and feasting that they did not return until evening.

Clad In Samoan Finery

The following day schoolchildren from Manu'a presented a song and dance program for visitors gathered at the historic malae. This was the prelude to a magnificent Ta'alolo, in which practically every ranking chief in Samoa appeared, clad in old Samoan finery. The Vaiusu Village Band of Western Samoa led the show and won a big hand. Many tapas, strings of beads and carved boats, and even dancing knives, were provided the visitors. Fine mats were given out—approximately 20 to the top delegates in Samoa.

During the afternoon the Inter-continental Hotel was formally opened, and the third and last *fautasi* race also took place—a stirring affair, for both Fagaitua and Leone crowded close to Manu'a all the way down the course. Manu'a managed to win its third leg by half a length over Fagaitua, while Leone was barely a boat length to the rear of Fagaitua. Pago Pago was again far in the rear, due to an aged and leaky boat.

Other events that took place the last day included a breakfast on the *Monterey* for 125 guests and a luncheon at the Rainmaker Hotel, in which several Congressmen addressed department heads and administrative assistants.

• See pictures p. 120.

● When the Cook Islands schooner "Akateru" sailed from Rarotonga on November 18 for Palmerston, Nassau, Pukapuka and Suvarrow Islands, she had on board Mr. John Tariau, the member for Pukapuka in the Cook Islands Legislative Assembly, who had been entrusted by the Government with a possibly difficult mission. His mission was to contact and, if possible, remove from Suvarrow the 27-year-old hermit Michael Swift, a Londoner, who was illegally landed on the island in September from the New Zealand trimaran "Highlight" (PIM, Nov. p. 39). Here is a report on the outcome of Mr. Tariau's mission, written on December 8 by Mr. T. Nena, a radio operator at Rarotonga's radio station.

Suvarrow's Hermit Stays Put In "Paradise"

From T. Nena on Rarotonga

Everyone in these Islands and, for that matter, millions of people all over the world have been eagerly awaiting news about Michael Swift on Suvarrow Island.

SWIFT is very much alive and well, on Anchorage Islet.

It is true that he was contacted by a yacht about six weeks ago. She was the single-hander *Heather*, which spent a fortnight in Rarotonga, skippered by handsome, bearded Larry Nilsen, from South Africa.

Larry, without notifying anyone in Rarotonga, set sail for Suvarrow Island and upon arrival told Swift that the Cook Islands Government was concerned about his illegal entry to the territory (see panel).

It is not yet clear whether Larry offered Swift a passage, but it is probable that he did. Anyway, Swift elected to stay on Suvarrow, and he was on Anchorage Islet when A. B. Donald's schooner *Akateru* sailed into the lagoon and signalled.

After a while, Swift came to the beach, where he was contacted by John Tariau who gave him the communication from the Cook Islands Government.

Two Chances

It is not clear whether there was a warrant enclosed. It is clear that the government gave him the opportunity to come off on *Akateru* and he was informed that no further shipping would be diverted for the purpose of contacting him.

Swift elected to stay. He told members of the *Akateru* that he looked on Suvarrow as paradise.

He would prefer it, he stated, with a family, but even so, it was paradise.

His first two months had been

difficult, he said. He didn't know what he could eat. He had dived in the lagoon with speargun and mask, and, in his search for fish, had been attacked and chased by a shark. This discouraged him from fishing.

He tried coconuts and finally *uto* (a young coconut plant with fresh food inside) but after a while his mouth began to bleed.

Swift then decided to catch crabs, boil them, and drink the water. Apparently he knew which crabs to catch because he chose the *tupa*, a land crab which is not poisonous at Suvarrow and is good to eat, after toasting on a coal fire.

After drinking the water from the crabs for some days he felt better. He then decided to begin spearfishing again, and with a weather-eye out for sharks, he managed to catch a few fish. These he ate with *uto* and coconuts.

In Tom Neale's Shack

Swift is living in the shack occupied by Tom Neale when he lived on the island between 1952 and 1964. Although he has various supplies to help him in his lonely existence, he had no European food when the *Akateru* arrived, and he was living strictly from what was available on the atoll.

Apparently Swift does not fish with hook and line at this stage; he prefers to rely on his speargun and to play hide and seek with sharks.

What are his plans?

From what I gathered, Swift has



Welcome Visitor

Larry Nilsen, of the 28 ft cutter "Heather", who called at Suvarrow in early November en route to New Zealand from Durban and Rarotonga, reported in Nukualofa later in the month that Michael Swift, Suvarrow's hermit, was more than anxious to terminate his lone vigil.

Nilsen said Swift had looked on him as a very welcome visitor, and had particularly appreciated his supply of canned goods, vegetables and fruit after having eaten nothing but coconuts for weeks. Nilsen is pictured.

found peace on Suvarrow. He told John Tariau that under no circumstances did he intend to go back to "civilisation" in Europe, but that he hoped, at some future date, to go to Rarotonga.

He said he had no home to go back to in England, but that his father was living.

Swift appeared perfectly normal and seemed to be a quiet, nice sort of a person. After he read the communication from the Government he said that he wanted to stay on, and that he would clean and take care of the island. He said that as far as he was concerned, he didn't care if any yachts stopped until late next year.

In my own opinion, Swift is prospecting for the treasure of a Spanish pirate that was buried on Suvarrow more than a hundred years ago.

I myself have been on that island with two local boys for nine months. I was sent there by the Cook Islands Government to take care of the radio station and give weather reports.

(Over)

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After two months I started to look for the treasure, but, unfortunately, I found nothing.

Well, I hope you are interested in this bit of news about Suwarrow's hermit.

As the kerosene of my lamp is getting low. I must say goodnight.

Mr. W. H. Percival, of Rarotonga, reports that when John Tariau and the *Akatere's* master, Captain Archie Pickering, went ashore at Suwarrow to contact Swift, they found him looking the part of a hermit, with his dark brown hair falling to his shoulders and his beard grown long and bushy. Mr. Percival goes on:

"Mr. Tariau gave Swift a message from the Cook Islands Government which offered him the choice of remaining on Suwarrow at his own risk, or of travelling to Rarotonga, port of entry and seat of Government of the Cooks, where he might have to face charges of being an illegal immigrant.

"It was made clear to Swift that he had broken the law by landing on Suwarrow without official permission, and that no other vessels could be diverted to take him off.

"He elected to stay on Suwarrow and wrote a letter to that effect, exonerating the Government from all responsibility.

"Swift told his visitors that he was completely happy on Suwarrow and did not wish to leave. He was unafraid of possible ill-effects from the French nuclear tests to be held in the Tuamotus this year.

"Captain Pickering and a friend gave Swift a rooster and a hen. John Tariau handed him an armful of Australian illustrated magazines, and others gave him coffee, tea and sugar."

EDITORS' NOTE: The notion that there is a Spanish pirate's treasure on Suwarrow seems to have originated in 1855 when John Lavington Evans, supercargo of the *Caroline Hort*, a ship from Tahiti, is said to have dug up a box of specie on the island containing about 15,000 dollars, with dates "co-incident with the era of Commodore Anson" (about 1740). Later, another man is said to have found 2,400 dollars at the foot of an old ironwood tree. And in 1876, a young New Zealander, Henry Abbott Mair, is said to have found an iron box containing coins and rings set in precious stones. Mair's discovery—if not the others—seems to have been authentic. Since Mair's time, many people have searched for treasure on Suwarrow, but no one, as far as we know, has found any.

Territories TALK-TALK

With Tolala

With this month we enter another Elevenses Year. It is 1966. There is a good game called Elevenses (nothing to do with the office morning tea-break), and I started it back in February, 1922.

BOB CROFT, an accountant, and I had arrived at the New Guinea Club in Rabaul after the usual work day at the Expropriation Board office had ceased. The drinks had arrived and I was signing the chit. Writing the date, I remarked: "Two, two, twenty-two. The second of February, 1922. I wonder, Bob, where we'll be on three, three, thirty-three". "God knows", Bob replied. It was then I suggested that wherever we might be we would try and get in touch with each other "just for fun". Bob agreed.

On March 3, 1933, I had returned to Sydney from a trip to New Zealand and was walking up Martin Place towards Castlereagh Street. Coming towards me was Bob Croft, whom I had not seen for years. Naturally we toasted the coincidental rendezvous, expressed hopes for 1944 and exchanged addresses and departed.

There was no mail service where I was on April 4, 1944. I could not write to Bob for I was in the Jap boob in Rabaul. The air blitz was too intense for comfort; not a house was standing in the town. The last building to go was Government House up on Namanula Hill. Our boob was a cave near the quarry up from the Malaquna Road.

The rendezvous I did make in '44 for '55 (with somebody else) did not eventuate, for my friend had gone to his Long Rest, and that has also happened to my "date" for '66. But it's a good game if you can last the distance. . . . On 6/6/66 (if I am here) I shall turn down an empty glass, but am making no rendezvous for 7/7/77.

CHIPS OFF OLD BLOCKS

The seventh meeting of the P-NG House of Assembly, which began on November 23, did not receive much publicity from the Sydney Press, but there was an interesting story in the *Sydney Morning Herald* by David

White, who attended the opening and managed to get on the beam better than many.

He mentions in particular matters raised in the House by Tom Ellis and Graham Gilmore, both of them Men Belong Before. In describing Tom's defence of the Government's attitude to district development committees, with his usual forceful sincerity, Tom spoke to the gathering "as a man of authority". White wrote: "One member said later: 'It was an old Kiap talking to natives under his control.'"

And in that remark there was no suggestion of umbrage being taken over racial discrimination, which people are so fond of tossing about these days, but a genuine respect for the individual because of his knowledge of local conditions and fair play.

Tom Ellis I remember many years ago hurtling through Rabaul on a motor bike. Even in those days he wore his hat at the Beatty angle. At first he came up to Rabaul to spend the school holidays with his parents. Tom, senior, was Chief Clerk in the



Tom Ellis, hat at a rakish angle as usual.

Lands Department and as much a realist then as Tom II is now. Later he was mixed up with radiography out at the X-ray section of the Rabaul PHD at Rapindik and from then on to greener and more lofty pastures in the Administration. In the war he had a fine record with good gongs. Post-war period was one of adjustments and finally consolidating his position in his natural environment—native development.

The matter which Graham Gilmore brought up, and which was referred to by writer White, was the ticklish question of the difference in status of Papua, a territory of Australia, and New Guinea, an ex-German colony, administered by Australia as a trust territory under a United Nations charter.

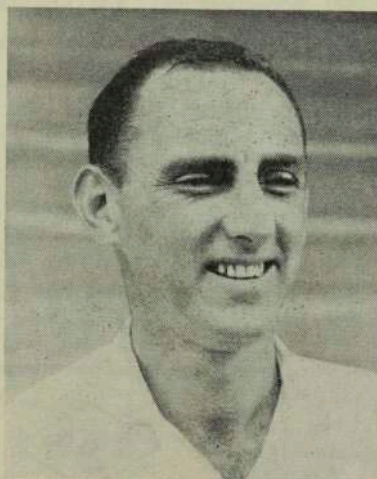
Many people are under the impression that with the amalgamation of New Guinea with Papua the status of New Guinea changed from a trust territory to an Australian territory. Nothing of the sort.

This difference, however, between Papuan and New Guinean status is seldom, if ever, mentioned in official circles, for reasons best known to officials; so when Gilmore mentioned it in the House there were a few red faces and raised eyebrows among the official members.

It was a characteristic Gilmore gesture. Exactly what his dear old father, Jack, would have liked to have done had he had the opportunity; Jack died a few years ago after having lived in the Territory for some 40 years.

Many a controversy was started in pre-war NG as a result of some satirical "Letter to the Editor" which Jack had written to *The Rabaul Times*. In debate he was not so hot; he was forceful, but not really impressive.

But put a pen in his hand and he would sit down and produce a masterpiece of satire, vituperation and rally-for-action which won every



Graham Gilmore, New Guinea born, and a "true chip off the old block".



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reader's attention. And now son Graham charges in, undeterred, a true chip off the old block: fearless, resolute and realistic.

A factor which could (anyway, *should*) have brought about an Appreciation of Varied Status is the amazing amount of capital expenditure in the Papuan territory, while the trust territory must content itself with a little more than maintenance costs.

It reminds me of the days when in the early twenties the Expropriation Board had a routine answer to all the worrying managers on old German plantations who wrote in asking for material to construct new kilns, bungalows, bridges, wharves and ships.

The answer was: "The policy of the board is, as trustees of the properties, to maintain the asset as taken over as at the date of prescription. There is no provision for capital expenditure".

From observations over the past decade or so it would appear that very much the same policy is being pursued now with the trust territory.

Where do all the big, substantial buildings go? Where the halls of culture, the schools of learning? In the trust territory? . . . Eliza Doolittle had an answer to that.

And, since the amalgamation of the two territories, it is noteworthy that oil drilling has been confined to the Australian, not the trust territory.

Gilmore didn't get very far with his motion in the House; but he did bring the status question out of mothballs, in which it has been hidden so securely all these years.

The heat of the potato which Graham was handling was reflected in the temperature and tempo of the reply of the Official Shooter, John Gunther, and the gobbledegook about no confidence in the House Select Committee.

Poor J. G. . . . I don't suppose anyone envies him his catspaw job: Pulling the chestnuts out of the fire for blokes at a higher altitude in the Establishment. . . . He invariably makes a good job of it, anyway.

SOMETHING BELONG BEFORE

A heading in the *South Pacific Post* reads: "Pottery Clue to Prehistoric Race". It rang a bell as soon as I saw the name of the island—Watom.

And I thought what more delayed thinking could you have than this archaeologist from the Australian National University at Canberra (bless their little hearts), suddenly



"Poor John Gunther". . . who envies him his catspaw job?

realising that prehistoric pottery has been discovered on Watom Island. Or perhaps, which is far more likely, the PRO looking around for a story for his weekly handout had a sudden brainwave.

I say it rang a bell in my belfry of memories. In this instance going back to the first annual report to the League of Nations by Australia on its activities in the Mandated Territory (1923).

The report proper was the usual blah-blah window-dressing, for unfortunately we adopted this submissive, pulling-the-forelock-attitude with the League and continued so to do with UN.

But, there was an exceptionally good Appendix B, consisting of a

report from the well-known Papuan geologist, E. R. Stanley, who was a member of the *Wattle* expedition that tooth-combed portions of the Territory in 1920-21.

He had with him on that occasion such experts as Lane-Poole, the timber man; Jimmy Duncan, hydrographer, and others whom I have forgotten. The nominal leader of the expedition was a blue-chinned chappie named Campbell-Brown.

In this report Stanley specifically mentions old copper ware and pottery which he suspected having been salvaged from a Peruvian vessel wrecked on the island. Good luck to the archaeologist. In another 20 years someone will have a brainwave and go looking for buried treasure, and find. . . ?

Incidentally, anyone reading Stanley's report of over 40 years ago and having their finger on the present pulse will realise how knowledgeable that same gentleman was.

THAT PROCLAMATION SQUARE

IT would seem that the current Rabaul population has little idea where the 1914 Proclamation Square was situated. The *Times-Courier* stated apropos the "flogging" that it "apparently took place in what is now known as Queen Elizabeth Park, but was then called Proclamation Square".

Nothing of the kind. That area from Old Chinatown (Kamarere Street) to Namanula Street on the east side of Casuarina Avenue was,



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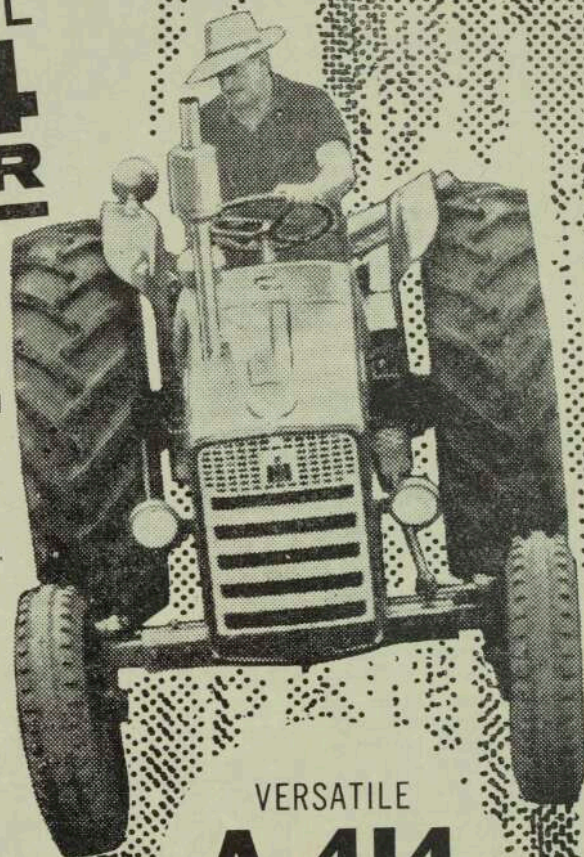
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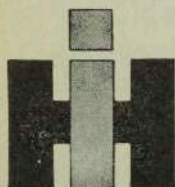
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at the the time of the incident, a "beautiful" field of kunai grass with, I think, only three buildings on the whole block. These were Mrs. Hoff's small bungalow, Steve Whiteman's pretentious domicile and a non-descript two-storey shack on high posts at the corner of Namanula Street and Casuarina Avenue.

Mrs. Hoff, a personality-plus German woman who owned Kolube plantation over on New Ireland, could run to a town house. Steve Whiteman, who was once described by an itinerant journalist of the day as "the best-dressed man in the Pacific", had a small store in Rabaul.

Whiteman was an ex-employee of Queen Emma and, as biographer R. W. Robson tells us in his excellent *Queen Emma*, recently published, she was a lady discriminative in her choice of virile, presentable male retainers in her court. And so one naturally includes among the Australian section Steve Whiteman, along with such handsome and/or lively characters as Fred Jolley, "Whiskey" Miller, Bob Bunting (uncle of the current Bob) and some others who will remain nameless.

I will leave Steve Whiteman for another day. He was a colourful character, and his wife, Eileen, was no less colourful. But Steve was an individualist: he wore tussore silk suits in Rabaul when everyone else was wearing twill or drill!

It was not until the late twenties that any effort was made to start a recreation ground on the present Elizabeth Park area: a cricket pitch was laid out opposite the Rabaul Hotel in Park Street. Cricket had previously been played on a pitch near the police compound.

Later on a baseball diamond and a football ground were added and then a grandstand was erected at the Pacific Hotel end of the ground.

This grandstand was the site where white residents of Rabaul had their first experience of colour discrimination. This was in 1942, when all residents still remaining in Rabaul were marched to the oval by the Jap conquerors and the whites were made to stand in the sun while the Asians and natives were given seats in the stand. This was part of the Co-Prosperity Scheme.

As for the dinki-di Proclamation Square: It lay between the present Toma Street-Central Avenue-Mango Avenue-Tavor Street. It was always an open space in the pre-War II days. Toma Street was the last street from the town going south, the next landmark was the group of Hershheim & Co.'s old buildings which became the property of Cyril Gascoigne, the local auctioneer.

This group included the double-storey bulk store which, for many years, was used as the Masonic Temple for Rabaul Lodge 4468 EC, consecrated on Anzac Day, 1923.

In earlier days—around 1911—the double-storey building was a part of Furst Bismarck Hof hotel, the rendezvous for Rabaul drinkers, with discriminating tastes at the stipulated times.

I remember calling there on occasions in 1911 and being impressed by the flopping hats of the ladies (the teenagers of that period being Dollie Parkinson, Lulu Hoepfel and Phoebe Horgren. Trust an old man's memory for a pretty face).

BITS AND PIECES

Suggestion: To Methodists looking for their land records as reported in Territory papers: Why not turn up the old Government Gazettes—the German *Amtsblatt* and our own. At one time, I remember, all land transactions were recorded in them. They are still available in public libraries. . . . Passed on: H. G. (Tex) Marshall in Sydney late November. A good soldier of two wars and a good comrade in peace. . . . Keith Johnson, one of the early NG cadet patrol officers who did an excellent job in the service and had a good war record.

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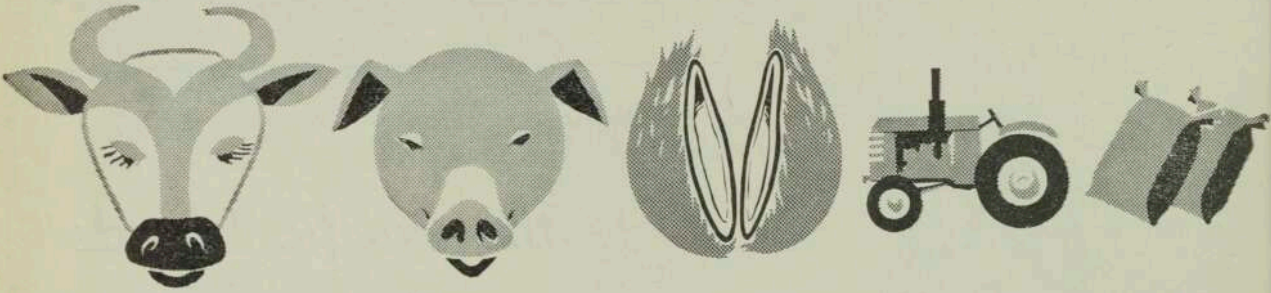
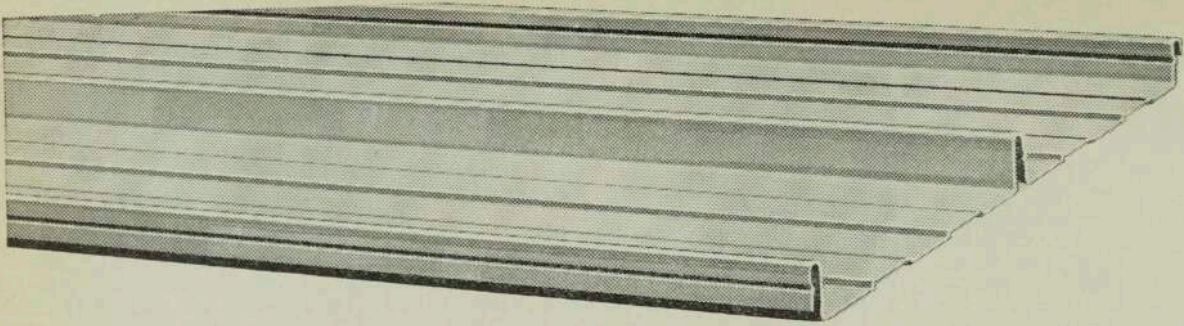


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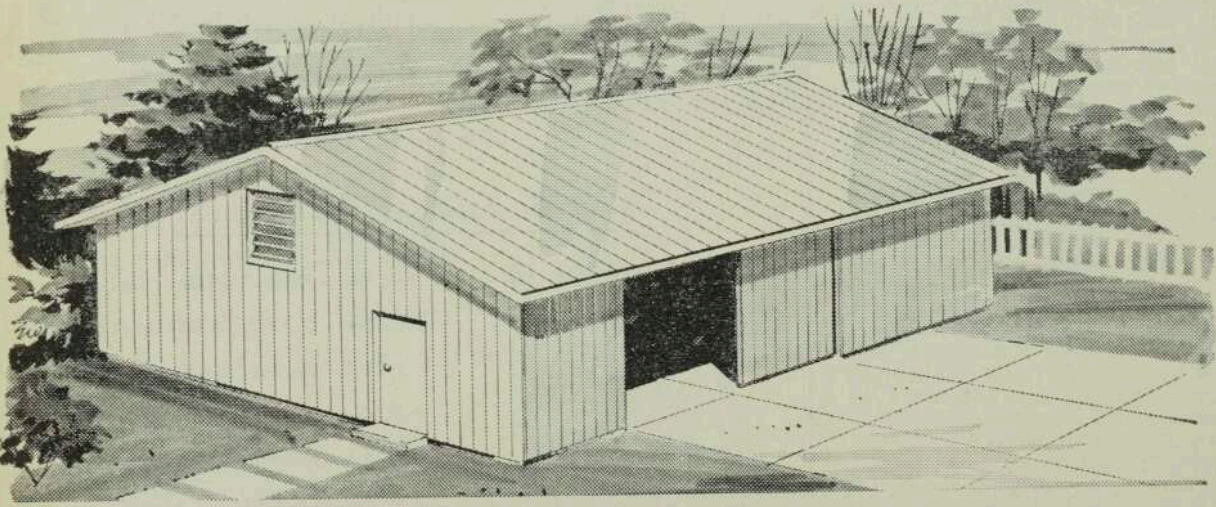
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New Guinea 'Could Join Indonesia'

By a Staff Writer

The people of Papua-New Guinea, after independence, are more likely to attach themselves in due course to their Indonesian neighbours than anyone else, in the view of Australian author and writer on New Guinea, Osmar White.

IN *Parliament of a Thousand Tribes*, a book just published in Australia, White says there is a remote chance that after independence the people will become the beneficiaries of some international agency created to assist backward peoples, but a political and cultural link with Indonesia is far more likely.

Although no ethnic link exists between the two peoples, and they are temperamentally dissimilar, the dissimilarity between New Guineans and Indonesians is "immeasurably less than it is between New Guineans and Australians", he says.

"Apprentice Indonesians"

White adds, "Expressed in crude terms the truth is that New Guineans would find it much easier to become 'apprentice Indonesians' than 'apprentice Australians'."

"The Indonesian Republic is multi-lingual, multi-racial and multi-cultural but it is an effective political entity although it embraces so many inconsistencies and inequalities. It has already survived appalling vicissitudes and it will probably continue to survive.

"It is, I believe, natural and perhaps inevitable, for the people of New Guinea to gravitate towards Indonesia when political severance from Australia has been effected.

White says New Guineans would find Asian models far easier to imitate than Australian.

New Guinea will not inherit an informed, responsible and experienced central legislature nor a permanent administration efficient by European standards. In time and with luck New Guinea will evolve them, but the changes will be from the bottom up rather than from the top down.

White is against a hastily indepen-

dent New Guinea and says that without authoritative guidance from some source for perhaps 50 years the territories will revert to savage disunity. The process of reversion cannot be gauged by examining the history of African decolonisation, for the "Congolese are sophisticates compared with the Tolais".

White, an experienced commentator who has produced many excellent newspaper reports on New Guinea over the years, says he is aware that his predictions will appear disappointing, alarming or even offensive to many Australians who have been personally involved "in the New Guinea experiment".

They may seem to imply the failure of a project in which there have been humanitarian responsibility and generosity, and on which large sums of money, "and much heroic effort", have been expended. But he says the realities cannot be baulked.

Realities

"Much also will depend upon the ability of the Australian electorate to accept the realities of the situation in New Guinea without emotional overtones," White writes, "and to acknowledge the fact that New Guineans are not children adopted out of charity, from whom loyalty and obedience may justly be demanded by generous foster parents.

"The probability that New Guineans will be forced to seek closer ties with Asia than those which could be fabricated to bind them to Australia during more than half a century of master-servant, teacher-pupil association must also be recognised, without resentment or recrimination, if anything of that highly volatile asset, goodwill between dissimilar peoples, is to be preserved."

Parliament of a Thousand Tribes is virtually a potted history of the Territory's development—a simplified Gavin Souter, with stress on political developments rather than on exploration.

It is not a comprehensive work, for it covers too much ground too quickly for the author to be able to explain the finer points of policy.

Osmar White's views on the future of the Territory are of interest because he is a qualified observer without being emotionally committed. But it is too early yet for anybody to say that his predictions are more to the point than those of a hundred other observers who think they know where the big Territory is headed.

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PACIFIC PLANTERS' DIGEST

THE ALGAE PROBLEM

IN many areas where irrigated rice is grown algae are a serious problem. Algae in various forms are found almost everywhere in the tropics. They account for the slippery slime on concrete paths and the mould-like stain which appears on houses.

Algae are minute plants which often develop into mats on lakes or ponds, reduce water flow in canals and in circulation pipes, or clog drains.

To control the blue-green type of algae in lakes or ponds, a spray of three ounces of Phygon-XL mixed with water per acre-foot will be found effective. For the green algae six ounces should be used.

Do not treat drinking water or shallow ponds which contain desirable fish. Where the growth of algae is heavy one-third of the pond should be treated at a time, to allow fish to move to an area with better oxygen supply.

To keep clear the pipes of industrial water recirculating systems, the chemical should be applied at some point where there is large-volume movement so as to get rapid dispersion through the system. The chemical should be used at the rate of four pounds per million gallons of water twice weekly, or eight pounds weekly.

Algae in irrigated rice is a serious problem. In rice good control has been achieved with the use of phygon. Copper sulphate has shown control in some areas, and yet in others the same material has not achieved the same result. More research will reveal the determining factor or factors which results in copper sulphate having varied control in the tropics.

Mould-like algae on houses and footpaths can be removed with phygon used at the rate of three ozs of the chemical to one gallon water.

If one oz of the chemical is added to one gallon of the paint when painting marine craft an effective algae preventative is applied.

COCONUT FERTILISERS

IN most parts of the world where coconuts are grown planters are faced with the problem of lowered soil fertility.

The washing out of the soil by con-

stant heavy rains accounts for some loss but most of it is taken away in the copra the plant produces. The copra would normally return to the earth to be the plant food for the palm from which it was taken.

Not only in the Pacific but in other parts of the world, because of this loss of fertility planters are now faced with the problem of lowered copra yields; in many cases also the over-aged palms now need replacing, but the soils have become too poor to properly nourish the replanted trees.

There are three main kinds of fertilizers which will help and these are usually mixed together so as to provide the right amount of plant food in the coconut growing soil. They are:

Nitrogen, or N, which is concerned most with the growth and size of the palm; this is obtained from urea.

Phosphorus, or P, which is most needed in connection with flower and fruit development, and is obtained from superphosphate.

Potassium also called Potash, or K, which is concerned in the general nutrition and health of the palms and which is often particularly needed by coconuts; this is obtained from potassium sulphate.



Here is the best general fertilizer mixture for coconuts:

Two parts by weight of urea.

Five parts by weight of superphosphate.

Three parts by weight of sulphate of potash.

This mixture should be applied at the following rates:

Palms up to one year— $\frac{1}{2}$ lb per palm per annum. Palms one-two years old, 1 lb per palm per annum. Palms two-three years old, 2 lbs per palm. Palms three-four years old, 3 lbs per palm. Palm four-five years old, 4 lbs per palm. Palm five years old and over 5 lbs per palm.

Fertilisers are best applied twice a year rather than all at once.

The small grower can utilise local products to replace some of the imported fertilisers, e.g., burnt coconut

Vila's "Bright Lights" Bring Housing Problem

The New Hebrides Condominium Government hopes eventually to introduce a low-cost rehousing scheme for Islanders who have been attracted to Vila by the town's "bright lights". The Government hopes that the scheme will be similar to schemes already in operation in Fiji and New Caledonia.

This is stated in a recent newsletter of the British Residency in Vila.

The Newsletter says: "Recent experience has suggested that increasing numbers of New Hebrideans are seeking employment in Vila and make up some 62 per cent. of the urban and peri-urban population and are creating a problem in the field of housing.

"It seems probable that many of these immigrants are housed too far from their place of work, or experience other difficulties. In addition, property owners are obliged to provide housing for numbers of people whose presence is an embarrassment to them and to suffer the erection of unsightly dwellings on valuable property.

"The Residencies [British and French] and the Chamber of Commerce are collaborating in a study to determine the requirements of New Hebrideans and other Pacific Islanders living permanently or temporarily in the Vila area with a view to determining how their difficulties may be eliminated."



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PAPER ON CONE SHELLS

A valuable technical paper on poisonous cone shells has just been published by the South Pacific Commission, Noumea. It is entitled "Poisonous Gastropods of the Conidae Family found in New Caledonia and the Indo-Pacific". Its author, Rene Sarramegna, is Assistant at the Institut Pasteur in Noumea. The paper was originally published in French in July last year. It sells for 5/- Stg.

husks and other wood ashes are good sources of plant food.

Husks can be placed around the base of each tree to act as a mulch while they are rotting, or they can be heaped and, when rotten, spread around the palms. Weeds and rubbish cut from the area should also be spread around the palms as a mulch.

For areas close to the shore seaweed is a valuable source of plant food if it is spread as a mulch and allowed to rot. Coral sand has long been used by experienced planters when preparing planting holes and this sand is of great use on areas of sticky, red clay soils. Coral sand is a form of limestone which sweetens acid or sour soils and also opens up or makes heavy red soils lighter and easier to drain.

COCOA TROUBLES

THE cold climate beverage, cocoa, has long been proven a crop well suited for cultivation in tropical areas.

One of the most serious disorders in cocoa plants in the Pacific is black pod disease, also known as brown pod. It has been estimated this disease accounts for 50 per cent. of the losses in cocoa in West Samoa.

A minimum—and probably a very conservative—estimate suggests 10 per cent. of the world production of cocoa is lost through black pod.

The pod disease is caused by a fungus which is most common in humid, tropical weather. It infects other crops and is responsible for economically imported diseases of rubber, citrus, coconut and Palmyra palms.

On cocoa black pod causes pods to rot and the first sign of infection is a minute translucent spot which soon turns chocolate brown. These spots expand rapidly, so that the whole surface of a mature pod is discoloured within about 14 days.

The fungus sporulates on the surface of the pod and has the appearance of a white or yellowish down.

At present there are no varieties of cocoa completely resistant to black pod, although Lafi 7 from Samoa has shown a high degree of resistance in some countries.

Regular and frequent harvesting and removal of infected pods reduces the severity of the disease and copper fungicides such as cuprous oxide, copper oxychloride or bordeaux mixture have been most effective in controlling the disease.

Any one of these fungicides acts as a protectant but will not cure an infection once it has started, hence the need for a frequent checking for infected pods, and their removal.

The amount and distribution of the fungicide on pods is continually being reduced by the action of wind and rain and by pod growth. For these reasons spraying should be repeated fairly frequently to maintain a toxic deposit over the entire pod surface.



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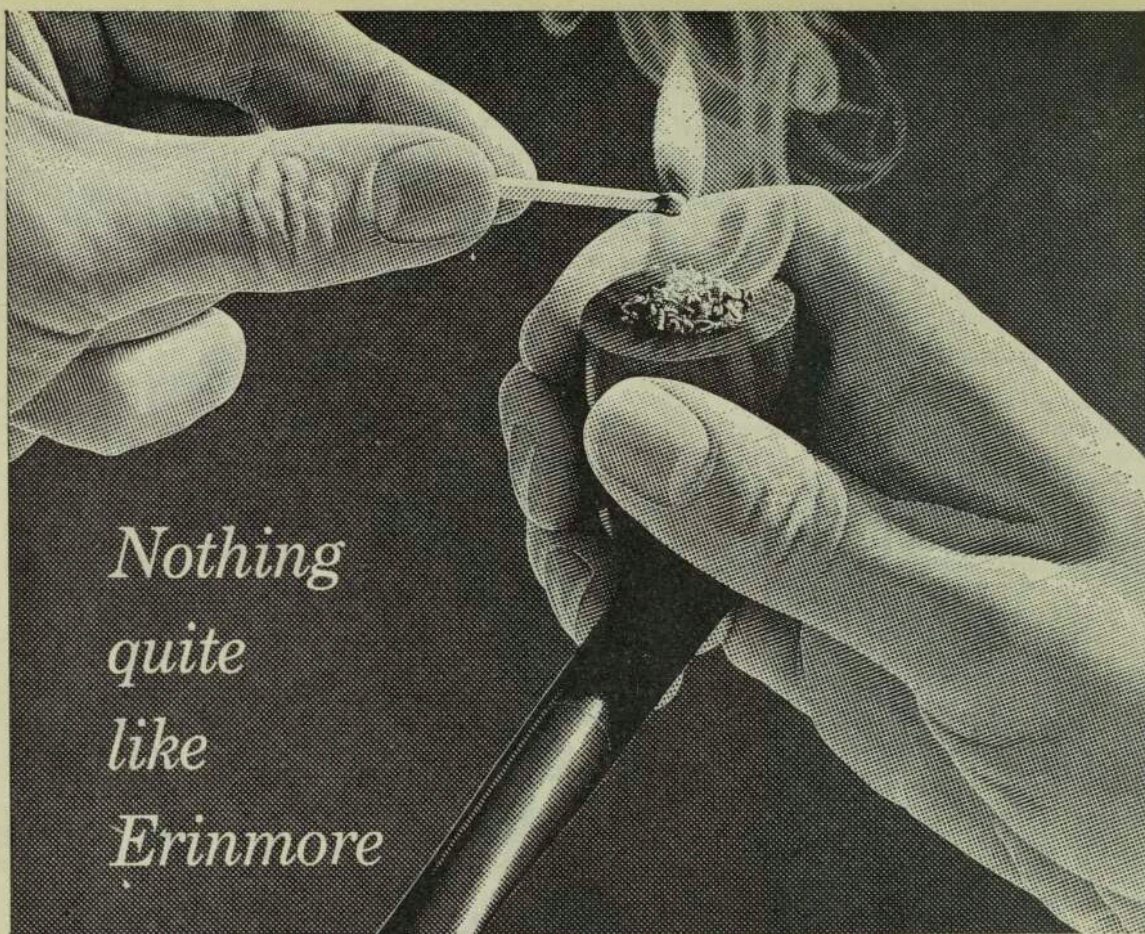
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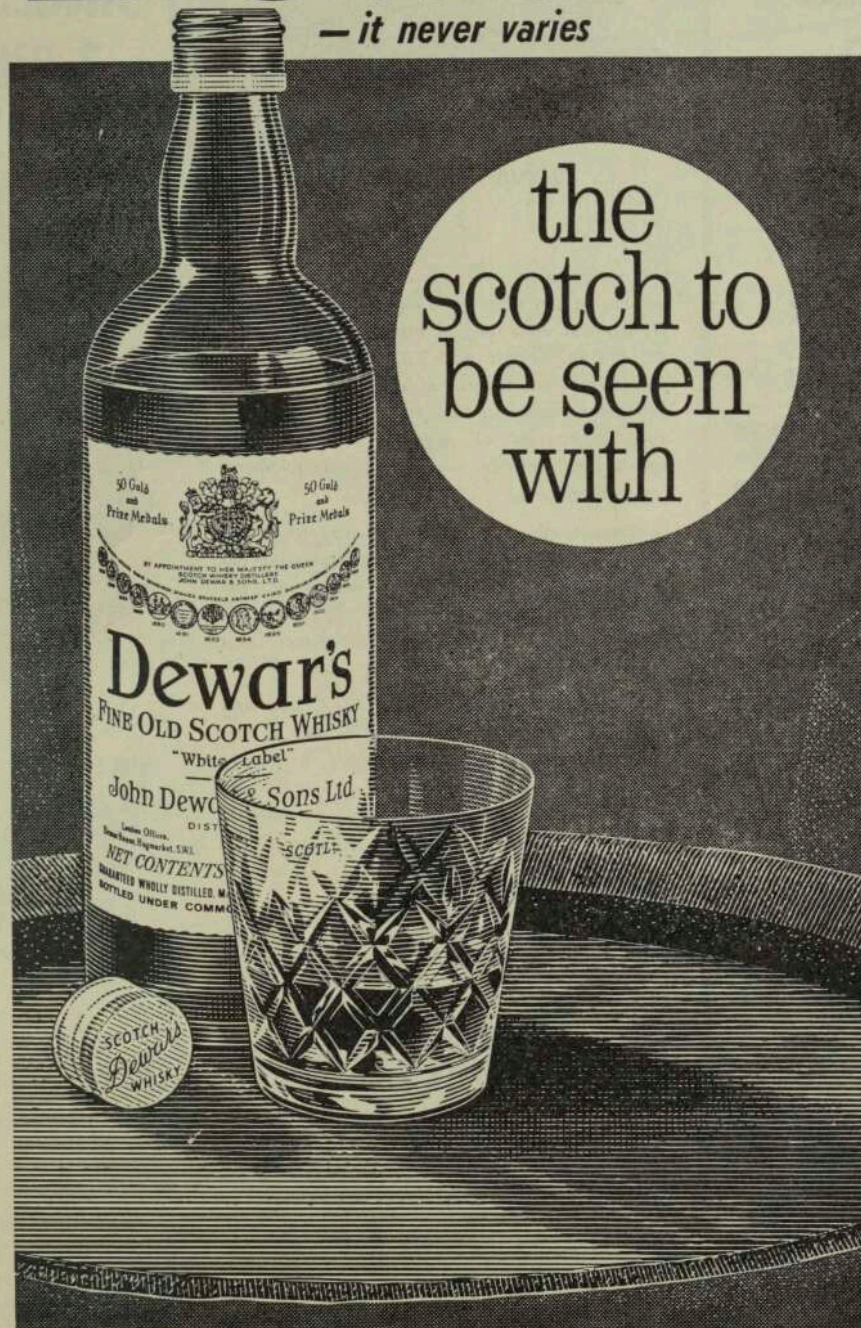
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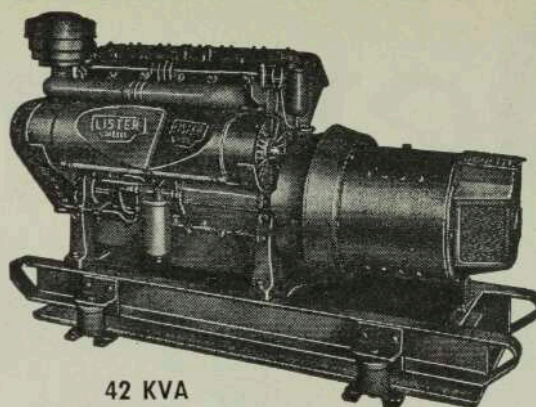


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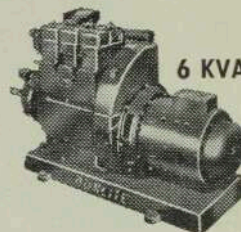
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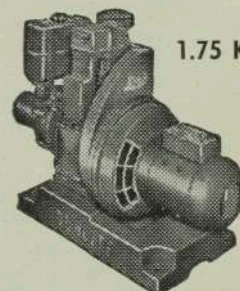
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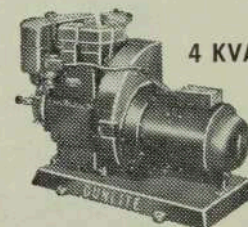
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W. SAMOA WILL PIONEER NEW COCONUT PROCESS

From R. F. Rankin, in Apia

If hopes come anywhere near expectation, the pilot plant of a revolutionary new coconut processing factory to be established in Western Samoa could have an incalculable effect in lifting living standards throughout the Pacific Islands.

THE plant is being established by the Western Samoan Trust Estates Corporation, the biggest single Samoan producer of copra. It has about 10,000 acres under coconuts.

The new process, using fresh nuts, will yield an oil claimed to be "incomparably the best quality", leaving a residue of coconut flour ideal for human consumption. The process also allows for production of a number of other by-products, including syrup from the milk that is now usually allowed to run to waste.

The pioneer factory will initially handle 18 million nuts a year, according to WSTEC's general manager, Mr. P. W. Kelly, a New Zealander.

How It Started

How did it all start? The basic process of coconut oil production has changed little in the last 100 years, and this appalled American millionaire Carl Rehmborg, founder of the giant US food processing firm of Nutralite Products Corporation, when he visited Samoa eight years ago.

"Coconut processing is still back in the horse and buggy days", he said. "The labour and returns associated with copra will never get the producers out of grass huts."

Back in the States he put his research scientists to work, and his team, under the direction of Dr. Stefan Tenkoff, now president of Nutralite, has worked closely with WSTEC.

Dr. Tenkoff was in Apia in November and following a week of discussions Mr. Kelly announced establishment plans for the new pioneer factory.

The new process will undoubtedly mean more money in the pockets of producers, and it will be watched with great interest.

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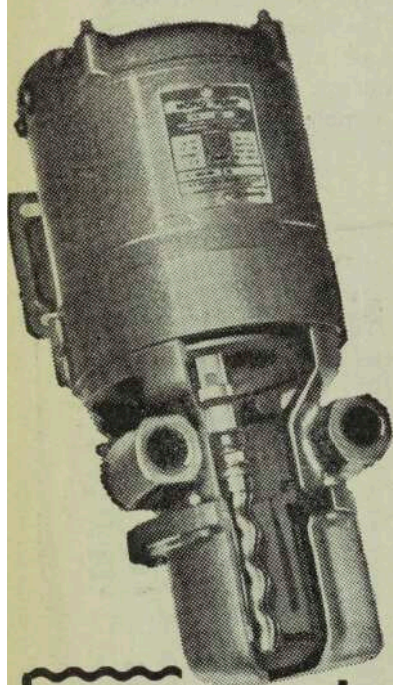
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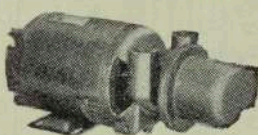
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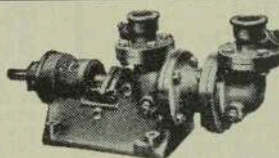
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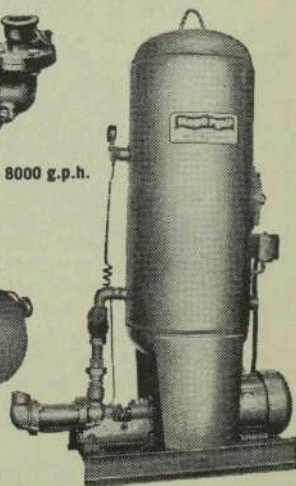
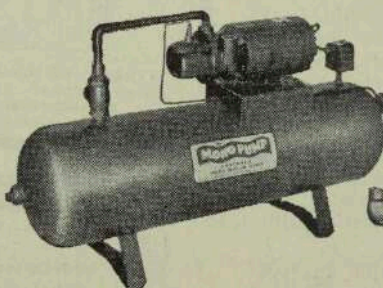
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CHARCOAL FROM TANNA TELLS AN ANCIENT TALE

Evidence that the island of Tanna, New Hebrides, was inhabited by man more than 2,000 years ago was collected by two American archaeologists during excavations on that island in February-April, 1964.

THE two Americans are Dr. Richard Shutler, Jr., and his wife Mary Elizabeth, who also made surveys and excavations on the New Hebridean islands of Aneityum, Aniwa, Futuna, Erromanga and Efate between November, 1963, and June, 1964. Their archaeological investigations were the first ever made in the New Hebrides.

In a preliminary report on their investigations, just issued, they say that a radiocarbon sample of charcoal collected at a depth of 126 inches at the bottom of a midden on Tanna gave a date of 420 BC. The midden was in a rock shelter near the modern village of Bethel on the south coast.

Commenting generally on their discoveries on Tanna, the Shutlers said: "We were able to obtain permission from the Tannese to work only in the southern part of the island. Along that coast we recorded five rock shelters, a large village site, and numerous small midden areas. They represent, of course, only a small fraction of the probably very

● Aneityum, the southernmost island of the New Hebrides, was a fruitful centre for archaeological research for Dr. Shutler and his wife in 1963-64. But they found the mountains of the interior particularly difficult of access. The dense vegetation was also a problem.

great archaeological resources of the island. . . . The population, at least along the south coast, was evidently small and scattered. The villages appear to have been tiny hamlets which were frequently moved. Caves and rock shelters were used as fishing camps and refuges, and occasionally, as burial places".

The Shutlers' general comments on their work on other islands were:

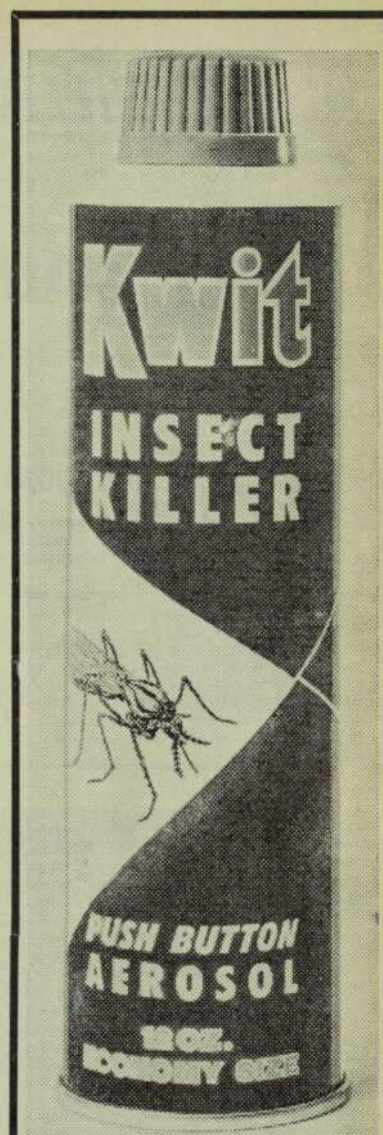
ANEITYUM: "As on almost all of the islands of the New Hebrides, the extremely dense vegetation makes

FIJI FINDS MAY DATE BACK TO 800 BC

Archaeological work in the Sigatoka Valley of Fiji's main island of Viti Levu has indicated that people may have been living there between 460 and 800 BC.

This was stated recently by Mr. Bruce Palmer, Director of the Fiji Museum, who added that no radiocarbon dates had yet been obtained from pottery found in the valley.

An archaeological team from the Fiji Museum under Mr. Lawrie Birks, of Auckland, is currently working in the area as part of a three-year programme to learn more about migration patterns in the Pacific.



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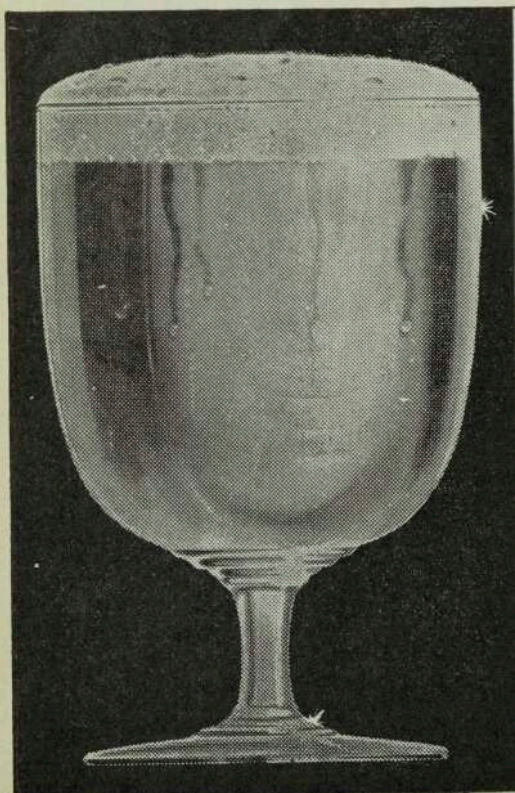
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Tonga discoveries are oldest in Polynesia

Radiocarbon tests of material excavated recently from an archaeological site at Tufu-mahina, on the Tongan island of Tongatapu, have been dated to the 5th century BC. This is the earliest date of human occupation yet determined in Polynesia.

The previous oldest—120 BC—was established by Dr. Robert C. Suggs from material obtained at Ha'atuatua on Nukuhiva in the Marquesas Islands (PIM, Sept., 1963, p. 89).

The material from Tonga was excavated in 1963-64 by Mr. Jens Poulsen, a Danish archaeologist, who was working under the auspices of the Australian National University in Canberra.

Tonga's "Chronicle" reported recently that artifacts obtained by Mr. Poulsen from Nukuleka and a site near the Nukualofa lagoon, north of 'Atele College, had both been dated to about the 14th century. Artifacts from the Pea Middle School area had yielded dates from the 15th to 16th centuries.

travel on the island and the location of archaeological sites difficult. . . . We recorded 20 archaeological sites on Aneityum, 17 of them on the coastal plain and three in the interior. Eleven of the sites are caves or rock shelters and seven are old village sites. In addition there are two areas of basaltic boulders covered with petroglyphs. These represent probably only a part of the sites yet to be recorded on Aneityum".

The Shutlers said that radiocarbon samples of charcoal taken from the bottom of middens at two sites on the west coast of Aneityum gave dates of 1480 AD and 1100 AD.

Aneityum, the southernmost island in the New Hebrides, is about 17 miles long by 10 miles wide, and roughly rectangular in shape. The interior is mountainous.

ANIWA: "Sixteen archaeological sites were recorded on Aniwa, 15 village sites and one cave. . . . The list probably represents the greater part of the archaeological remains on the island. The Aniwa knew the locations of old villages, knew their names, and were able to re-

count traditions concerning the sequence and circumstances of their founding.

"Aniwa, like Futuna its neighbour, is a Polynesian outlier. The inhabitants of these two islands speak closely related varieties of the same Polynesian language."

(Aniwa is a small flat coral island off the east coast of Tanna. It is about four miles long and three-quarters to 1½ miles wide.)

FUTUNA: "Futuna is a small volcanic island about two miles square lying directly east of Tanna.

Its mountainous central plateau rises 2,000 feet abruptly from the sea. Suitable lands for villages and fields are severely limited so that the modern population and the archaeological sites are concentrated in a few areas. . . . The inhabitants knew the names and locations of old villages.

"We recorded 38 sites on the island, 19 rock shelters and 19 open middens. This probably represents pretty nearly the total inventory of archaeological sites on Futuna."

The Shutlers added that a radio-

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carbon date of 1045 AD was derived from a sample of charred leaves from an earth oven on Futuna.

ERROMANGA: "Erromanga is a very large volcanic island situated between Tanna and Efate. Bad weather prevented us from making more than a brief visit to the island. Six caves bearing cultural deposit were noted. . . . The only artifact we have from the island is a large 'boat' shaped ground piece of tridacna shell. . . . It was said to be shell money and is very similar to a piece of shell money collected on Yap".

EFATE: "Efate is a large volcanic island north of Erromanga. We

worked . . . only in the area around Vila Harbour. Four village sites and eight rock shelters were found in this area".

The Shutlers said that a considerable collection of pot sherds was made on Fila, a small, sandy island in Vila Harbour. The design element of this was similar to that found on modern pottery from Santo and on archaeological sherds from Fiji and New Caledonia.

Radiocarbon dates obtained from material on Fila Island ranged from 860 AD to 1135 AD. A radiocarbon sample of charcoal from the mainland gave a date of 725 AD.

MEMBERS' DEBTS EAT UP PROFITS

Registrar Slates Banabans Over Co-operative

From a Suva Correspondent

The Banaban community of Fiji's Rabi Island, who have recently been complaining about not getting a fair share of phosphate royalties from Ocean Island, their homeland, do not get much sympathy from Fiji's Registrar of Co-operative Societies, Mr. F. E. M. Warner, on their overall economic situation.

IN his annual report for 1964, Mr. Warner says that their current economic plight is partly their own fault.

The report recalls that the four registered copra-marketing societies in Rabi's four villages were amalgamated into a single society with branches at the end of 1963. This was to concentrate the limited available managerial skill and establish a firmer control over several stores. These stores, which had been "irresponsibly managed and riddled with unpaid debt", had threatened to destroy both themselves and the copra-marketing branches.

The amalgamation failed to achieve its purpose due to the continuing unwillingness of the members either to discipline themselves or to accept any form of control from their leaders.

"By the end of the first year of operations," Mr. Warner says, "unpaid members' debts in the stores had consumed the whole of the surplus gained from both marketing and consumers' branches."

No Penitence

"No penitent reaction resulted from the sad state of affairs. The members, indignant at the loss of their bonus and blaming everyone but themselves, only criticised the department for failure to devise an economic plan under which uncontrolled and unpaid debt could flourish side by side with profits."

Mr. Warner says the co-operative holds the monopoly of copra-marketing on the island and much of its



P-NG Trade Record

Papua-New Guinea's overseas trade reached a record £68 million last financial year, according to figures released in December.

This is an increase of £12 million or 21.8 per cent. on 1963-64 figures.

Exports last year totalled more than £24 million and imports more than £43 million.

The Territories' principal export, copra and coconut products, was worth nearly £10 million.

Cocoa and coffee bean exports were each worth more than £3.5 million.

Australia was the Territories' best customer, taking more than £11 million worth of exports.

irresponsibility is directly due to the absence of competition.

As it furnishes the only outlet for the members' produce, it cannot be permitted to fail, and the people have been finally warned that any further failure in the stores, which jeopardises the security of marketing operations, will lead to the closure of the stores.

There were 342 Banaban members of the society in 1964—an increase of 59 on the previous year. Six hundred tons of copra were marketed in 1964, compared with 725 tons in 1963. The value was up, however, by £8,680 and the turnover in the stores increased from £27,004 in 1963 to £39,774. On the other hand, distributable profits were nil in 1964, compared with £5,677 the previous year.

The Banabans are not the only ones to come in for criticism from Mr. Warner. The Lautoka Co-operative Association Ltd., in Fiji's second largest town, almost went on the rocks with its retail store in Namoli Avenue.

During its first year of trading, in 1963, it recorded a turnover of £15,194 but, Mr. Warner complains, "from the beginning its members and committee took only a casual interest in its affairs and, due to careless management and control, it incurred a loss of £1,375," Mr. Warner adds:—

"Trade creditors were owed £2,974. In the interests of the creditors, the department has since been obliged practically to assume control of the management. In carrying out this task it has received little support from the members either in interest or patronage.

"The cause of failure appears to be the unwillingness or inability of the members to turn from credit to cash trading."

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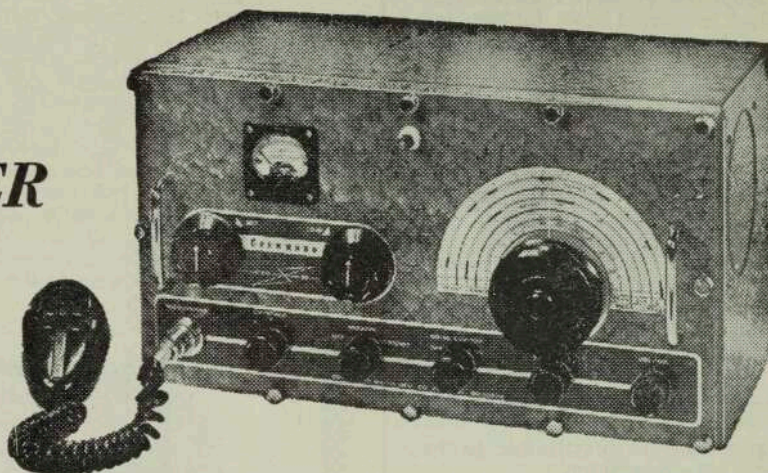
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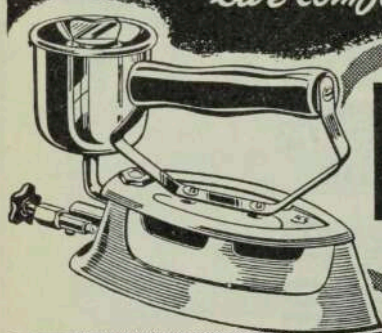


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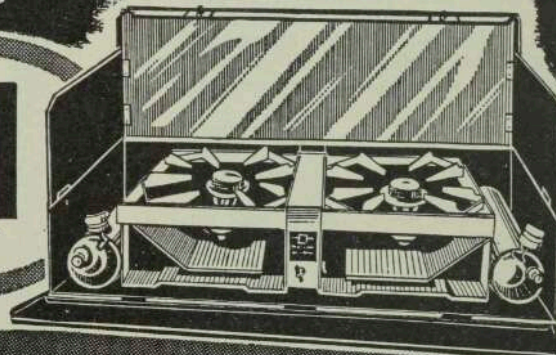
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From the Islands Press

THERE is no argument against the fact that the American Samoan taxi drivers are among the most notorious in the world for lack of attention to their passengers. Bus drivers are no better. And American Samoa is still one of the few places where one can get a rough bus ride. The seats are uncomfortable to begin with, and most times the drivers speed and turn the many curves as if the passengers were pieces of cargo.

People still ride in buses and fight for space with sacks of taro, chickens and pigs. Beer drinking is common and drunkards bother passengers.

Certainly it is within the powers of the Commerce Commission to require proper service out of the taxis and buses. The law gives them that power—with the intention that they will use it for the benefit and protection of the public.

We have seen buses and taxis put on good performances for tourists. Why can't they do the same for the local people? They get paid just the same.—*Editorial in "Samoa News", Pago Pago.*

THE tourist mania seems to have obscured so much of the important issues in this country [Fiji]. Certainly, the tourist business is making money, but only for Suva and its environs. This part of Fiji [Vanua Levu-Taveuni area] sees nothing of it except an occasional ship at Savusavu which is only one small centre of Vanua Levu.

I was once asked in New Zealand, "And how far is Fiji from Suva?" I replied, "Geographically, very close, but in every other way, very, very far off".—*Letter from A. Thompson, Taveuni, in "The Fiji Times", Suva.*

WE would like to commend those members of the community who are making determined efforts to cater for visitors to Norfolk Island who are not solely interested in "duty free" shopping.

With increasing Customs restrictions, it will be most

necessary to develop other attractions for a holiday on Norfolk, and the men who make fishing facilities available are to be congratulated for their initiative and enterprise.

Without proper harbour facilities, it is quite an expensive and at times hazardous business to put a boat in the water, and we feel that the Council and the Administration should give boatmen every co-operation in the installation and maintenance of adequate launching facilities.—*Editorial in the "Norfolk Islander".*

A MAN had his arm amputated after a terrifying night time chase in the Yonggamugl area north of Kundiawa [New Guinea Highlands]. An axe wound severed the muscle and broke all the bones in the forearm. After unsuccessful treatment in Kundiawa, the man was flown to Goroka, where his arm was amputated below the elbow.

Police are unable to offer any reason for the attack, which occurred on a lonely native walking track early in the morning.

After three days' search, police were able to arrest a man. . . . Because police feared a revenge attack on the man, he was locked in the Mogl (Yonggamugl) Council House with a policeman. Two policemen remained outside, and, with the help of some of the councillors, guarded the door and the windows of the Council House.—*News item in "Kundiawa News".*

THE strange structure going up in front of A. B. Donald's Parekura shop is not a model airplane; it's a benzine station of the super-modern variety which will be designed to dispense with benzine, oil, and motoring supplies.—*News item in the "Cook Islands News", Rarotonga.*

STOP and think if it would be possible to locate another similarly sized community as this one, with so many benefactors scattered far and wide over the whole world.

Practically every family on Pitcairn has at least one, and often several friends overseas who,

in ways both great and small, do many favours and perform many services, all of which help in some tangible way to foster the spirit of goodwill which is so often found in the smaller settlements of this world.—*Editorial in "Pitcairn Miscellany".*

ACCORDING to some members of [Western Samoa's] Assembly, speaking last week on one of the days when enough members turned up to enable Parliament to proceed with its business, some seconded officers get very highly paid and do not do enough to earn their money.

Retiring Director of Education, C. J. Williams, is one man against whom no member could level such a charge. In fact, Mr. Williams is so far ahead of MP's that they have not yet even considered his report for 1963—let alone last year.—*Editorial in "Samoaana", Apia.*

IN defiance of rational argument, of bitter experience in many parts of the world, and, above all, in complete defiance of facts, the United Nations General Assembly's Trusteeship Committee has issued another UN demand for the political and economic ruin of Fiji.

Like the Committee of 24, the Trusteeship Committee commits its blunders in terms that make crystal clear its ignorance of some of the subjects with which it has the temerity to deal. . . .

The committee, we are told, reaffirmed the "inalienable right of the people of Fiji to freedom and independence. . . ." What the people of Fiji need most urgently today is complete freedom from people who are determined to make Fiji another Congo or another Cyprus.—*Editorial in "The Fiji Times", Suva.*

MAJOR Qualtrough and Sgt. Cooke, who arrived at Tarawa on Monday's plane [November 29], are to spend the next three or four months on Betio dealing with the old ammunition that is still on the island. They will not be able to destroy any of it until their explosives arrive from Australia, probably in January.—*News item in Gilbert and Ellice Islands Colony Newsletter.*

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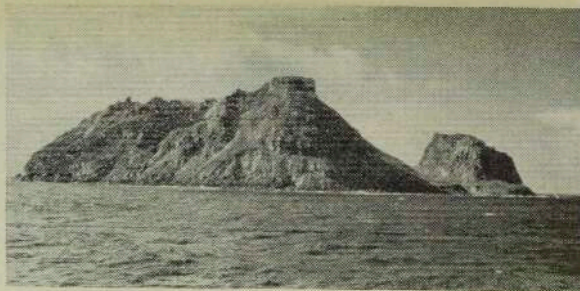
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Matthew Island, as it was in 1962. Volcanic activity changes its appearance from time to time.



France Takes Over Two Of Last Chunks Of No-Man's Land

After nearly two centuries of recorded history without an owner, the French Government of New Caledonia has taken control of Matthew and Hunter Islands, two volcanic chunks of real estate to the south of the New Hebrides chain.

A TWO-LINE notice stating that the British Government had just agreed that Matthew and Hunter should be attached to New Caledonia appeared in the *Bulletin d'Information* of the French Residency in Vila, New Hebrides, on November 10.

The two islands had been among the few remaining places on earth that had not been annexed by any government.

The reason for this neglect has been that both islands are actively and continuously volcanic, and are incapable of supporting human life.

Matthew Island is about 150 miles south-east of Aneityum, the southernmost island in the New Hebrides. It has two peaks—one 469 ft high, and one 650 ft high. From the top of the higher peak there is a spectacular flow of lava 90 ft wide.

Hunter Island, 30 miles east of Matthew and three times as large, has an area of about 100 acres. It rises steeply from the sea on all sides to a maximum height of 974 ft.

Matthew Island was discovered in 1788 by Captain Thomas Gilbert, of the British convict transport vessel *Charlotte*, while sailing from Sydney to Canton. It was named after the *Charlotte's* owner.

Hunter Island was discovered 10 years later by Captain Fearn of the British merchant ship *Hunter*, of Calcutta.

These facts gave Britain undeniable claims to sovereignty over the two islands by right of discovery. But it appears that it has not cared to press these.

The New Caledonian Government has presumably taken over the two islands so that any ships that should come to grief there will be under marine law. This was the reason that the British Government annexed Conway Reef to Fiji last year (*PIM*, March, 1964, p. 61). Conway Reef is 300 miles south-west of Kadavu, Fiji, and 100 miles or so from Matthew and Hunter.

Matthew Island has been visited several times in recent years by units of the French Navy.

In 1962, two European residents of the New Hebrides lodged a claim to the title over the island with the Joint Court in Vila (*PIM*, April, 1963, p. 89). The claim was lodged as a joke, but it seems possible that the head-scratching it caused among officialdom was a factor in the latest development in the island's history.

Entries Close Soon For Race To Suva

An entry of 25 to 30 yachts is expected for the Royal Akarana Yacht Club's race from Auckland to Suva, starting on April 30, 1966.

Entries close on January 30.

The prizes will be: First on handicap, Suva Gold Cup and £200; second, £100; third, £50; fourth, £25; first on handicap in each division, £25; first to finish, Auckland Harbour Board Cup and £50; first to finish in second division, Rothman Trophy.

The Royal New Zealand Navy has offered to place HMNZS *Endeavour* at the club's disposal as an escort and communications vessel.

The last Auckland-Suva yacht race was in May, 1956.

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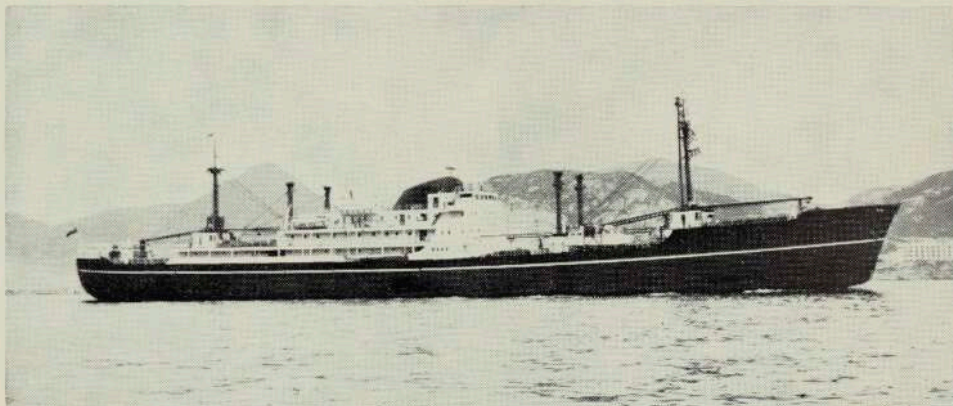
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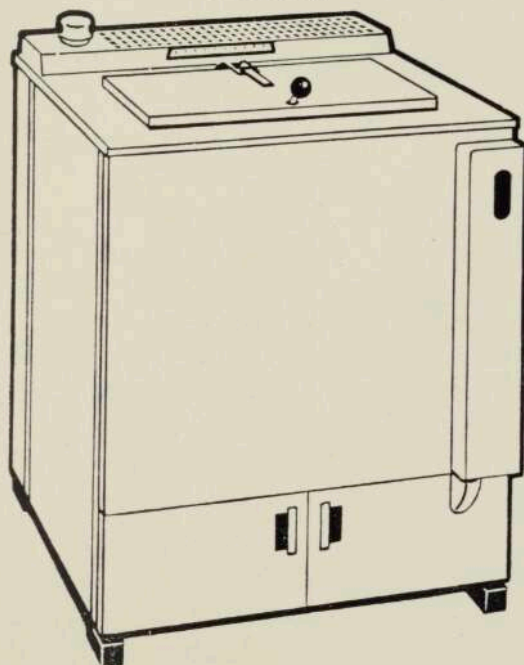
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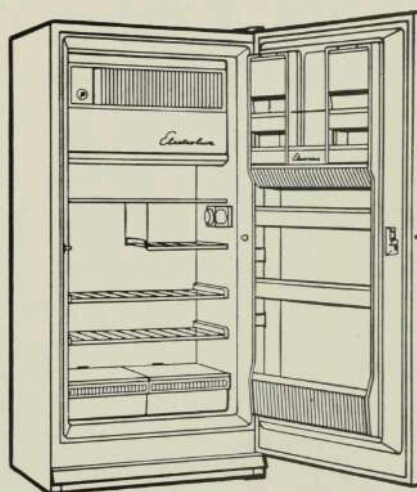
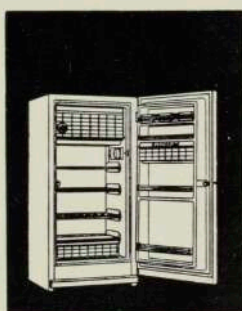
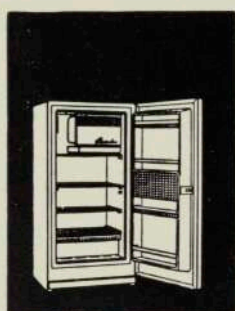
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There's Still Plenty Of Old-Fashioned Foot-Slogging For New Guinea's Officers Of The Law

From a Port Moresby Correspondent

Papua-New Guinea may be rapidly nearing some form of self-government but, in places, the work of bringing the law to the land goes on in much the same way that it did 20 or even 40 years ago.

LONG patrols on foot are as arduous as ever; and New Guinea terrain still remains largely in the perpendicular.

An 80-day patrol that had all the old-time difficulties was recently undertaken by Mr. R. I. Barclay, Assistant District Officer of Ambunti on the Sepik River. He was accompanied by Cadet Patrol Officer K. Taylor, five members of the Royal Papua and New Guinea Constabulary, 56 carriers, three interpreters and an aid post orderly.

The patrol would have been of even longer duration than it was, but 66 days out Mr. Barclay was forced to call off further exploration because aircraft, on which the patrol was dependant for food-drops, were unable to locate the party.

Airdrops fail

The patrol was from Ambunti southward into the headwaters of the Leonard Schultz and April Rivers, which rise in the Central Range on the border between the Sepik District and the Western Highlands District.

The system of supplying the patrol by airdrops of tinned food and rice failed when the party reached the higher mountain regions near the divide between the Leonard Schultz and April Rivers. Fog and heavy cloud obscured the ridges for long periods. At times, also, the patrol experienced considerable difficulty in finding any sort of drop sites at all.

In the early part of the patrol, taro and bananas were purchased from the inhabitants of the lower reaches of the Leonard Schultz River. In these relatively open valleys the

One patrol in New Guinea looks pretty much like another, but they always make a fascinating picture as they set off on the long, long trail.—Photo: J. P. Sinclair.

air-dropped supplies were successfully recovered and the patrol proceeded at a good pace. Later, when conditions became too difficult for airdrops and no fresh food was available, the weary members of the patrol slept with empty stomachs and just tightened their belts.

The patrol was organised following the discovery during a helicopter survey early last year of new, isolated groups of people in the folds and gorges of the Central Range. The object was to explore the Leonard Schultz to its headwaters, continuing across the range to the headwaters of the April, and in addition to contact the elusive, semi-nomadic people who live in the area. Good camp sites and tracks were to be prepared for subsequent patrols.

Although the patrol was curtailed, the main purpose was achieved and future patrols will follow to consolidate the first contact, and extend Administration influence to the area. Almost 600 people were sighted during Mr. Barclay's patrol although

he estimated a total population figure of 1,200, based on the number of deserted houses and gardens seen during the patrol.

He described the people as timid and sometimes suspicious, although they showed no signs of hostility. Attempts to contact all groups in the area were hampered by limited knowledge of the various dialects. One of the groups contacted identified themselves as Kolu people of the Taiwari clan.

Elongated topknots

Describing the unusual headdresses of the Kolu men, Mr. Barclay said: "Almost all the men wore elongated topknots varying in length from three to 15 inches. These topknots were made of bark except for a few instances when cloth was used. Many of the headdresses were decorated with cassowary plumes attached to the front and spread out fanwise.

"Through the septum and ear lobes, short, carved lengths of lawyer cane





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protruded. Women also wore these ornaments."

He said the Kolu men wore long lengths of lawyer cane, about $\frac{1}{4}$ inch in diameter, around their waists. The women wore grass skirts which covered their bodies from waist to knee.

The Kolu people gave the patrol taro and bananas in exchange for salt, razor blades, fishing lines and hooks, mirrors and small knives.

Commenting on the physical condition of the people, Mr. Barclay said they were surprisingly healthy-looking, apart from a few with yaws and tropical ulcers. These sufferers submitted, after a practical demonstration, to the aid post orderly's injections. Subsequently, evidence of the success of this treatment was indicated by the number of people in other groups who volunteered for similar injections. The Kolu had passed the story on ahead of the patrol.

A Kolu guide accompanied the patrol to another Taiwari group known as Aiyumo.

Mr. Barclay said: "We inspected the largest house of this group . . . a formidable structure measuring about 30 ft by 20 ft built on 15 ft stilts. The building had the appearance of a fortress.

Narrow corridor

"Entrance was by way of a ladder to a narrow corridor running the length of the house. A hole, 4 ft by 2 ft, situated in the wall half-way down the corridor, led to the main room. In the centre of the main room a pole 4 inches in diameter supported the ceiling. The pole pierced the floor and was embedded in the earth 15 ft below."

The people danced around the pole underneath the house during singings when they feasted on ceremonial occasions.

Other features of the house were the 3 ft square fireplaces sunk into each corner of the room; also, the storing racks which extended the length of the house and were stacked with firewood, smoked pigmeat, fish, taro, bananas, and bundles of dried tobacco leaves. The walls of the room were decorated with pig jawbones and skeletons of fish. The fish had been caught on crude hooks made of bone and shell, on lines made from bush vines. Some of the fish skeletons were 2 ft long.

The people showed none of the artistry displayed by Sepik River craftsmen. Three drums in the house bore no traditional carvings or

One of the problems that every patrol has to face is obtaining supplies of food. Here a patrol member does some bargaining at a village in the Highlands.—Photo: J. P. Sinclair.



decorations in any way. Arrows stacked in the house in large bundles were also unadorned. A second aperture off the main room led to a small verandah. From the verandah it could be seen that the house had been built into a large tree trunk.

On the way to contact another group, Mr. Barclay's party spent 5½ hours trying to ferry cargo across a river on a raft. The river was in flood and a strong current defeated attempts to swing across with the party's stores. Four attempts by the strongest swimmers failed to take the raft to the opposite bank of the swollen river. Finally it was floated down river until it was eventually intercepted at a bend and pulled across.

On another occasion the party forded a river, at knee to chest height, 42 times in nine hours to reach the junction of a large tributary in the vicinity of which they planned to select a site for an air-drop. They had exhausted food supplies the previous day and continued foodless for the two following days. A week earlier they had been without food for four days. An additional strain on the already reduced physical strength of the party was the search for suitable sites, which sometimes involved hacking a path through

thick jungle, several miles off the pre-arranged course.

Near the April-Schultz divide the patrol sighted several deserted houses a few miles apart from each other. One of them showed signs of recent occupation. Near the house was a lean-to shelter in which a human skull was found. The jaw bone lay nearby. Both had been coloured a pinkish shade, probably with a paste made from clay.

No response

The patrol's interpreters called out, hoping for a response from the owners of the house but to no avail. The party then moved on to one of the other houses. "Progress was very slow," reported ADO Barclay, "because of a poor track and steep gullies. After 30 minutes we came across an overgrown garden area about three acres in extent. We continued for another 40 minutes and encountered a second garden area about the same size as the first. The garden had been newly planted with taro.

"A house about 8 ft square and 3 ft above the ground was situated at the eastern end of the garden. It had a sago palm thatched roof and bark walls. Inside, in a central

position, was a fireplace with the embers still smouldering.

"Although the inhabitants were obviously nearby they did not respond to calls. We continued on for another 15 minutes which brought us to a house on top of the divide . . . but this had not been used for some time. From here there was a commanding view of the lower Schultz and middle April Rivers. We camped near the house that night."

Mr. Barclay said three men were observed surreptitiously watching camp activity. After some time, they were persuaded to approach close enough to receive gifts. Patrol interpreters tried to establish contact with the men, but their dialect was unknown. However, one of them used a *garamut* (log drum) to summon other members of his group.

After an hour of drum-beating answering shouts were heard and a middle-aged man and woman approached the camp. The man left his bow and arrows on the track and appeared to be well disposed towards the patrol party. Later, shouts were heard from the April River side of the divide and a middle-aged man and a youth appeared. The man was singing in a loud voice apparently in an attempt to keep up his courage. He was shaking with terror.

Friendly intentions

Every effort was made to assure him of the patrol's friendly intentions. Later, the entire group, totalling 23, arrived at the camp.

A feature of the patrol was the determined attempt throughout to divert the party from deep penetration. Individual messengers appeared on various occasions from different areas claiming to represent a man named Meriauwe of Wuwuwa, in the vicinity of the April River.

These strangers always offered to act as guides and endeavoured to persuade the patrol to leave the pre-arranged course, insisting that the area ahead was completely uninhabited. This was due, no doubt, to the fact that the people were ignorant of the patrol's purpose; or that the man Meriauwe saw Government influence as a threat to his own.

The patrol did reach the Wuwuwa area before turning back for Ambunti and Meriauwe, when eventually contacted, received the party with great friendliness. Mr. Barclay described him as "by far the most influential man in the area patrolled . . . He sought at every turn to persuade the patrol to abandon the expedition. He is a middle-aged man, unprepossessing in appearance, who had travelled widely in his youth."

● Stirred by some history in the recently-published book, "Queen Emma", that tireless chronicler, Fred A. Archer, of Rabaul, here describes life in New Guinea's North-West Islands, some 60 years ago. Mr. Archer maintains a correspondence with Mr. H. R. Wahlen, who made a fortune in the North-West Islands before World War I. He is still a resident of Hamburg and is very much alive at the age of 95.

Rudolph Wahlen—"King of the Western Islands"

From Fred Archer, in Rabaul.

I have been having a look recently at the Wuvulu and Aua Islands, and old H. R. Wahlen has been most interested in hearing of them. A couple of his old retainers—yes, a fact!—write him letters and get replies. These go and come through me.

I TOOK a plane to Wewak and there caught a ship to Wuvulu, and went ashore and talked to them all, and endlessly shook hands with them. They (old-timers) had heard I was still alive—a legendary figure like Davy Crockett or something—and when I walked among them they could hardly believe their (somewhat dimmed) eyes, and they treated me as one risen from the dead. I, walking amongst them said (in Pidgin), "Be not afraid—'tis I!"

It was interesting to see the old bungalow where I had lived long years ago—built by Wilhelm Leonardt in Wahlen's day—and there was Leonardt's grave under the casuarina trees, and that of another German who died not long after Wilhelm—both of blackwater.

One day Dr. Cilento sat on my verandah there and asked if I took quinine regularly. I said I did. He then remarked, "Better not neglect it—or you'll join those chaps over there"; and he jerked his thumb towards the graves.

Last time I was in Sydney I had a morning meal with a smiling Sir Raphael Cilento, and asked him if he remembered the occasion. He said he did, and added "It was the best advice you could have had, anyway!"

Certain funds in Germany have been made available in various-sized sums to assist backward peoples, and some of this has come to New Guinea—mainly to places that formerly were part of "the German times".

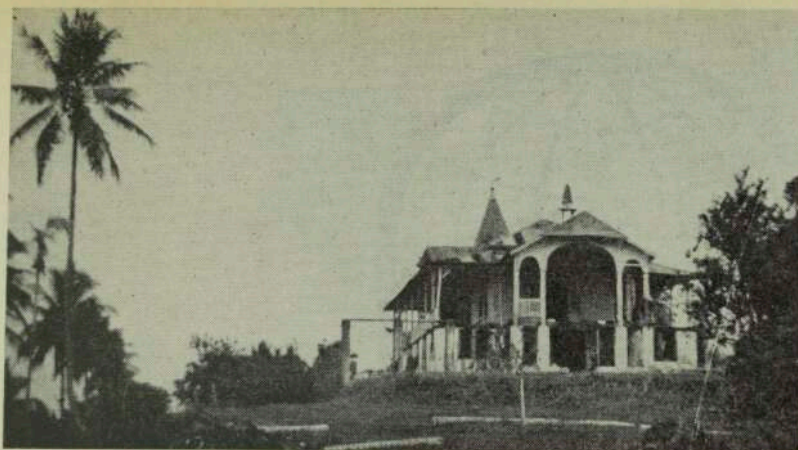
I suggested to HRW that he,



Rudolph Wahlen

having been a prominent resident in bygone days, might ask for some assistance for the Wuvulu and Aua people—the erection of a hospital, or a community meeting house, or a school house and teachers' house. He thought that "the memory of old German days has been about erased" but said he would send a letter to the German Foreign Office.

To his surprise the FO came back with a letter saying that the matter would be inquired into. So something may have developed and, if I see H. E. Dr. Ritter I will make bold to ask him; also, to give him a few details of the old "Wahlen empire" in the Western Islands, and about "the



King of the Western Islands", and of the German-designed castle "Wahlenburg" that stands on the top of volcanic Maron Island, stout and square and Rhine-like in conception, designed and supervised in building by a German architect.

What an idea it would be if some Big Masta from the German Embassy, or Consulate, were to go to Madang and there ship by the MV *Rudolph Wahlen* to Maron (with the picture of HRW hanging in the saloon) and view the old castle built in 1905 (or was it 1903?), and cruise through the Hermits, Anchorites, Ninigos, Wuvulu and Aua, and sundry other islands that formed Wahlen's domain. It would be an interesting cruise for such a man, among those islands:

*In gulfs enchanted where the siren sings,
And coral reefs lie bare.*

There was a lot of romance in Wahlen's career, and someone should write it now. There is, among the historically minded, a growing interest in his career.

Refresher interval

Imagine him, when the Western Islands were being planted, calling in his overseers (they all were developing some of the far-flung group) every now and then for a refresher interval, at Maron itself, with its wine cellar, electric light, refrigeration, deer in the bush, fish in the sea, and all sorts of other sea-food available, fresh meat (from the NDL boats that called at Maron on their way from Hong Kong to Rabaul and Sydney) and other things.

You can imagine those overseers arriving for the break, each with his favourite Islands lady, and living "down below" in the beach bungalows, whilst Wahlen lived in the castle on

● A recent picture of "Wahlenburg", which H. R. Wahlen had built on Maron Island.

top, and called them to the banquet and deep drinking when the occasion required. One can imagine them glorying and drinking deep and perhaps singing the old drinking-song which went (excuse my translation):

*Pour out the Rhine wine—let it flow,
Like a deep and winding river,
For there's naught can cheer the hearts that pine,
Like a deep, deep draught of the good Rhine wine! (etc.).*

Germans whom I met in my earlier days here, who had attended, used to sigh and say, "They were great days!" The natives also enjoyed the various festivals when "N'Gipe Pualla" dispensed hospitality. No doubt, but he did things in a kingly fashion.

HRW once told me that when he first went to the Maron area he lived in an old house of native material. His personal servant, a Manus boy, said "Tch! Tch! We are living in a rubbish house—you do not seem like a Big Masta any more, but like a man who trades in copra".

So HRW took him to the door and, pointing to Maron Island, told the boy, "Later, I will build a big stone house on top of that hill, and a builder will come from Germany to do it. And a light will shine always from the tower to mark the passage through the reef, so that ships can come in and go out at night, as well as in the day!"

HRW said: "The eyes of Biam lighted much and he smiled saying, 'Then Masta you will be a Big Masta again!'"

And so it was.

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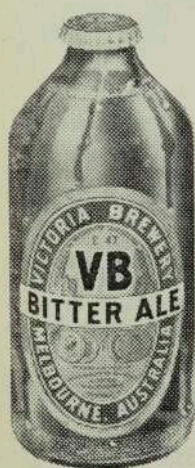
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MONTEVIDEO'S PACIFIC "TREASURE TROVE"

By Robert Langdon

Montevideo, capital of the small South American republic of Uruguay, would appear to be an unlikely place in which to find a valuable treasure from the Pacific Islands of nearly two centuries ago.

YET it is there, I learned recently, that a most informative journal kept by an officer of the last important Spanish naval expedition to the Pacific—in the last decade of the 18th century—has been preserved.

The journal contains, among other things, a long description of the expedition's stay of a fortnight in the Vavau archipelago of Tonga, and a vocabulary of Tongan words.

The man who kept the journal was Lieutenant Francisco Javier de Viana, who served under Captain Alejandro Malaspina on his voyage to the Pacific from 1789 to 1794 in the corvettes *Descubierta* and *Atrevida*.

As outlined in a previous article (*PIM*, Feb., 1962, p. 19), Malaspina's expedition left Cadiz on July 30, 1789, with the object of preparing hydrographic charts and investigating the commerce and political situations of the places visited.

The two ships rounded the Horn in December, 1789, and spent about two years on the western coast of America before crossing the Pacific to the Philippines. From there, they sailed to Sydney via the New Hebrides and Dusky Sound, New Zealand.

Vavau Visit

After a couple of weeks in Sydney, Malaspina headed for Vavau to take possession of it for the Spanish Crown—the archipelago having been discovered 12 years previously by the Spanish navigator Antonio Maurelle.

From Vavau, Malaspina continued westward to Lima, Peru, rounded the Horn again, touched at Montevideo, and returned to a hero's welcome in Cadiz on June 21, 1794.

Subsequently, Malaspina was promoted to the rank of brigadier by the Spanish king and publicly praised by Godoy, the Prime Minister. But

● Malaspina's ships, "*Descubierta*" and "*Atrevida*", are here seen in harbour at Port Refuge in the Vavau archipelago of Tonga. The picture is reproduced from a drawing done by one of the artists accompanying the Malaspina expedition. The original is in the Nan Kivell collection in the National Library, Canberra.

about a year later, while he was visiting his native Lombardy (Italy), he fell out of favour at Court; and on his return to Spain in November, 1795, he was arrested and imprisoned together with a priest, Father Manuel Gil, who had been editing his expedition's journals, charts, drawings and reports for publication.

Simultaneously, the King gave orders that all the papers of Malaspina's expedition were to be seized and withheld from publication.

Malaspina languished in prison for 7½ years before being deported to Lombardy and forbidden to return to Spain under pain of death. He died there in 1809.

Meanwhile, the fruits of his expedition mouldered in the Spanish archives, and it was not until 1885 that Malaspina's journal was published in Madrid—in a volume of nearly 700 pages, edited by a Spanish admiral, Novo y Colson.

However, the veil of mystery that had long surrounded his work in the Pacific and elsewhere had already been lifted by the publication in the small Uruguayan town of Cerrito de



Alejandro Malaspina

la Victoria of the journal kept by Lieutenant Viana.

Cerrito de la Victoria, now a suburb of Montevideo, was then the seat of government of the Partido Blanco (White Party), which played a prominent part in the civil wars that plagued Uruguay at that time.

It is not known how Viana's journal escaped the general seizure of the Malaspina documents ordered by the Spanish king, but the title page of the published version states that it was submitted to the publishers, the Imprenta del Ejercito (Army Press), by Viana's sons. They were apparently living in Uruguay.

Language specialist

News that the original manuscript of the journal was still preserved in Montevideo reached me from an Uruguayan language specialist, Dr. Olaf Blixen, who used it recently to prepare a study of the Tongan vocabulary it contains for the *Boletín de Filología* of Montevideo's Instituto de Estudios Superiores.

Dr. Blixen's paper, of about 50 pages, will draw attention, among other things, to numerous errors which appeared in the vocabularies published with Viana's journal in Cerrito de la Victoria and Malaspina's journal in Madrid.

Dr. Blixen has spent several months recently making a study of the honorific language of Oceania in the University of Honolulu and Hawaii's Bishop Museum.

WIRED FOR SOUND

From Elspeth Robbins, in Suva

Most people enjoy their illnesses in retrospect but after Bill had some 'middle-aged maintenance' while on leave in Auckland last year, the results were so enjoyable, they exceeded all expectations.

YOU see for nearly ten months now Bill hasn't had to use his hearing aid.

After years of gradually diminishing hearing, the last 15 years being almost total deafness, it seems unbelievable to us all and especially the children who had never known their father without an aid, that we can now speak naturally to one another.

On looking back, the children have been brought up in an odd atmosphere at times . . . a mixture of sign language and shouting, and constant repeating of conversation, even when the hearing aid was on.

One is inclined to be rather abrupt and preremptory with the deaf. Anything said quietly has to be repeated. Each repeat is repeated some decibels louder.

A good shake

One soon gets into the habit of shouting information in the briefest of phrases.

Thus, "You are wanted on the telephone, dear" becomes an ugly bawl of "TELEPHONE!" It is probably accompanied by a receiver-to-ear posture.

To wake Bill in the mornings, we gave him a good shake, pointed to our watch and beckoned him to get up. Sometimes if he was working in the garden and tea was ready, we threw a small pebble or stick nearby to attract attention, followed by an arm-beckoning-tea-drinking-gesture.

Life was not all like that of course. We did have conversations, but by and large anything important or discussible had to be saved up for some propitious time when Dad could give us undivided attention, when all was quiet and serene and no piercing outside noise occurred to be amplified by the microphone in the hearing aid.

There were no spontaneous conversations between father and children while out in the garden or even at the table. The clatter of dishes and cutlery, even the munching of food, was amplified by the microphone and conversations started under such conditions often ended in shouted misunderstandings.

The hearing aid was only of value when all else was silent and one person at a time spoke directly into the microphone (usually in a breast pocket).

The operation performed on Bill is called a stapedectomy. It is done under a local anaesthetic, and it involves replacement of a non-functional bone with a tiny piece of silver wire.

Twenty-five minutes after the commencement, Bill suddenly heard the doctor say "Pass so and so" . . . Then he heard him say, "I want such and such", and later again came the clanging of bowls and a tap running. In one hour and 25 minutes the operation was completed, but some days elapsed before his ear settled down to the new conditions.

New tones

Bill keeps on hearing new tones and depths of sound he hasn't heard for years.

Sometimes sounds are so different from what he has been used to hearing through his aid that he has no idea what they are. For some days he rushed outside every time a plane flew over.

One night in bed he said crossly, "Why ever is that car revving up in the street at *this* hour?"

I eventually traced the "revving car" to Bill's own chest as he breathed in and out. Bill could also hear his own heart.

Sleep became elusive until he became used to the night sounds. The birds woke him early in the morning.

He became convinced that the corner of the lounge in which his favourite chair is placed acted as a sound-shell for every creak and bump throughout the house. Motor mowers were an abomination and people should not be allowed to run them!

The disadvantages of audibility are gradually being outweighed as Bill's ears become more selective in their hearing.

One of his greatest joys is hearing again the rich bass notes in orchestral music . . . Perhaps my greatest joy is being able to talk from room to room. Life is sweeter now that Bill is wired for sound.

An eight-page supplement listing all Islands servicemen and civilians who were killed, wounded or decorated in World War II was published in PIM for January, 1946. "In total number," PIM said, "the men and women of the South Pacific Territories who served (mostly as volunteers) in World War II may not be impressive; but, in proportion to the total population of the communities from which they came, and in relation to decorations won, it is a record not equalled anywhere else in the world."

OTHER features and news items in the issue of PIM for 20 years ago were:

NEW rates of income tax had been introduced in Fiji on a sliding scale rising from a minimum of 1/3 in the £ to a maximum of 6/3 in the £ on incomes of £5,000 and over. "The new rates do not seriously affect incomes under £1,000 per annum", PIM said. "It is company profits and personal incomes substantially over £1,000 which will bear the really heavy increases. Fiji still may be regarded as a place of refuge for the family that is trying to live reasonably well on an income of between £500 and £1,000".

A DISMAL result of World War II and its aftermath in the isolated Cook Islands, according to a correspondent on Mangaia, was the increasing scarcity of charcoal irons for pressing clothes. "These irons", the correspondent said, "are hollow, and the palm-bark fuel is slowly consumed inside, the smoke escaping through a curved chimney tube. The *toko* soon rusts, and at the end of its usefulness the bottom falls out. In normal times, one then buys a new one for 15/-. But Birmingham has, for the past five years, been making goods of a sterner sort; so no new irons can be obtained at all".

MR. A. WILSON, former member for Wimmera in the Australian House of Representatives, had taken over as Administrator of Norfolk Island.

PERMANENT heads of departments of the Papua-New Guinea Provisional Administration had not yet been appointed, but acting appointments were: Government Secretary, R. Mel-

Yesterday

- One of the most influential literary figures in the history of the South Pacific was a French naval officer, Julien Viaud, who is better known by his pseudonym, Pierre Loti. Loti visited Tahiti in the seventies of last century and wrote an idyllic novel called "The Marriage of Loti". This novel, which has been described as "exuding the very essence of that romantic charm for ever associated with Tahiti," induced the artist Paul Gauguin, among others, to migrate to Tahiti.



rose; Treasurer, W. N. M. Chester; Public Health, Dr. B. A. Sinclair; Trade and Customs, T. B. M. Byrne; District Services and Native Affairs, E. Taylor; Native Labour, J. L. Taylor; Land, Survey and Mines, E. P. Holmes; Forests, J. B. McAdam; Agriculture, W. E. Cottrell-Dormer; Public Works, J. O. Lyons.

MR. A. C. TURNBULL, Administrator of Western Samoa, who was retiring after 15 years in that territory, had received a knighthood in the New Year's Honours List. Another new knight was the Fijian leader Ratu J. L. V. Sukuna, who became known as Ratu Sir Lala Sukuna.

BRIGADIER-GENERAL E. A. Wisdom, Administrator of the Australian Mandated Territory of New Guinea from 1921 to 1932, died in Australia on December 9, 1945. He was the founder of the cadet system in the Territory, which produced a

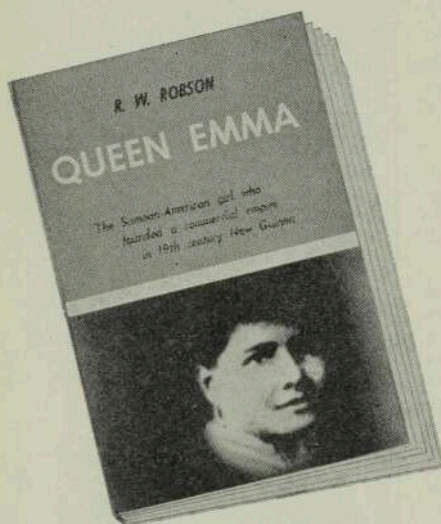
team of zealous young Australian field officers, many of whom were lost in the *Montevideo Maru*.

MR. H. S. BARNETT had been appointed Australia's first consul in New Caledonia. For most of the war, Mr. Barnett had served as Naval Liaison Officer in Noumea.

THE Australian Department of External Territories was trying to trace 1,200 Nauruans who had been shipped out of Nauru by the Japanese during the Japanese wartime occupation of that island. Police Inspector T. H. Cude, of Nauru, had been detailed to find the Nauruans, who, it was understood, had been taken to Truk (Caroline Islands) in 1943. [The Nauruans were later found to be on Truk].

THE 100th anniversary of the coronation of King George Tupou I, first ruler of a united Tonga, was celebrated in Nukualofa on December 4, 1945.

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.

PRICE: 30/- \$A3, \$U.S.4.25

Illustrated; 240 pages, cloth bound.

PIM's PACIFIC

—Stories from the South Seas

Navigators and painters, poets, writers, sailors, traders, idealists and scallywags have drifted across the Pacific, largest of all oceans, in the last 150 years. Some paused briefly; others stayed to blend their culture with that of the original inhabitants. All have had some part in producing that Pacific mystique that still intrigues the romantic.

Much of this still remains although the Islands are now changing, along with the rest of the world. Thirty-seven of the people who know them best have contributed to PIM's PACIFIC. They come from all walks of life—from ex-Governors to pub-keepers; from journalists to cruising yachtsmen. But all have worked, lived and sometimes have been born in the Islands.

Their subjects range through personal experience, adventure, discovery, history and travel; there is something about each author in the biographical notes that introduce each of the stories, all of which appeared in the *Pacific Islands Monthly* between 1950 and 1965.

PRICE: 27/6, \$A2.75, \$U.S.4.00

Illustrated; 224 pages, cloth bound.



"... As varied a crowd of itchy footed adventurers, beachcombers and rolling stones as you are likely to meet with in print. . . . Thank you for rounding up these nomadic authors and their off-beat stories. . . ."

—*Sydney Daily Telegraph*

Order direct from: PACIFIC PUBLICATIONS, GPO Box 3408, Sydney, NSW; or the following agents:

• "Fiji Times" Office, Gordon Street, Suva • Desal Book Shop, Suva and Lautoka • at all booksellers and stores in all Pacific Islands • New Zealand—Mr. J. D. Whitcombe, C.P.O. Box 2229, Queen Street, Auckland • United Kingdom—S. R. Warman, 116-126 Cannon Street, London, E.C.4. • United States—Mrs. A. L. Craib, 1631 80th Avenue, Oakland 21, California. • Booksellers in Australia.

THE MONTH'S NEW READING

A New Year package

Among the spate of books that annually come on the market at holiday time, there is something for every literary taste. The following are just a cross section suitable for holiday reading; some are worth a permanent place on the bookshelf.

QANTAS RISING, by Sir Hudson Fysh. Possibly a better title to this autobiography would have been *Qantas Emerging* — the narrative finishes in 1934 when the legend of the great international airline that Qantas has become had been well laid but when the airline itself was barely off the ground in a commercial sense.

The story is, in fact, very much a personal one of the man who was one of the founding members of the Queensland and Northern Territory Aerial Service in 1920 and who shortly retires as chairman of Australia's international airline, Qantas.

He was born in Tasmania and left there in 1914 as a trooper in the Australian Light Horse which served in Gallipoli and in the desert in the Middle East. Towards the end of the war he transferred to the Royal Flying Corps and began his lifetime association with aircraft.

In 1919, with Lieutenant P. J. McGinness, he made an epic journey by Ford Tin Lizzie across the Northern Territory of Australia seeking suitable landing sites for Ross Smith, who was preparing to make the first historic flight from the UK to Australia.

It was during this time that the idea of air transportation to cover Australia's unroaded interior first presented itself to the two young men, and in the following year, in partnership with a grazier, Fergus McMaster, they formed Q.A.N.T.A.S.

During these formative years Fysh was actively engaged in flying the old-fashioned bi-planes of the infant company. He took part in the experimental UK-Australia airmail in 1931 and in 1934 was prominent in forming Qantas Empire Airways which, in conjunction with Imperial Airways, maintained the UK-Australian air-link until World War II.

The author proposes continuing the story of Qantas in a second volume which will bring events up to the present.

(QANTAS RISING. Angus and Robertson. 52/-).

MY LIFE FOR BEAUTY, by Helena Rubinstein. Every woman who has ever bought a lipstick will probably be a sitter for the blandishments of this book, completed just before the beautician-to-end-all-beauticians died in her 95th year.



Not only does it tell of Madame's early life of poverty in Poland, her migration to Australia and her setting up her first beauty salon in McEwan House, 243 Collins Street (just about opposite the present Hotel Australia), but it gives away all her secrets (or nearly all) for being more beautiful.

Helena was cashing in on beauty long before it was an accepted profession. Australia did not hold her long and for the last half century she has been an international figure.

(MY LIFE FOR BEAUTY. Bodley Head. 45/-).

NINA'S BOOK, by Eugene Burdick. The late Burdick (co-author with William Lederer of *The Ugly American*) would take on any theme, according to some critics. In this story he has taken on what almost might be the original *femme fatale*, Nina, who was turned from the path of virtue by a few years (she was in the Resistance) in a Nazi concentration camp. The action of the story takes place in France of the 1950's when an American pilot whom Nina had saved in her more inhibited period, returns for a visit with his bride. From this point on the story shapes in a way that gives full scope for Burdick's own type of literary frankness. Good characterisation. Much sex.

(NINA'S BOOK. Putnam. 28/-).



The story of Qantas in the days when most of its planes were as small and as insubstantial-looking as this one is told by Sir Hudson Fysh in his new autobiography "Qantas Rising". Actually, this plane—a seven-passenger Beaver—is of quite recent vintage. It was acquired by Qantas in 1954 with three others for service in Papua-New Guinea.

THE BROKEN WING, by Olaf Ruhen, who is as varied in his themes as he is in his choice of publishers. This is a novel based on a bombing incident over Dresden in 1944. The crew of the Lancaster, which is as much a character as the humans, were two Canadians, two Australians (one of whom was really a New Zealander) two Englishmen and a Dutchman and this interplay of differing backgrounds has much to do with the theme of the novel.

(THE BROKEN WING. Hodder. 23/-).

SUMMER TALES 2, edited by Kylie Tennant. Although these short stories are billed as "Australian", in fact five of the authors re-



presented are from New Zealand; James Meade has written a story about Fiji (*Cawaki*), and Allan McCluskey one about New Guinea (*Death of a Luluai*). The 25 stories in the volume represent almost as many writing styles but there is something to suit most tastes.

(SUMMER TALES 2. Macmillan. 25/-).

THE ROAD TO SARDIS, by Stephanie Plowman. This is an adult-sized historical novel although it is primarily aimed at young people. It is the story of a young boy growing up to early adulthood against the background of the wars between Athens and Sparta. As he grows, Athens loses her greatness both as a power and as a moral example to the rest of Greece. Perhaps there is a parallel in this to our own times, although it will appeal most to those young readers who have an interest in ancient Greek history.

(THE ROAD TO SARDIS. Bodley Head. 31/6).

THE LUCKY COUNTRY, by Donald Horne. The appearance of this edition of this particular book reverses the usual order of affairs in publishing. It originally appeared as a paper-back about a year ago and only now in hard covers. The present edition is enlarged and slightly expanded.

The paperback is said to have sold about 100,000 copies—which in Australia is certainly phenomenal. In it Horne analyses Australian political and social life as it appears to him in the 1960's and attempts to show Australians where they are heading, particularly in their relations with other countries.

Lucky country, in Mr. Horne's sense, is a term of derision, suggesting that Australians are living in a fool's paradise—which they probably are although whether the author's solutions are the correct ones is a matter of opinion.

Horne's book probably had more critics than admirers but at least it has given his countrymen an opportunity to stand off and look at themselves.—JT.

(THE LUCKY COUNTRY. Angus and Robertson. 30/-).

Nobbs mystery unsolved in new history of Pitcairn

Since 1808, when Captain Mayhew Folger, of the American sealer *Topaz*, discovered the hideout of the *Bounty* mutineers on Pitcairn Island, a bountiful literature has grown up about what has happened on that island since January, 1790, when the mutineers landed there with their Polynesian wives.

THE latest literary effort on Pitcairn is a history by Robert B. Nicholson, a New Zealander living in Sydney. He became interested in the island in the 1950's when he met a descendant of the *Bounty* mutineers and traced his family tree.

Nicholson's book, *The Pitcairners*, claims that although much has been written about Pitcairn, a lot of it has been romance, and that, in an effort to tell the truth, *The Pitcairners* has been compiled from original material—printed work only being used where it is substantiated by diaries, letters, Admiralty reports and suchlike material.

Although Nicholson has certainly not excluded uncorroborated "printed work" as source material as rigidly as he claims, a glance at his voluminous five-page bibliography shows that he has gone to considerable pains to make his book an accurate and valuable reference work.

His first chapters, recounting the story of the *Bounty* mutiny, the mutineers' subsequent search for a home, and their early, murderous days on Pitcairn, contain no material that previous writers have not thoroughly combed over.

But the author begins to tap some little known and little exploited sources when he gets on to Pitcairn's early visitors, although experts will notice a few omissions in his account of these.

Not mentioned

The author has not mentioned, for example, the intriguing story of the ship's boat crew which landed on Pitcairn long before Mayhew Folger's arrival in the *Topaz* and collected coconuts while the Pitcairners remained in hiding. Nor has he described how, in 1819, Captain James Henderson, of the *Hercules*, raised a subscription of 3,500 rupees for the Pitcairners in Calcutta with which he bought numerous necessities for them.

On the other hand, good use has been made of some valuable manu-

script material concerning Captain Thomas Raine's visit to Pitcairn in the *Surry* in 1821. This is in the possession of Mr. E. C. R. Raine, of Sydney.

Probably the best chapters in the book are those concerning George Hunn Nobbs, an Irish-born adventurer who settled on Pitcairn in 1828, and Joshua Hill, a mad Englishman, who ruled Pitcairn as a dictator from 1832 to 1837.

Nobbs' story has elements of mystery that have never been plumbed. After a career in the British and Chilean Navies, he arrived at Pitcairn from Peru in a 20-ton boat with a single companion, Noah Bunker.

The two men told the Pitcairners that they had come from Peru with the express intention of settling on Pitcairn, although their boat contained gear for catching seals. Both claimed to be the owner of the boat.

The Pitcairners were not keen to have the two men come among them, but finally consented. Soon afterwards, Bunker, who had been sick on arrival, threatened to kill himself; and after two months, he threw himself over a 150 ft cliff, badly injuring himself.

Killed himself

A week later when Jacques Moerenhout, a visitor to Pitcairn, asked him why he had made the voyage from Peru in such a small boat, Bunker answered: "As you may imagine, the reasons were very powerful ones, but I cannot tell you what they were".

When Moerenhout returned to Pitcairn a month or two after this, he found that Bunker had killed himself from an overdose of laudanum obtained from a passing ship, and that Nobbs had burned all of Bunker's papers except the ship's licence, the bill of health, and the list of crew—allegedly at Bunker's request.

The crew list showed Bunker as captain and Nobbs as chief officer, but the name of the owner on both



It is impossible to write a book about Pitcairn without frequently mentioning the name of Christian. This picture, from PIM of November, 1940, shows three generations of the Christian family. They are (standing at rear from left) Edgar Christian, a great-great-grandson of mutineer Fletcher Christian; Warren Christian, Edgar's son; and Errol Young, Edgar's grandson.

the ship's licence and the bill of health was not that of either man.

There was thus something extremely "fishy" about the circumstances surrounding the arrival at Pitcairn of Bunker and Nobbs, and as Nobbs later became an ordained pastor, was received by Queen Victoria and was a leader of the Pitcairn community when it moved to Norfolk Island in 1856, no history of Pitcairn will really be complete until someone finds out what it was.

Nicholson gives a detailed account of the move to Norfolk and of the events leading up to it—and there, pretty well, his book comes to an end, for Pitcairn's history over the last 109 years is dismissed in a bare eight pages.

Three invaluable appendices then follow—one listing the dates of birth, death, marriage, etc. of every Pitcairner from 1790 to 1856; one listing the Pitcairners who made an abortive attempt to settle on Tahiti in 1831; and one listing Pitcairn's chief magistrates from 1838 to the present day.

One of the few clearly erroneous statements in the book is that the Pitcairners, who were seen surfboard-riding in 1821, apparently invented that sport themselves, "as there appears to be no early record of the sport in Tahiti".

Surfboard-riding was described by several of Tahiti's early visitors—one of them being James Morrison, the *Bounty's* boatswain's mate.—RL.

(THE PITCAIRNERS. Angus and Robertson, Sydney. 47/6).

GLAMOROUS ALBUM DEPICTS TAHITI IN COLOUR

If anyone, after all the publicity that travellers have given it over the past 200 years, still has any doubts that Tahiti is one of the world's most beautiful islands, he should invest forthwith in a copy of *Tahiti*, a collection of 60 superb colour photographs by Hubert Sieben.

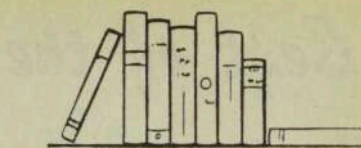
THE photographs are probably the finest of Tahiti in colour ever published in a single book.

The book, which was printed in Japan, has pages measuring 10 in. deep by 8½ in. wide. The pictures have captions in English, French, German and Spanish. There is also an introduction in the four languages.

Of the 60 photographs, exactly half are primarily of Tahiti's justly renowned women—some of the women exhibiting a much greater expanse of bare skin than the average tourist is likely to see.

The rest of the pictures are mainly of Tahiti's lush and spectacular scenery; and there are one or two pictures of men, which show that such creatures *do* exist in Tahiti—a matter one is often inclined to doubt.

As is frequently the case with books of this kind, the introduction is not on a par with the photographs



—the main trouble with this one being its numerous inaccuracies.

The European discoverer of Tahiti, for example, is described as being Pedro de Quiros in 1606, and he is said to have called it the Isle of Love, whereas, in fact, Tahiti was discovered in 1767 by Captain Samuel Wallis.

Also untrue is the statement that Captain Cook was accompanied by a "party of Royal Society bigwigs" when he visited Tahiti in 1769 to observe the transit of the planet Venus. The only member of the Royal Society aboard his ship was Joseph Banks.

But these and other erroneous statements in the introduction are of no real account considering the magnificent photographs. It is merely a pity the introduction was not vetted by someone who knew better.

A LESS glamorous, but equally interesting album of photographs which turned up on our review desk recently is *Rebecca and the Maoris*, by Gregory Riethmaier. The pictures in this case are in black and white.

They depict Rebecca, an attractive 21-year-old girl, and her friends and associates in the Rotorua area.—RL.

(TAHITI. Seven Seas Publishing Pty Ltd., PO Box 1431, Wellington, NZ. 30/- NZ. REBECCA AND THE MAORIS. A. H. and A. W. Reed Pty. Ltd., Sydney. 36/6.)

DOES NATURE INTEREST YOU ?

If it does, so will MY WEAPONS HAD WINGS,
by Hubert W. Simmonds, O.B.E.

Forty-five years as an entomologist has led the author all over the South Pacific Islands and into Malaya, Zanzibar, Mauritius, South Africa and the Rhodesias from his home in Fiji. Matters of natural history and unorthodox means of travel are written about with engaging simplicity. A book that allows the reader a literary holiday from wars, bombs, politics and other pre-occupations of 1965 Man.

With black-and-white illustrations and two colour plates; 164 pages; cloth binding. Price 27/6, plus 1/2 postage (British); 2/2 (Foreign).

May be ordered from the Australian agents:



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TECHNIPRESS HOUSE, 29 ALBERTA STREET (G.P.O. BOX 3408),
SYDNEY, AUSTRALIA.

Best of the Paperbacks

Fiction

AUNTIE MAME and **GENIUS**, both by Patrick Dennis, and both still hilarious even after several readings and the worst that Hollywood movie-makers could do to Auntie Mame. (Pan; 6/-, 8/-.)

RAPE OF THE FAIR COUNTRY, **THE HOSTS OF REBECCA** and **RACE OF THE TIGER**—all by Alexander Cordell. The first is a story of the Welsh mountains in the early days of the 19th century coal and iron boom; the second novel concerns the same characters after they have moved away from the coalfields to south-west Wales, where they pit their rebellious strength against the introduction of toll-gates. The third novel moves across the Atlantic to the early days of the iron and steel city of Pittsburg. As interesting as the books themselves are the tags the publishers have put on the front covers. On number-one: "A tremendously lusty novel". On number-two: "Running over with lust and strength, sin and righteousness". On number-three: "... Full of heart and decent lust". (Pan; 6/-, 6/-, 8/-.)

NAKED CAME I, by David Weiss. A novel based on the life of the 19th century French sculptor, Rodin, whose life was enmeshed with his great contemporaries Monet, Renoir, Degas and Cezanne, and the artistic revolution they precipitated. (Pan; 11/6.)

ROYAL ESCAPE, by Georgette Heyer—one of the more serious historical novels of this author, with young Charles II the hero and his escape after his defeat at Worcester providing the incident. (Pan; 8/-.)

GENTIAN HILL, by Elizabeth Goudge. This writer uses Devon, Cornwall and the Channel Islands as the background for her novels and usually captures the beauty of this part of England. This is an historical novel of the days of Nelson. (Hodder; 8/-.)

GONE FISHIN' is part of the adventures of Nino Culotta (as told by John O'Grady), the New Australian who made his debut in *They're a Weird Mob* (which is now being filmed). (Humorbooks; 8/-.)

BATTLE OF THE VILLA FIORITA, by Rumer Godden. If this story lacks all the piquant charm of the author's *Greengage Summer* it still comes fairly close. Also has been filmed, by Warner Bros. (Pan; 6/-.)

CORONATION, Paul Gallico's best-selling trifle presents one side of the English we seem to hear less about these days. (Pan; 4/-.)

MY THEODOSIA, by Anya Seton. This historical novel is based on the tragic life of the daughter of a famous early 19th century American politician, Aaron Burr. Although the names mean little to non-Americans, as a novel it still stands on its own feet. (Hodder; 8/-.)

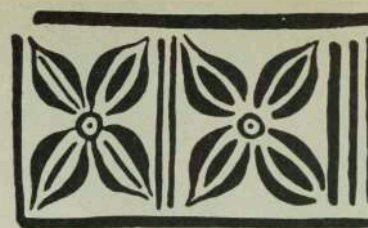
JOY IN THE MORNING, by Betty Smith (*A Tree Grows in Brooklyn*). The time: 1927; the story: boy meets girl, they fall in love, get married. This novel covers their first year of wedded bliss. The hero of the filmed version is Richard Chamberlain, better known to millions of TV viewers as Dr. Kildare. (Pan; 6/-.)

ANGELIQUE IN LOVE, by Sergeanne Golon. The title will be the most surprising thing to readers who have faithfully followed Angelique's adventures. The object of her affections in the current instalment (430 pages—Galon writes only in the giant, economy sizes), is the commander of a pirate ship which bears her off to the New World. (Pan; 9/-.)

Miscellaneous

TREASURY OF AUSTRALIAN HUMOUR, collected by Bill Wannan. Australians have been humorous for something like 170 years and this book covers the field pretty widely. About 60 writers and poets are represented, dating from about 1796 and including such stalwarts as Banjo Paterson and C. J. Dennis right up to the present day's John O'Grady and Cyril Pearl. (Humorbooks; 10/-.)

MA AND PA, by Rose Lindsay. Rose Lindsay is as much a character as her husband, Norman, and this unorthodox account of her childhood proves it. She was one of nine children of Ma and Pa who all lived



in the bush of what was then rural Lane Cove—now a nearer Sydney suburb. (Humorbooks; 8/-.)

THE SHAME AND THE GLORY, by Terence Robertson. Just as Gallipoli has special significance for Australians and New Zealanders, so has Dieppe for Canadians. Five thousand Canadians took part in the raid into Occupied France in August, 1942, as a sort of curtain-raiser to invasion of Europe that did not, in fact, come until almost two years later. As a try-out it was a disaster. Over 3,000 Canadians were killed or taken prisoner. The author in this book, tells why and how. (Pan; 9/-.)

CALORIES DON'T COUNT—the paper-back edition of Dr. Herman Taller's best-seller on how to eat fat and grow slim. Over 2,000,000 copies of the book have been sold. (Pan; 6/-.)

Thrillers

THE GUNS OF NAVARONE, **SOUTH BY JAVA HEAD** and **ICE STATION ZEBRA**—all by Alistair Maclean. The first of the trio, the author's second novel, first published in 1957 is probably the best thriller of the decade. (Fontana; each 6/-.)

All these make good holiday escape reading: **THE CRY OF THE OWL**, by Patricia Highsmith, in her unusual style of American crime (Pan, 6/-); **A BEAUTY FOR INSPECTOR WEST**, a Scotland Yard story of John Creasy (Hodder, 6/-); **AFTER THE FINE WEATHER**, international intrigue in Austria by Michael Gilbert (Hodder, 6/-); and **THE SEA CHASE**, which has been Andrew Geer's most successful sea-saga since first published in 1949. (Fontana; 6/-.)

(Pan and Fontana from Wm. Collins; Humorbooks from Ure Smith; Hodder Books from Hodder and Stoughton.)

ALL PRICES ARE IN AUSTRALIAN CURRENCY EXCEPT WHERE OTHERWISE STATED.

THE MORE COLOURFUL SIDE OF MALAYA

The term game reserve conjures up, for most people, visions of South and East African safaris. Ronald McKie—better known for his political writings about Malaysia—puts the record straight with *The Company of Animals*, which is not only the story of King George V National Park in Malaya but of the last white Chief Game Warden there, James Alexander Hislop.

IN between his newspaper assignments McKie learned of a different Malaya through Jim Hislop—a Malaya that is still 80 per cent. rain-forest, unroaded and sparsely populated, or not populated at all except by jungle animals.

Hislop began his working life on the estate of the Earl of Moray but after taking a diploma of forestry at Edinburgh he went to Malaya, as a rubber planter, in 1937.

He learned Malay and Tamil until he "spoke Scots with a Tamil accent . . . began his first butterfly collection, began to gather his first books on the trees and animals and birds of this new country. . . ."

Special Unit

After the fall of Singapore he escaped to Ceylon, joined a special unit and was parachuted behind Japanese lines in Malaya where he spent months organising Malayan Chinese Communist guerrillas who were then fighting the Japanese. Three years later they were fighting the British and Hislop was a commander of a unit of Ferret Force during the so-called Emergency that dragged on for almost a decade.

When Ferret Force was disbanded, Hislop became Game Warden for Perak and, in 1957, in the year of Malayan independence, Chief Game Warden. But not for long—two years later the job was "Malayanised" and Hislop was forced to retire.

He could not, however, bring himself to leave Malaya and became, of all unlikely things, a stockbroker in Kuala Lumpur where his home is still within sight of the mountains and from where he can visit the bush as often as possible.

Although part of this book covers McKie's and Hislop's journeys into the bush together, a great part of it is devoted to Hislop's earlier experiences as a game warden, protecting the country's wild game—still something comparatively new in

Malaya, where the first fauna protection measures were taken only in 1922 and where Malayan man had traditionally regarded animals, no matter how decorative, as natural enemies.

Apart from the George V National Park occupying an area of about 2,500 sq. miles just east of the centre of the mountainous country, there are only a few small sanctuaries and, as in Africa, the wild herds now seem doomed to eventual annihilation.

Since 1900 when the Malay Peninsula began to be opened up for tin and later for rubber the elephant population alone has been reduced by at least 90 per cent. Hislop's estimate is that no more than 1,500 to 2,000 of these animals, and those mostly east of the dividing range, remain in the country.

The seladang or wild ox that originally ranged in large herds on the coastal plains and river valleys has been driven to remote inland

areas and today probably numbers no more than a 1,000 and these are facing extinction.

Of the two types of rhinoceros that once lived in the peninsula, the Javan rhino is extinct and the Sumatran rhino nearly so.

Admired

The Chinese and the Malays, who (says McKie) have always admired the tiger for its strength and beauty and have incorporated it in their coat-of-arms, have for generations shot the beast on sight until there are probably no more than 2,000 left in the whole country and these only in the rugged and undeveloped north and north-east.

The smaller animals and the deer are going the same way. Nor are they entirely safe in the National Park or the few reserves, which are not regularly patrolled and which are continually being nibbled at for land development. Yet Malaya still has the time and the territory to do something about saving her remaining animals and conserving some of her natural resources. Whether she will is something about which both the author and the man he writes about appear pessimistic.

To those of us who think of Malaya only in terms of interminable arguments between the Tunku and the Prime Minister of Singapore, this book about a wild and still untamed country comes as a welcome and interesting surprise.—JT.

(THE COMPANY OF ANIMALS. Angus and Robertson. 37/6.)

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Pacific Shipping And Cruising Yachts

Heroic Cook Islander Wins Top Award For Bravery

The 1964 Stanhope Medal for Bravery, the highest yearly award for bravery in the British Commonwealth, was pinned on the chest of a Cook Islander, Teehu Makimare, in London on December 15. The ceremony was performed by the Duke of Gloucester.

THE Stanhope Medal, which is awarded by the Royal Humane Society, was awarded to Makimare for his outstanding courage, endurance, self-sacrifice and qualities of leadership during an epic voyage in the Pacific in 1963.

In August of that year, Makimare and six companions were blown off course in a storm while making the 26-mile crossing from Rakahanga to their home island of Manihiki in a 17 ft boat. An unsuccessful sea and aerial search was made for them, and they were given up for lost. Two months later, however, Makimare and three companions—three having died en route—struggled ashore at Erromanga, New Hebrides, after having drifted more than 2,000 miles. One of the survivors later died.

Although the men had had little to eat during their long ordeal, they soon recovered strength in hospital at Vila, and were flown home to an

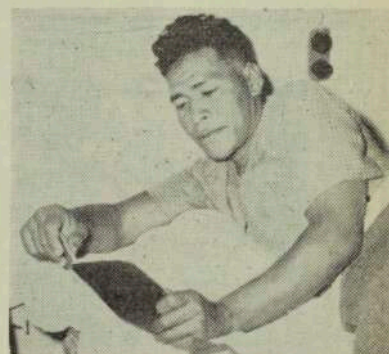
enthusiastic welcome via Fiji and Samoa.

A British writer, Barry Wynn, later flew to the Cook Islands to interview Makimare and his companions to obtain material for a book on their epic voyage. The book, *The Man Who Refused To Die*, is being serialised in an English Sunday newspaper which paid for Makimare's trip to London to receive the Stanhope Medal.

Makimare arrived in London early in December, and as he speaks little English, was somewhat mystified by the proceedings at a Press conference at New Zealand House on December 2, although reporters said "he showed a brave face".

Most of the reporters' questions were answered by the New Zealand High Commissioner, Sir Thomas Macdonald, and by Mr. Wynn, at whose house in Buckinghamshire Makimare was staying.

Asked what had fascinated him most about London since his arrival, Makimare said: "The freezing breath of the people and the natural ice on the water".



Teehu Makimare in hospital in Vila after his epic voyage.—Photo: Reece Discombe.

Ataluma will be slipped in Townsville for a thorough overhaul and will then begin a survey in the Gulf of Carpentaria.

"DAMPIER" DISCOVERS UNDERSEA MOUNTAINS

The Royal Navy survey frigate HMS *Dampier* left Port Moresby on December 9 for work in the China Straits before sailing for Fiji.

The *Dampier* has taken over the South Pacific survey work of HMS *Cook*, which was paid off early in 1964 after going aground and receiving severe damage on a reef off Ellington, Fiji.

In the three or four months she has been in the Pacific, the *Dampier* has discovered two previously uncharted undersea mountains some 30 miles north of New Ireland.

The frigate was previously employed on the Far East Station. In fact, she was there from the time of being commissioned in 1948—the longest period a British naval ship has spent continually away from the United Kingdom.

In her time in the Far East, *Dampier* surveyed practically the whole coast of Malaya. Extensive surveys were also carried out around Borneo, and the approaches to Hong Kong.

In the Pacific, surveys centered on various island groups will be made before the ship returns to Singapore in September.

The frigate has been commanded by Commander M. J. Baker, RN, since April 7, 1964.

In The News This Month

Aegean	Kudu
Alena	Kuk Nam No. 5
Altair	Mamari
Aoniū	Marie Louise
Apogee	Milos del Mar
Ataluma	Mink
Beatrice	Myrtle
Cassian Mariner	Niuvakai
Corsaro II	Neophyte
Cosa Nostra	Neophyte Too
Dampier	One Step
Darega	Runic
Darnley	Ryosel Maru No. 2
Elsie	Shin Wan
Enfield	Svea
Fijian Princess II	Towana
Forso	Triton
Havannah	Tryphena
Helen J	Tuarangi
Hing Chai	Tuvalu
Kailas	Verona
Kairos	Wan Chang
Kimbla	

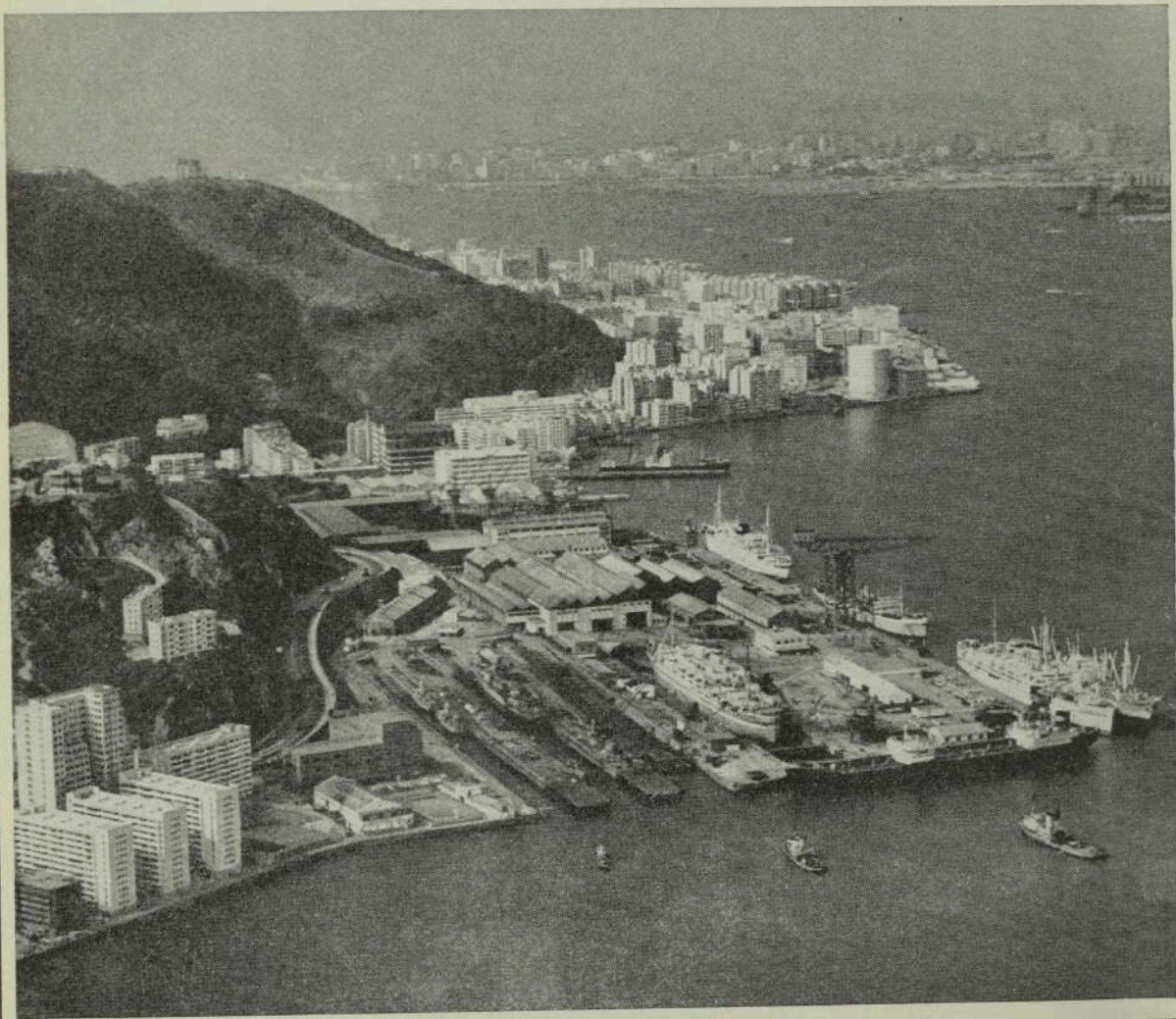
"ATALUMA" COMPLETES P-NG HYDROGRAPHIC SURVEY

The Australian survey vessel *Ataluma* left Port Moresby for Townsville, Queensland, early in December after completing surveys of the Collingwood Bay and Daru areas of Papua. These surveys completed an extensive hydrographic survey of Papua-New Guinea waters which *Ataluma* began nearly two years ago.

The survey was undertaken for the Papua-New Guinea Administration by Australian Hydrographic Services Pty. Ltd.

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SMALL WHARF FOR WEWAK

Two Wewak businessmen, Messrs. Frank Martin and E. Fitzgerald, plan to build a wharf for small ships on Markham Point, between Boram and Wewak.

The plan is supported by the Wewak Chamber of Commerce. It has been reported that the Administration will probably help in the wharf's construction.

ANOTHER CRUISER FOR FIJI TOURIST INDUSTRY

Captain John Foreman, a retired captain of the British India Steam Navigation Co., returned to sea recently to deliver the 200-ton vessel *Havannah* from Brisbane to Lautoka, via Noumea.

The *Havannah* will be used for island tours. She has a spacious saloon and well-appointed cabins.

She averaged 7.1 knots on the delivery voyage.

TANKER AGROUND NEAR SEPIK

The P-NG coastal tanker, *Forso*, ran aground near the mouth of the Sepik River early in December while on the way from Madang to Wewak. The crew escaped in boats.

The tanker, which was carrying 36,000 gallons of aviation fuel and other petroleum products, was later refloated and beached for inspection.

CALIFORNIAN RAFT SINKS

Three members of the crew of the 35 ft Californian raft *Triton* were rescued by the freighter *Marie Louise* on the night of December 8 after the raft sank, with all her gear, on rocks off the coast of Baja California.



NEW HEBRIDES PURCHASE: The Morris Hedstrom shipping fleet in Fiji is now down to two ships following the recent sale of the MV "Tuvalu" (pictured) to Captain Athol Rusden, of Vila (PIM, Dec., p. 109). Captain Rusden, who is in partnership with Captain Albert Visser, formerly Morris Hedstrom's shipping manager, now has two ex-MH ships in his fleet. The other is the "Altair".

Triton was launched at Capitola, California, on October 16. Her crew of six had planned to drift 7,400 miles to Australia, via the Society Islands. Three of the crew had left the raft before the disaster off Baja California.

BIG SALVAGE FEE FOR ATHOL RUSDEN

Captain Athol Rusden, of Vila, New Hebrides, earned a five-figure fee in November for salvaging the fishing vessel *Kuk Nam No. 5* on the coast of Santo.

"The *Kuk Nam No. 5* went ashore on the west coast of Santo near Wonisale early in July," Captain Rusden tells us in a note. "My tender on a 'no cure, no pay' salvage agreement was accepted by Lloyd's, London, and the wreck was safely delivered to the South Pacific Fishing Co. at Palekula (Santo) on November 20.

"Our biggest problem was the removal of sand and pebble which

had built up around the hull to a depth of five feet from the keel.

"A bulldozer was landed from *Altair*, and with heavy triple blocks and tackle made fast to an offlying reef, it was able to pull with terrific power. At various stages of the operation, we had *Darega*, *Altair* and *Darnley* working at the scene of the wreck.

"The salvage fee was over five figures."

LAST PILE GOES IN AT NEW HONIARA BERTH

The last pile of the BSIP Ports Authority's new deep water berth at Honiara was driven into the sea-bed on November 20. The diesel pile hammer was operated by the Chief Secretary, Mr. L. M. Davies, who was chairman of the Ports Authority for nine years.

The £220,000 project was then expected to be completed by Christmas, with land reclamation work between the jetty and the shore, the erection of a new transit shed and the reorganisation of cargo storage and handling facilities.

The new berth has a depth of 29 feet alongside and an overall length of 210 feet. It will enable cargo vessels to berth and discharge or load at two hatches simultaneously.

The consulting engineers are Coode and Partners, of London. The contractors are Hornibrook Construction Pty. Ltd., of Australia.

COMPETENCE OF FIJI CREWS UNDER FIRE

Fiji's marine laws relating to the competence of crews was under fire late in November when the Fiji Marine Board held an inquiry into the sinking of the inter-island cutter *Kailas* off Ovalau on October 7. The



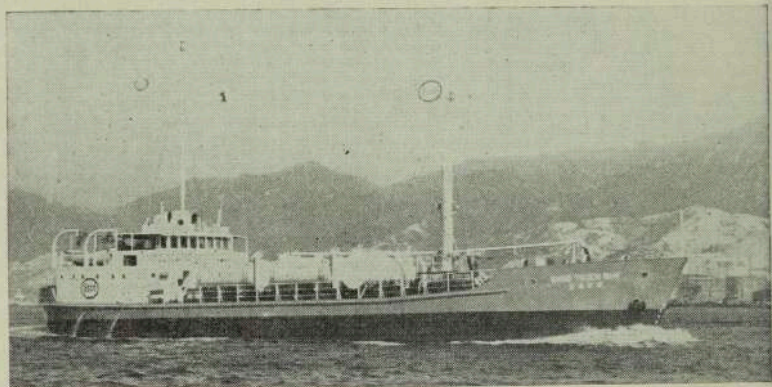
It was from this virtually high and dry position that Captain Athol Rusden managed to refloat the "Kuk Nam No. 5".

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Length Overall		170 feet 3 ins.
Breadth Moulded		36 feet 0 ins.
Depth Moulded		12 feet 0 ins.
Draught		9 feet 9 ins.
Deadweight		890 tons

The hull is of all welded construction. The hull is shotblasted and painted and the 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.W.V 100 volts D.C. Generator, arranged for operation as single units only.

Cargo Pumps comprise two horizontal Hamworthy pumps, each of 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 engines. In addition two centrifugal electric driven Lee Howl Cargo Pumps, each having a capacity of 200 A.G.P.M. against a head of 80 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 pumps, 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 anchor immediate change over arrangement at helm for emergency transfer to hand hydraulic operation.

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Captain James.

Kailas was later refloated and towed to Suva for repairs.

The president of the board, Captain E. L. James, who is also Fiji Harbour Master, said after the inquiry that there should be legislation to improve the standard of crews of local vessels.

The board did not consider that a formal inquiry was "requisite or expedient", but it considered that "more care and greater experience among the crew" could prevent similar accidents.

The board expressed "grave concern that local vessels, in the main, appear to be inadequately manned by experienced crew".

The board believed that state of affairs would continue until legislation was passed to improve the standard of manning and thus provide a greater degree of safety for the travelling public.

The master of the *Kailas*, Captain Andrew Maybir, told the inquiry he thought the compass had a lot to do with the stranding.

The *Kailas* also had engine trouble, he said.

Isireli Cama, the engineer, said he was steering when the *Kailas* struck the reef. There was no one in the engine room at the time although the engines were running. He agreed it was wrong for the engines to be running with no one in the engine room.

Mosese Dunadamu, a member of the crew, said he had steered the *Kailas*, even though he could not read a compass.

He steered through reefs because he had followed the route quite often.

He said he knew the meaning of the different types of beacons in Fiji waters.

NEW MASTER FOR "NIUVAKAI"

Captain C. H. Filmer, master of the Tonga Copra Board's MV *Aoni*, has been appointed substantive master of the board's MV *Niuvakai*, which operates between Tonga, Fiji and Australia. He was due to take up his new appointment about Christmas.

Captain Filmer will be the *Niuvakai*'s fourth commander since early November. Captain Peter Hibberdine retired and returned to

his homeland, New Zealand, after a spell in a Sydney hospital.

Burns Philp, agents for the ship in Sydney, then arranged for one of their retired captains, Captain N. Bickle, to act as master for two voyages.

Captain Bickle handed over in Australia to Captain C. Hill-Willis, who sailed the ship back to Tonga, via Fiji, to hand over to Captain Filmer.

The first officer, Mr. F. Wales, who has been with the *Niuvakai* since the Copra Board bought

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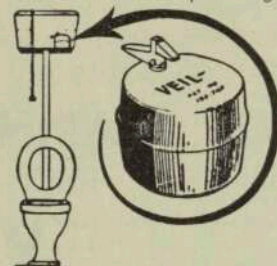
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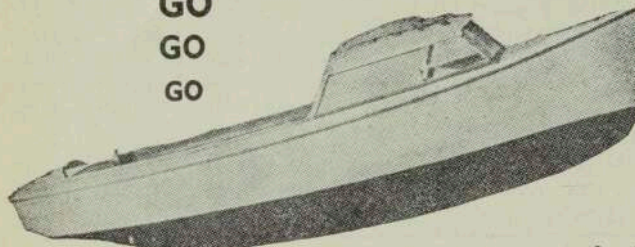
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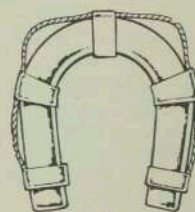
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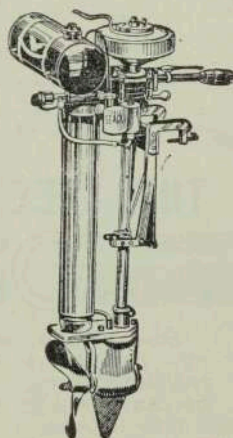
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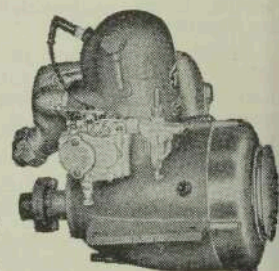


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her about three years ago, made his last voyage to Australia late in November.

He left the ship in Melbourne to fly back to Tonga to pick up his wife and family, and then join a ship for England. Mr. Wales will not return to Tonga.

His place as first officer has been taken by Mr. O. Olsen.

The *Niuvakai* has been earning welcome revenue for Tonga on her Australia-Fiji-Tonga service since March, 1964.

Except for desiccated coconut, she carries little cargo on her outward voyages from Nukualofa direct to the Australian coast.

But she generally picks up a full cargo for the return voyage, when she calls at Suva and Lautoka.

She calls regularly at Sydney and Melbourne, and often at Port Kembla, south of Sydney, for iron and steel for Islands builders.

There is a strong possibility that this year she will call at Buca Bay, Fiji, for timber cargoes for Australia.

"MAGANI" RETURNS TO SERVICE

The *Magani*, a 60 ft coastal barge, which has been laid up in bay at Badili, Papua-New Guinea, for several years, was surveyed recently and has re-entered the Territory's shipping service.

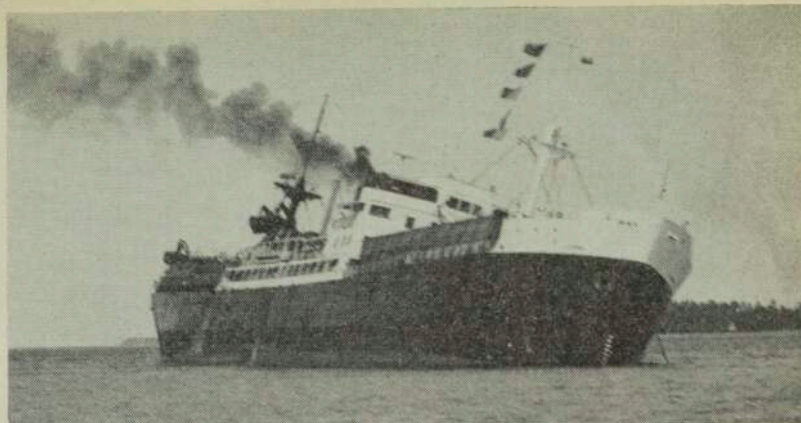
She is owned by Mr. Keith Tetley, MHA.

Her first cargo, which required the installation of special stalls, was to carry a load of cattle, plus some electrical equipment, to Kerema.

TRAINING SHIP FOR P-NG

The 217-ton *Arcturus*, the new training ship for the P-NG Administration, was due at Port Moresby on December 14 on her delivery voyage from Ballina, New South Wales.

The *Arcturus* was previously the



Lop-Sided, But She Made It

Residents of Nukualofa were astonished to see the 7,460-ton steamer "*Lakemba*" come into port on November 18, with what appeared to be a list to port of about 17 degrees. The local harbourmaster was in grim control, and the ship was answering in weird manoeuvres to the helm.

The 85 passengers on board had experienced four days of lop-sided travel, with water rationing and no beer!

The ship apparently lost stability when water from the lower tanks had to be pumped to the engine room, owing to boiler trouble. With a deck heavily laden with timber, the result was a big list to port and sometimes a flip over to starboard. The list, at one stage, increased to 21 degrees. Consequently, water ran up through the waste pipes and passengers in the bottom deck found their cabins awash and their articles afloat.

The water tanks were replenished by the Tonga Government's tug. Again at her correct angle afloat, unloading took place. The "*Lakemba*", which is owned by Pacific Shipowners Ltd., Suva, sailed for Fiji on November 22.—Dorothy Lavin.

Norfolk Whaler, a whaling and survey ship.

She is intended chiefly for officer training, but will operate in conjunction with the Administration Nautical School at Port Moresby in the training of seamen.

She will be manned by five officers and 30 cadets and trainee seamen.

After four years at sea cadet deck officers will become eligible to sit for a certificate of competency as master of a coaster.

Twelve months spent in the training ship as engineer cadet will count towards qualifying time for a certificate of competency as third class engineer.

THIRTEEN SAVED WHEN FREIGHTER FOUNDERED

Thirteen people from the 300-ton freighter *Milos del Mar* were rescued by the Norwegian vessel *Beatrice* when she foundered off the northern coast of New South Wales in late November in extremely rough weather.

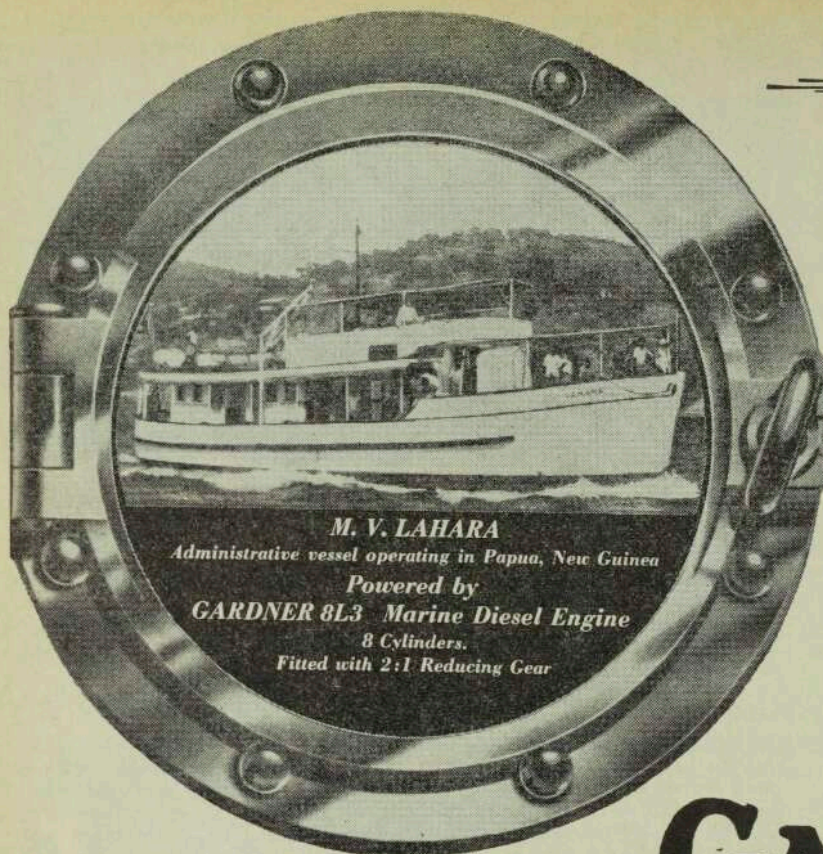
The *Milos del Mar* was owned by the Societe Maritime Caledonien and was formerly the Australian Army vessel *Tarra*. She was bought recently for the New Caledonia-Norfolk Island cargo service.

She was making her first voyage

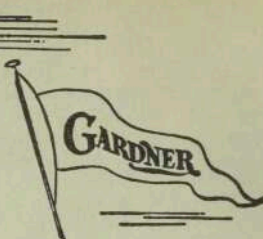


Army expansion has been so great in Port Moresby in recent months that there has been a constant flow of ships to the port bringing materials from Australia. Here the Army vessel AS 3051, the "*John Monash*", unloads a cargo at the main wharf (inner berth).

Photo: W. McGrath.



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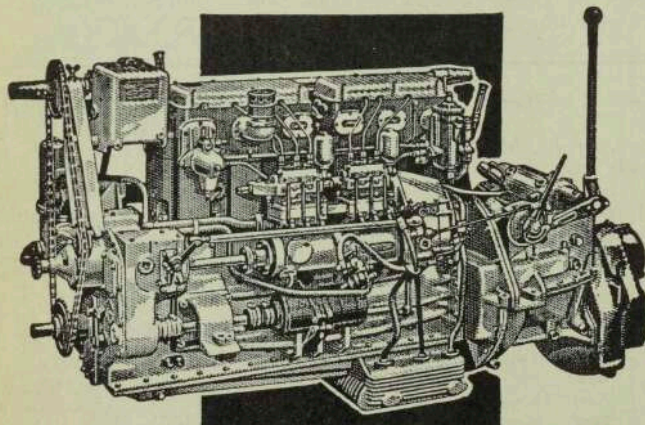


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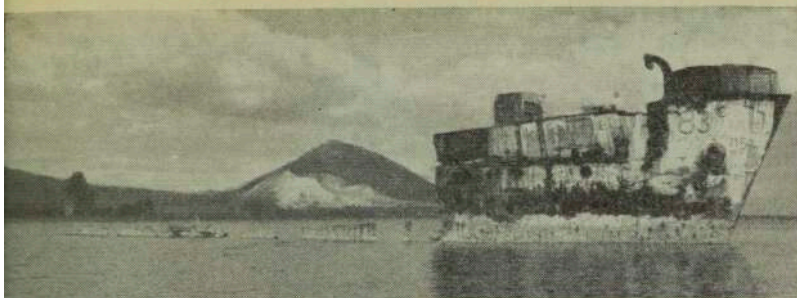
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RELICS OF WAR

Twenty years after the end of World War II, the remains of bombed ships and other scrap still litter Rabaul Harbour. Recently, 2,000 tons of scrap which had lain on a block in Malaguna Road for about six years were shipped to Japan.

Photo: Max Hayes.

to Noumea for her owners when her Master, Captain Emile Savoie, realised she was taking water. After sending a distress signal, he ordered cargo to be dumped overboard in an attempt to keep the vessel afloat.

Two RAAF Neptune aircraft from Australia were sent to locate the sinking vessel. One circled overhead while the other guided the *Beatrice*, then 20 miles away, to the scene.

The crew of the *Beatrice* manned a lifeboat and rescued the officers, crew and the one passenger from the *Milos del Mar*, which, by this time, had water in the hold up to deck level. There were no casualties.

Captain Savoie said later that the ship had seemed to spring a leak from stem to stern.

CALL FOR ACTION AGAINST FORMOSAN FISHERMEN

Mr. Matthias Toliman, Deputy Leader of Elected Members in the Papua-New Guinea House of Assembly, has called for special controls to deal with what he called the "build-up" of Formosan fishing ships in P-NG waters.

He said the incursions raised political, economic and public health problems.

The seamen could even be Communists disguised as fishermen, sent to infiltrate the islands.

Mr. Toliman was commenting on the growing number of Formosan fishing ships illegally fishing in P-NG waters.

Late in November the captains of two Formosan fishing boats were fined at Sohano, Bougainville, for breaches of the immigration regulations.

Captain Shui Long, of the *Shin Wan*, was fined £250, while Captain Lin Fu Cheong, of the *Wan Chang*, was fined £10 under a different section of the regulations.

A day or two after that, Wu Wong Du, master of the *Hing Chai*, was fined £300 in the same court for a breach of the immigration laws.

Wu had appeared in the same court on a similar charge about three weeks earlier and was fined £25. He had

then landed on the Fead Islands to fish for clams.

The *Hing Chai* was the fifth Formosan boat to be taken under escort for illegally fishing in New Guinea waters in recent months.

Shui did not have enough money to pay the fine and was held under "open arrest" till the money arrived from Formosa.

Early in December the ship's owners had not sent the money.

Shui admitted spending five days taking clams from the Kilinailau Islands.

New Guineans in the northern islands have indicated that other Formosan fishing ships have been fishing in their areas.

ACCIDENTALLY KILLED

Mr. Emmanuel Kolea, bosun of the BSIP ship *Myrtle*, was accidentally killed in November at Avu Avu on the Weather Coast of Guadalcanal.

He was chopping down a large tree, which suddenly split and struck him fatally on the chest.

Mr. Kolea had served with the BSIP Marine Department since 1957.

FIJI MASTER FINED OVER CARGO STOWAGE

Arthur Evans, a Fiji ship's master, a member of the Fiji Marine Board and managing director of the Princess Shipping Co., pleaded guilty in the Magistrate's Court in Suva on December 9 to four charges concerning the stowage of cargo in the *Fijian Princess II*.

The charges followed an order by the Assistant Harbour Master, Captain Peter Hough, for the ship to return to a berth on November 17 just after she had left Suva for Vanua Levu via Naselai Point and the Koro Sea.

The prosecution stated that an inspection by Captain Hough and the police revealed that the ship was carrying about 20 tons of sawn timber, three fabricated house parts, furniture and passengers' effects on the weather deck.

The certificate for the ship did not

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permit cargo to be carried that way. The deck cargo was not stowed well clear of the running gear of the anchor.

The port anchor was attached to a wire rope and that rope could not have been used without the cargo having first been cleared.

There was timber and galvanised iron on the wheelhouse, which was not allowed, and nine large bags of mail were stowed under the bunks in the crew quarters.

The police alleged that because of the amount of cargo on deck the passengers could not pass from one end of the ship to the other unless they climbed over the cargo.

Captain Hough and other qualified people considered that the load made the *Fijian Princess II* unseaworthy.

The weather at the time was deteriorating.

Mr. R. A. Kearsley, who appeared for Evans, said the boat was loaded quite openly and, in fact, a member of the Marine Board had gone on board before she left to check the passengers.

The ship sailed into the stream in front of the Marine Board office, from where she would have been under observation by the Harbour Master.

Mr. Kearsley submitted that Evans did not do anything dangerous, and as he was a member of the Fiji Marine Board he would not have done what he did with any sense of guilt.

Evans was fined £5 each on the charges of carrying cargo in a space not allowed by the certificate, failing to stow gear well clear of the running anchor, and allowing goods to remain on the wheelhouse.

On the fourth charge of carrying the mail in the crew quarters he was fined £2/10/-.

DELIVERY VOYAGE TO PHILIPPINES

The former Australian National Line coastal freighter *Enfield* discharged a quantity of building materials at Port Moresby on December 13. She was on the delivery voyage to her new owners, Legaspi Oil Company, of Luzon, Philippines.

The vessel, of 584 tons, has been renamed *Helen J*. She is under the command of Captain Teodoro Hufano, a Filipino from Legaspi and carries a Filipino crew.

After leaving Moresby, the *Helen J* was to discharge more building material at Lae and then proceed direct to the Philippines.

The *Helen J* was built at Maryborough, Queensland, in 1948.

BIG SEA SEARCH IN U.S. TRUST TERRITORY

Two men, from Koror, United States Trust Territory of the Pacific Islands, who were searching by air for three missing Palauans in an 18 ft canoe, were themselves reported overdue and missing in December.

One of the aerial searchers is Mr. Sid Seid, resident manager of the Van Camp Fisheries branch in Koror. His companion is another Palauan. They were searching for the missing canoe-men in a Piper Cub float plane.

According to reports from the Palau District Administrator, Mr.

Boyd Mackenzie, the aircraft left Koror about 7.30 a.m. on December 6 and had still not returned two days later.

The plane is owned by the Van Camp Fisheries and is used to locate schools of tuna. It was piloted by Seid.

The 18 ft canoe, which disappeared on December 5 off Angaur Island, was located about nine days later, 240 miles from Angaur, by a Ryukyu fishing boat after the most intensive search in the history of the Trust Territory.

By December 8, the search for

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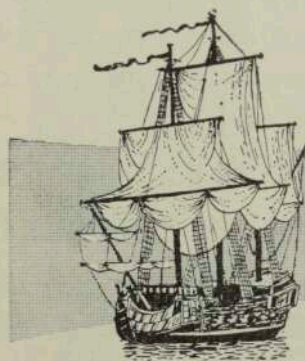
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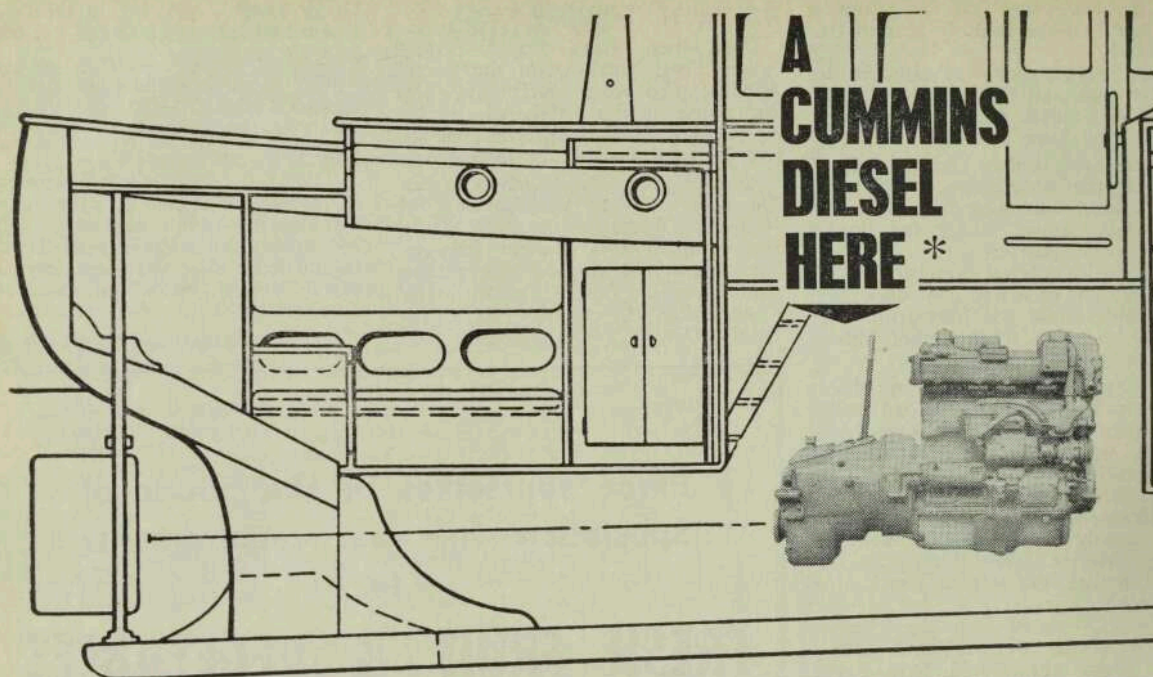


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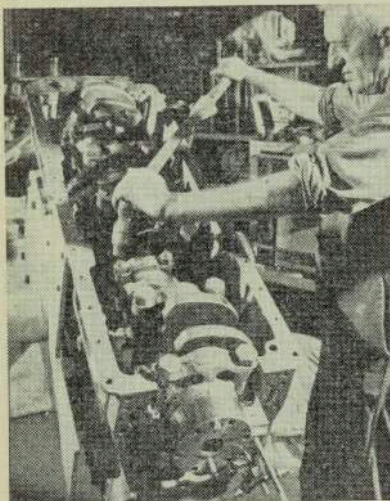
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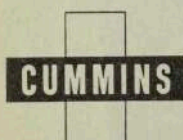


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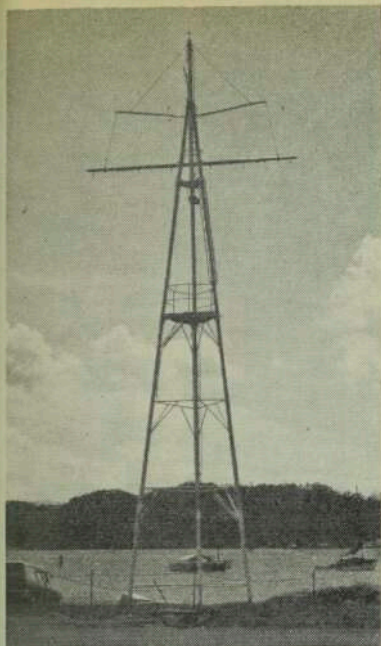


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IN USE AGAIN: This 50 ft mast, salvaged from the wreck of a Japanese minelayer which went aground on the coast of New Britain during the war, has been put to a new use in Rabaul. After having been restored to its original condition, the mast was recently erected on the harbour foreshore near the Rabaul Aquatic Club for use as a starting point for yacht and power boat races.—Photo: Max Hayes.

the missing canoe and the Van Camp aircraft had been intensified, with Joint Sea-Air Rescue Center in Guam sending out four Navy and Coast Guard planes to rake an area about 150 miles off the south-west shores of Peleliu and Angaur Islands.

A Trust Territory SA-16 aircraft also participated in the search, along with all available Government and private small sea craft, including all the tuna fishing boats from Van Camp and Western Carolines fishing companies.

The three Palauans aboard the missing canoe are: Santiago Akino, Kaiichi Delmel, and Hideosi Mereb. The Palauan who was with Mr. Seid is Mutsuo John.

WRECK OF JAPANESE SHIP FOUND ON REEF

A party of 15 Lord Howe Islanders discovered a previously unreported Japanese wreck in November while on a pleasure cruise to Middleton Reef in the locally-built boat, *Alena*.

The crew of the *Alena* knew of

the wreck of one Japanese fishing boat on Middleton through an ABC news report last May, but were surprised to find that there were two fishing boats on the reef besides the Shaw Saville liner *Runic*, which ran aground in February, 1961.

An examination of the unreported wreck, which is on the north-western spur of the reef, revealed it to be the *Ryosei Maru No. 2*, a Japanese fishing vessel of about 800 tons.

A calendar on board had notations up to June, 1964. The ship appeared to be complete except for the steering wheel and one compass.

According to the Lord Howe

Island *Signal*, the boat party reported that the vessel had apparently been engaged in pole and long line tuna fishing. Included in her gear were about 800 glass floats of a type that sell to tourists on Lord Howe Island for about £3 each.

LORD HOWE SURVEY

The Royal Australian Navy survey ship *Kimbla* was doing survey work in the waters around Lord Howe Island in late November. *Kimbla*, with CSIRO scientists on board, was reported to be continuing a survey of marine bacteria and plankton which commenced several years ago.

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Cruising Yachts

● **KUDU**, 63 ft motor yacht, reached Suva from Auckland on November 22 with her owners, Mr. and Mrs. Michael Callow; their 21-year-old son John; Lieutenant-Commander R. Roe, RN, retired (skipper); and Peter Verhoeven, cook.

The yacht is on a cruise round the world which began in Plymouth on March 29 last year. She entered the Pacific via the Panama Canal (*PIM*, Dec., p. 116).

● **TRYPHENA**, 35 ft ketch-rigged Lodestar trimaran, was back in Auckland in late November, after a cruise to French Polynesia and back, during which the main island groups were visited (*PIM*, Nov., p. 115). *Tryphena* began her cruise on May 1. Her crew comprised Don Frearson, Leon Hill and Doug Cuthell.

● **KAIROS**, 32 ft German sloop with Mr. and Mrs. Ernest Koch, of Hamburg, reached Russell, Bay of Islands, New Zealand, on November 25 from Suva and Kadavu, Fiji. The Koch's are on a voyage round the world, which began in May, 1964, and is expected to last three years. They will leave New Zealand in April for New Caledonia, Port Moresby, South Africa and home.

● **TUARANGI**, 38 ft double-ender ketch, completed a three-year voyage round the world of about 30,000 miles when she sailed into Auckland in late November.

Two of the three members of the ketch's crew on her return, Jack Crooks, skipper, and Peter Baxter, navigator, made the round trip. The third crew member, Mr. T. Clark, an American, replaced the other original crew member, Jack Hargrave, in Grenada, West Indies.

Tuarangi's first landfalls after leaving New Zealand were Lord Howe Island and Sydney. She then sailed up the east coast of Australia and on to Indonesia, Christmas Island, Cocos Island, Mauritius, Reunion and Durban. After a year in Durban,



"Tuarangi" leaving Durban to return to New Zealand.—Photo: Bianca Lavies.

Tuarangi continued her voyage via the Cape of Good Hope, St. Helena, the West Indies, Panama, the Galapagos, Marquesas, Tahiti and Rarotonga.

● **APOGEE**, 30 ft American yacht lonehanded by Mr. A. Eddy, reached Bay of Islands, New Zealand, in mid-November.

Since he left his home state of Virginia 2½ years ago, Mr. Eddy has sailed through the Caribbean and Pacific, making stops at the Galapagos Islands, Tahiti, Cook Islands, Tonga and Fiji.

At one stage, between the Galapagos and Marquesas, he covered 3,000 miles in 22 days.

● **MAMARI**, 28 ft ketch, with owner-skipper John Bracegirdle, Gavin Marks, and Keith Higgins, returned to Auckland on November 22 after a six-month cruise to Tahiti, Rarotonga, Tonga and Fiji.

● **VERONA**, 131 ft barquentine, skippered by Captain Christopher Sheldon, reached Binnen Point, Madang, late in November. She is on a cruise round the world with 24 young Americans. Calls have been made at several Pacific islands (*PIM*, Dec., p. 109).

● **ONE STEP**, 63 ft Chinese junk, which was seen last year at Lord Howe Island, Noumea, and in the Loyalty Islands, caught fire and sank 10 miles off Trial Bay, northern New South Wales, on December 8.

(Over)

Beware Of Whales!

ONE of the hazards of being a blue-water yachtsman these days is the possibility of being attacked by a whale, or a school of whales.

In the past 18 months, *PIM* has reported two instances of yachts being charged and damaged by whales. The first was in September, 1964 (p. 107) when the 50 ft American yacht *Easterling* was badly holed by a whale between the Galapagos Islands and Marquesas. The second whale story came from Rarotonga (*PIM*, July, 1965, p. 25) after a whale smashed the port and starboard floats of the New Zealand trimaran *Highlight* en route from New Zealand to Rapa, French Polynesia.

Now we have reports of two more whale incidents—and although both occurred in the Indian Ocean, they involved yachts that were recently in the Pacific.

In the first case, the 30 ft trimaran *Cosa Nostra*, which spent some time in Rabaul in 1964, was attacked by a whale off the island of Madagascar. The result? The rudder was broken off.

Cosa Nostra, which had been making for Durban, reached that port with a jury rudder made from timber and screws from her inside.

The trimaran left Japan in May, 1964, for the United States with Tom Schultz, 22, Doug Bartlett, 22, both Americans, and Peter Wetzell, 28, a German. She is the first vessel of her kind to cross the Indian Ocean.

The second recent whale incident involved lone-hander Frank Casper, of Florida, US, who is sailing round the world in his 30 ft cutter *Elsie*. Casper left Port Moresby last June for Cocos Island, Mauritius and Durban.

"One thousand miles off Cocos Island," Casper told a correspondent in Durban on his arrival there in November, "I got the fright of my life when a big school of whales circled the boat for 20 minutes. I had heard of two yachts being attacked by them. But thank goodness they left without doing any harm."

Elsie did the 2,400 miles from Cocos to Mauritius in 24 days, and the leg from Mauritius to Durban in 18 days.

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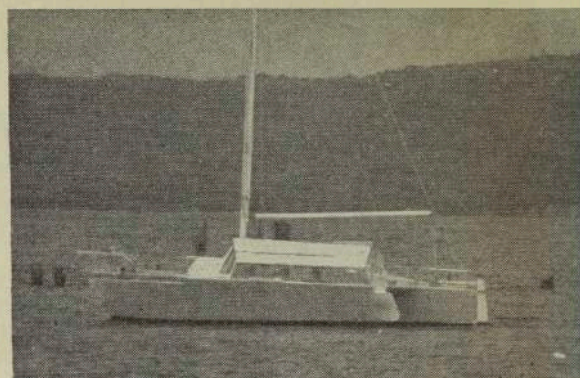
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HOME-BUILT

Recently completed by Rabaul surveyor John Williams is the 30 ft trimaran "Towana". The product of 18 months of backyard work, "Towana" will be used in Rabaul racing, a sport which has a big interest for fans of the Aquatic Club.

Photo: Max Hayes.



The four members of the crew were rescued by the 10,000-ton Greek vessel *Cassian Mariner*, which radioed Sydney that all were well.

One Step, which was built in Hong Kong and sailed to Sydney in 1964 by Mr. Dudley Shuter, a Queensland farmer, left Sydney in March last year with a crew of eight on a cruise of the Pacific. Her skipper, Noel Stroud, 30, of Sydney, and crew of photographers, divers, engineers and an artist planned to film and sell underwater adventure documentaries.

● *AEGEAN*, 38 ft Bermuda-rigged ketch with Dale and Betty Nordlund and their two young daughters, Shelley and Jule, has returned to Vancouver after nearly three years of ocean cruising.

The Nordlunds, who worked in Rabaul for several months early last year, sailed from there to Japan via two rarely visited Polynesian outliers—Nuguria Atoll (otherwise known as the Fead Islands), north-east of New Ireland, and Kapingamarangi, the southernmost island in the Carolines. From Japan, Mrs. Nordlund and the children flew home in eight hours, while Mr. slogged it out by sea with two young Americans as crewmen. His time to Vancouver was 45 days. Date of arrival: late July.

● *CORSARO II*, 68 ft Italian naval training yacht, arrived in Sydney on December 7 after a two-month cruise from Hawaii which included calls at Fanning Island, Pago Pago, Suva, the New Hebrides and Brisbane.

The purpose of her visit to Sydney was to take part in the annual Sydney-Hobart yacht race, beginning on December 26.

● *MINK*, 38 ft ketch, reached Waitangi, New Zealand, in mid-November with owner-skipper Jim White, 25, and Michael Neale, 20,

both New Zealanders; and Downie Muir, 24, an American. For White, it was the end of 3½ years of ocean cruising.

White left New Zealand in July, 1962, and joined the American yacht *Svea* in Darwin, in which he sailed across the Indian Ocean to Ismailia. During the next few months, he was a crew member of several yachts cruising the Mediterranean. He then bought *Mink* in Venice; and in September, 1964, began sailing her home from Malta with a friend, Harry Hudson.

Hudson became sick in Balboa and was replaced by three Americans, of whom Muir was the only one to complete the voyage. The others left in the Galapagos Islands and at Tahiti, where Michael Neale signed on.

● *NEOPHYTE TOO*, 48 ft sloop, skippered by well-known American yachtsman Lee Quinn and with an all-girl crew of four, left Port Moresby on November 30 to sail through Torres Strait to Darwin, Cocos Island, and across the Indian Ocean to the Red Sea and Mediterranean.

Neophyte Too, which Quinn bought after his ketch *Neophyte* was cut in two by a freighter off Sydney Heads last June (*PIM*, July, p. 107), arrived in Port Moresby on November 28, after an uneventful four-day crossing of the Coral Sea from Cairns, Queensland. The trip to Moresby was to catch the tail end of the South East Trades to pass through Torres Strait.

Neophyte Too went on the slip in Cairns to make sure she was undamaged after spending two days on a reef near Cairns.

Quinn's crew on reaching Moresby were: Pat Seedsman, 22, a Melbourne secretary; Jennifer Whaiter, 20, a Sydney University student; Camilla Maxwell, 24, a Melbourne teacher; and Barbara Sodt, 29, an advertising copywriter of Chicago.



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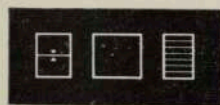
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A REGULAR PIM DEPARTMENT
REPORTING NEWS OF SOUTH
SEAS TOURISM AND TRAVEL
FROM THE INSIDE

The Face Of Primitive New Guinea

PRIMITIVE man lives in the big territory of Papua-New Guinea. He lives in valleys in the Highlands, on the Sepik plains, in the mountains of the lower central ranges and along the meandering river country of the vast Papuan Gulf. He trades in shells and pigs. He often has many wives, and life sometimes is cheap. He lives virtually side by side with civilised man, but he doesn't know it. If there is a Government post nearby, and perhaps an airstrip, he might suspect there is a wider world over the ranges, but as to its extent he has no conception. One day he will know. The day is coming





quickly, as the primitive areas of New Guinea shrink month after month. In the meantime, travellers to New Guinea can see primitive man, and his wife, with their flower-bedecked wigs of human hair (if they live in the Southern Highlands), pig tusks through their noses, clay on their faces, shells around their necks and target leaves on their rumps. Occasionally they might even see the badge of the luluai, the Government man, on a primitive forehead. Or a warrior demonstrate his marksmanship with bow and arrow. New Guinea can be reached by air through Fiji or Australia, and the experience is worthwhile. But plan to go soon.

The pictures on these pages were taken by Deputy District Commissioner Jim Sinclair, an experienced native affairs man, who is no stranger to the primitive face of New Guinea.





Pago's New Hotel

MAIN guest accommodation in Pago Pago's new Intercontinental Hotel, officially opened in December, is in a semi-circle, but individual fales (left) nestle into the curves. What will undoubtedly be a popular part of the new hotel is the swimming pool, on the edge of Pago's famous harbour. These photos were taken at the end of November by Rob Wright, who flew to American Samoa aboard Air New Zealand's inaugural DC8 jet service from New Zealand and Fiji.

travel

GOLD IS WHERE YOU FIND IT

By Stuart Inder

Now that New Zealand has finally entered the jet age with the opening, a few weeks ago, of Auckland's jet airport, the Shaky Isles will shortly begin to feel the effects of intensified tourism.

PARTICULARLY this should apply along that well-worn South Pacific airtrail from America—Tahiti, Samoa, Fiji, New Zealand or New Caledonia and Sydney. The New Zealand leg of that trail will be taken by many more now there are faster ways of getting to Auckland, and more airlines to take you there.

What do you see when you get to New Zealand?

If you are a collector of tourist folders, a keen seeker after all the details of every beauty spot and every road route, then don't waste time reading any further—go off and look up your nearest friendly travel agent, who gets paid for his enthusiasm whether or not he feels enthusiastic.

I plan to talk about only a small strip of the west coast of the South Island.

A Foreign Land

The fact that even New Zealanders regard "The Coast" as a foreign land (peopled by a fiercely independent tribe of hard-drinking, football-playing, coalmining, goldmining, whitebaiting hicks) is fair indication that the place has character worth sampling.

A team of eight of us left Christchurch recently for a week's car tour of that coastal strip, and never was there a mile or a face that we regretted. With tour guides Gavin Stokes, of the NZ Government Tourist Department, and Kevin Bradford, of Air New Zealand, our route took us across the Alps at Arthurs Pass, to the Franz Josef Glacier, up the coast through Greymouth and Westport, and back to Christchurch through the Lewis Pass.

A simple inexpensive route, which for much of the way can be duplicated by train, but most New Zealanders would consider it in the same vein as a trip to Tibet.

The Coast has people, snow, gold and sane drinking. The drinking laws on The Coast legally are the same as those in the rest of New Zealand.

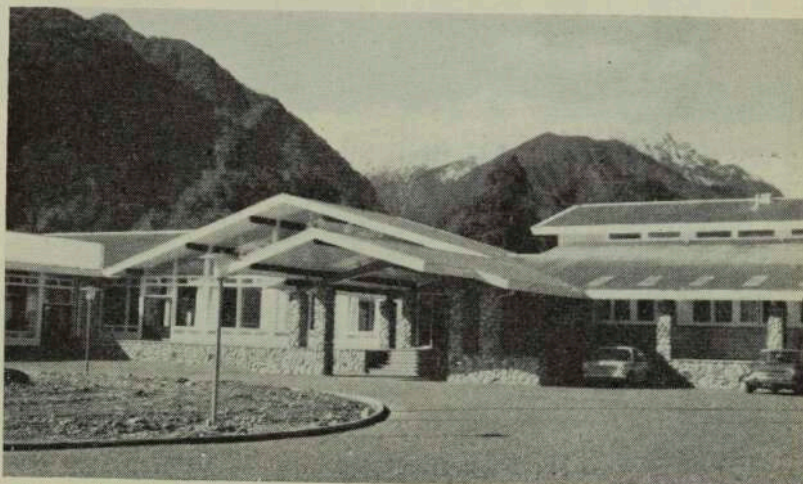
But the New Zealand Government has long since given up trying to get The Coasters to follow the rest of New Zealand.

Any Coast publican who attempted to close at 6 o'clock would be run out of town on a rail. The exception is Westport, where they close at

For a novel souvenir of the West Coast goldfields visitors should call at one of the local court houses and pay 5/- for a miner's right like this one. They can then win enough gold dust to pay for it.

6 o'clock because it amuses them, but they open again at seven. The other towns just keep right on going.

There are more pubs on the West Coast than churches in Western Samoa—more pubs, in fact, than is economically reasonable—but the pubs are a left-over from the great gold rushes of the 1860s, when towns like Hokitika had a population of



For real comfort, NZ West Coast visitors should make their headquarters at the Franz Josef Hotel (pictured), newest in the chain of the NZ Tourist Hotel Corporation. It's within walking distance of the Franz Josef Glacier and within easy drive of some of the old goldfield areas. If their jumping-off point for the coast is Christchurch, best hotel is the new White Heron, right at the airport.

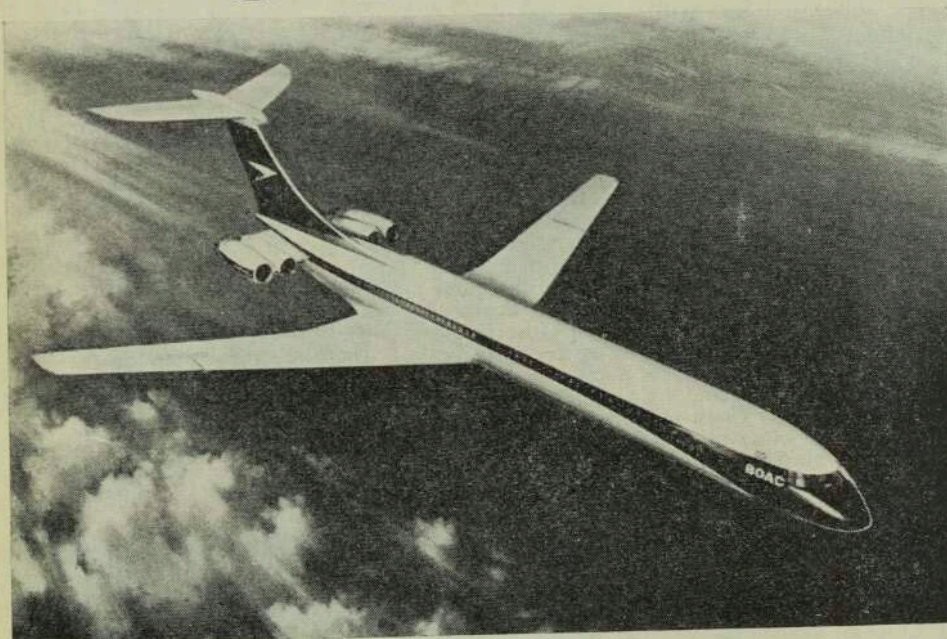
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50,000 (3,000 today), and towns that had 6,000 don't even exist today.

The American Wild West was tame cat in comparison, and the Coasters of today still like to glory in it, and occasionally even act it out.

Although coal rather than gold makes more money for The Coast, there is a latent gold fever in the air. There is still gold in the hills and rivers and on the black sand beaches, and anybody you meet in any pub on The Coast will produce, after a few minutes' conversation, a nugget or two, or some gold dust in a bottle, and tell you he has got more like that at home.

One day, they all tell you wistfully, the price of gold will go up, and then they will take their mining seriously and make some real money instead of washing an occasional dish.

Pre-war All Black captain Ron King, born a Coaster and now mine host at the King's Hotel, Greymouth, is one who believes that the occasional tourist who finds his way to the Coast should be told about the pleasures of gold panning rather than the joy's of swimming, skiing and sight seeing (which are the attractions the brochures concentrate on).

"Away From It All"

"You can get away from it all out there," said Ron, who does so himself quite regularly. "You forget your worries and enjoy a day in the open air. When travellers come my way I'll be happy to give them a dish, tell him where to get a miner's righe and drive them out Kumara, or Goldsborough way, to wash a few dishes for the day. They can take home their gold and a suntan with it!"

Bitten with the bug after an hour's joyful conversation with the gold-wise Ron, we drove out next morning with him—in cars loaded with sandwiches and crates of beer—and camped by the side of a creek, in a ghost town overshadowed by the snow-capped Southern Alps.

There we panned for gold—and got good colours in every dish. We put the dust into small bottles, with water to make it look bigger than it was, and farewelled Ron at the end of the day feeling a smug, fit bunch of travelling men.

My miner's right, and my gold, are back here in Sydney among the Inder family heirlooms, and I couldn't be more proud of either.

On the West Coast, may their bars and their hearts long remain open.

travel

Two New Hotels For Noumea

Newest hotel for Noumea is the Hotel Nouvata, which was expected to open just before Christmas at Anse Vata, three miles from the centre of Noumea. It is a luxury hotel, with 50 air-conditioned rooms and a swimming pool.

AN Australian company, Lanray Industries Ltd., has been largely responsible for the erection of the hotel. The company has provided half of the £A370,000 needed, and there are about 75 French and New Caledonian shareholders, including the Bank of Indo China.

Noumea has certainly been in need of a really good hotel, and plans for Nouvata touched off other developments. A second hotel, the Chateau Royal is to be opened early in 1966 about a mile further down the beach. It will have 75 rooms. Some money from UTA, the French airline, has gone into its development.

Says a Noumea correspondent: "With the opening of these two hotels New Caledonia's hotel problem will be solved. The owners now only have to find enough guests to keep them occupied."

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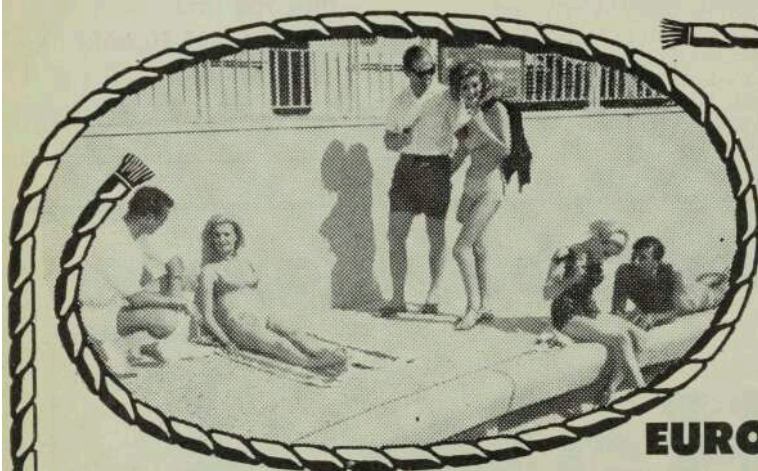
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NEW HOTELS FOR LAE

From a Lae Correspondent

Lae at long last is to get adequate first-class accommodation.

THE announcement that an ultra-modern hotel, approved some 18 months, and which will cost something like £250,000 unfurnished, is to be built at long last, has given encouragement to those planning for a tourist industry of the future.

And, added to this, comes a notice that work on an £80,000 air conditioned motel will also start in January on land bordered by ANGAU Memorial Hospital, Markham Road—just at the end of the airport—and the Botanic Gardens. A start will be made on the hotel sometime in the new year.

Lae is one Territory town where tourist accommodation is badly needed. What we have, is inadequate—and often embarrassing for a town which is the terminus of the Australia-New Guinea air service, and the port for the rapidly expanding Morobe and Eastern Highlands. The dearth of sufficient decent accommodation here has helped retard the New Guinea tourist industry.

Trans-Air Lodge, originally built by Qantas and now conducted by TAA, offers accommodation as good as anywhere else in Papua-New Guinea, but only airline passengers in transit, and airline crews, may stay there.

Handy To Airport

Lae's only hotel, the Cecil, has more than 40 bedrooms, from singles to family rooms, with some air conditioned rooms, but it cannot be presented as a first class hotel.

The new hotel planned for Lae will be built on two levels.

The land it will occupy is between the Returned Servicemen's Club and the shopping and business centre, fronting First Street, to Markham Road, almost directly opposite the

terminal at the airport. The general bar will be on the lower level.

A lease for the hotel was taken out in mid-1964, by a subsidiary of Steamships Trading Company Pty. Ltd.—Lae Hotels Pty. Ltd.

The conditions of the lease called for improvements to the value of £50,000 to be made within two years.

The hotel will be modern in every respect, and it is known that the director responsible for the project, Mr. Don Harvey, spent a considerable amount of time in Australia in 1965 choosing fittings and furnishings for it.

The motel at Lae is to be built and owned by Lae builder, Mr. Neil Leydon, who will leave the running of the motel to experts—Australian Motel Industries.

Mr. Leydon said recently he had come to an arrangement with Australian Motels and he was sure that the motel at Lae would be everything a tourist or business visitor to the Territory would expect.

The motel will comprise 30 units initially but the plans allow for future extension. All of the units will be air conditioned, and each will contain a single and double bed.

Handicrafts For Norfolk Island

From Merval Hoare

SOON to be opened in Douglas Drive, Norfolk Island, right opposite the airport, is the Norfolk Island Souvenir Shop. The proprietor is Mrs. Amy Bathie, a descendant of John Adams of the *Bounty*.

Her shop will specialise in goods made on Norfolk, featuring local designs and, in the main, local materials. About a dozen people, most of them Norfolk Islanders, will contribute their handiwork for sale.

Hand painted frocks and scarves, colourful shells, table-mats and hats woven from flax (moo-oo) and drain flag, ornaments made from island wood, and small basalt paper-weights with Norfolk fish painted on them, are among the local handicrafts to be put on sale.

At present there is very little in the way of genuine Norfolk handicrafts in the shops, though there is a big demand by tourists for local souvenirs—after they have stocked up on the duty-free goods imported from the East.

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Advisers Urge \$1.6m. Hotel For Western Samoa

From R. F. Rankin, in Apia

In contrast with the dismal outlook painted by some experts in certain fields of agriculture, the tourist industry holds possibilities of rapidly becoming one of Western Samoa's major money earners, according to a group of top level consultants from Hawaii.

MESSRS. W. Collins, G. Wimberly and R. Bush made a two-week on-the-spot survey of Samoa's tourist potential at the request of the Samoan Government in September. Mr. Collins, who is also associated with the Kerr Harris Foster tourist industry surveys of Fiji and Australia, presented the report to Cabinet in person in November.

If the facilities are provided and promotion is undertaken there will be an increase in visitors of at least 120 per cent. in the next five years, said Mr. Collins. This will mean 20,000 tourists annually, each spending between \$25-\$50 daily during their average four-day stay, adding to the national income more than £500,000 of which he reckoned 60 per cent. would stay in the country.

New Hotel?

The report recommended building a \$1,600,000 tourist hotel in the Lefatu area, about eight miles past Faleolo airport and about 30 miles out of Apia.

This area abounds in typical tropical white-sand beaches inside the lagoon, and near the hotel is a swampy area that could be drained for a golf course.

Mr. Collins thought that, starting from scratch, the planned development of the tourist industry in Samoa providing tourists with proper resort areas and facilities, gave Western Samoa a big advantage over Fiji, where such planning was not in evidence.

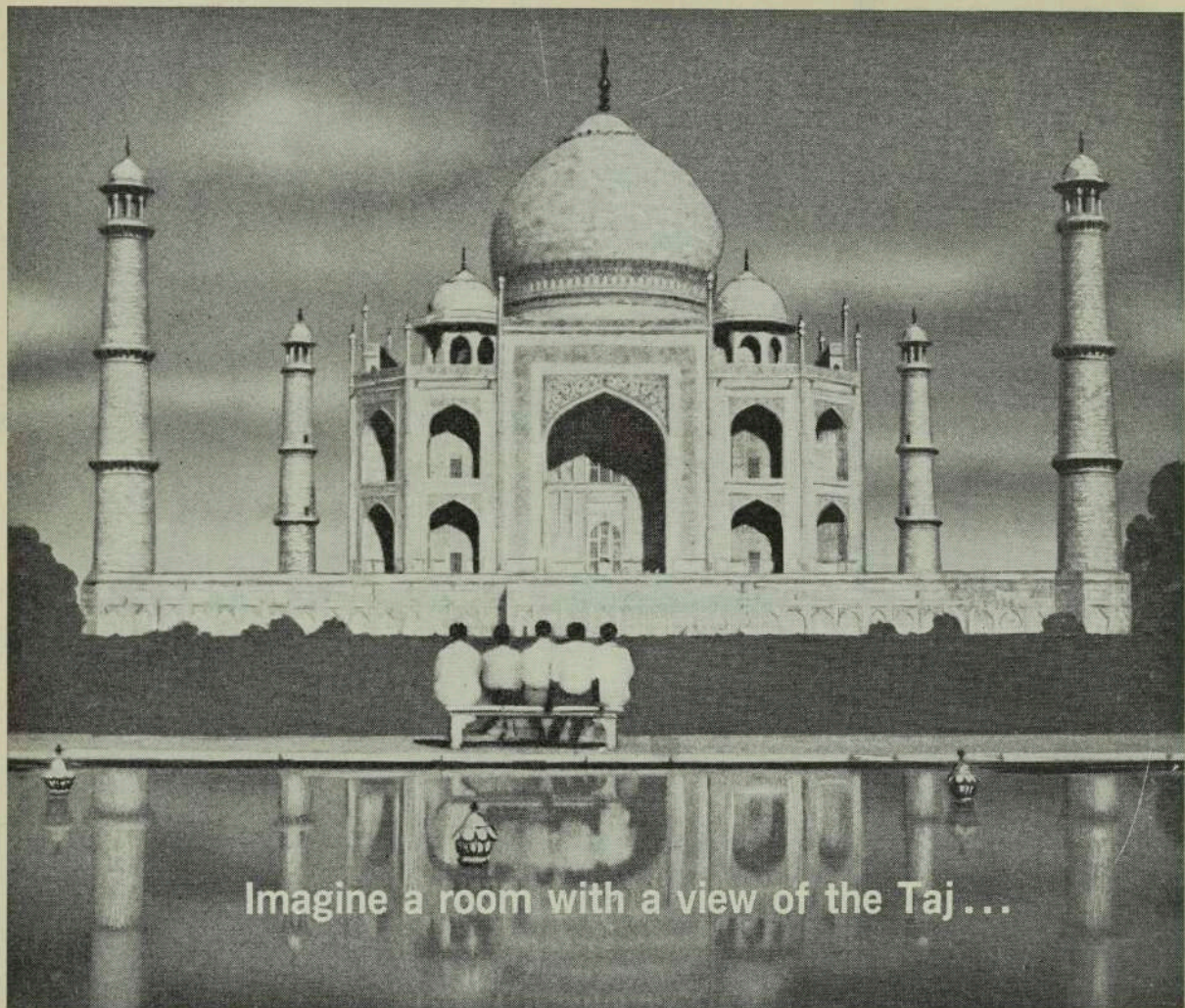


THE FIJI TRAVEL SCENE

NEWEST hotel in Fiji is the small but cosy Hotel Fiji at Nausori, a few miles out of Suva. The hotel is operated by Mr. Barry Gardiner, who for some time was licensee of the old Rewa Hotel, on the opposite side of the river. The new Hotel Fiji is right in Nausori, and not far from the airport which serves Suva. There are 14 beds in the accommodation block at the rear.

The Nausori-Rewa area, with its historic background, has many points of interest for the visitor. The first sugar mill in Fiji was established there (it is now being used for rice) and not far away is the famous island of Ba, and also the beach where the "Southern Cross" took off for Australia on the last leg of the first Pacific air crossing. The boats in the picture above are water taxis, seen at the Wainibokasi landing at Rewa. They will take passengers anywhere on the many river systems which operate from this centre.

Photos: Rob Wright.



A woman inspired it. An artist designed it. Devoted artisans lovingly carved its milk-white marble. Persian craftsmen inlaid it with gems. The rising sun bathes it rose-pink; the moon turns it ice-blue. No photograph has ever truly captured it. But you can.

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1966

"Arcadia", February: Sydney Feb. 14, Auckland Feb. 17, Pago Pago Feb. 20, off Niuafou'ou Feb. 22, Suva Feb. 23, off Norfolk Island Feb. 25, off Lord Howe Is. and Ball's Pyramid Feb. 26, Sydney Feb. 27.

"Orsova", March-April: Sydney Mar. 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 Niuafou'ou 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": Leaves Sydney Jan. 12, Auckland Jan. 18, Bay of Islands Jan. 19, Suva Jan. 22-24, Lautoka Jan. 25, Sydney Jan. 30. Leaves Sydney Feb. 10, Auckland Feb. 14, Suva Feb. 18-19, Noumea Feb. 22-23, Sydney Feb. 26. Leaves Sydney Mar. 9, Suva Mar. 15-16, Nukualofa Mar. 18, Bay of Islands Mar. 21, Auckland Mar. 22-23, Sydney Mar. 27. Leaves Sydney Mar. 28, Auckland Apr. 1-2, Vavau Apr. 6, Pago Pago Apr. 6, Apia Apr. 7, Suva Apr. 10-12, Auckland Apr. 16, Sydney Apr. 20.

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.

Sitmar Line

1966

"Fairstar": Sydney Jan. 3, Papeete Jan. 10-14, Suva Jan. 20, Sydney Jan. 24.

"Castel Felice": Sydney Jan. 27, Auckland Jan. 30-31, Suva Feb. 3-4, Noumea Feb. 6-7, Auckland Feb. 10, Sydney Feb. 14.

"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.

Holidays in Sydney?

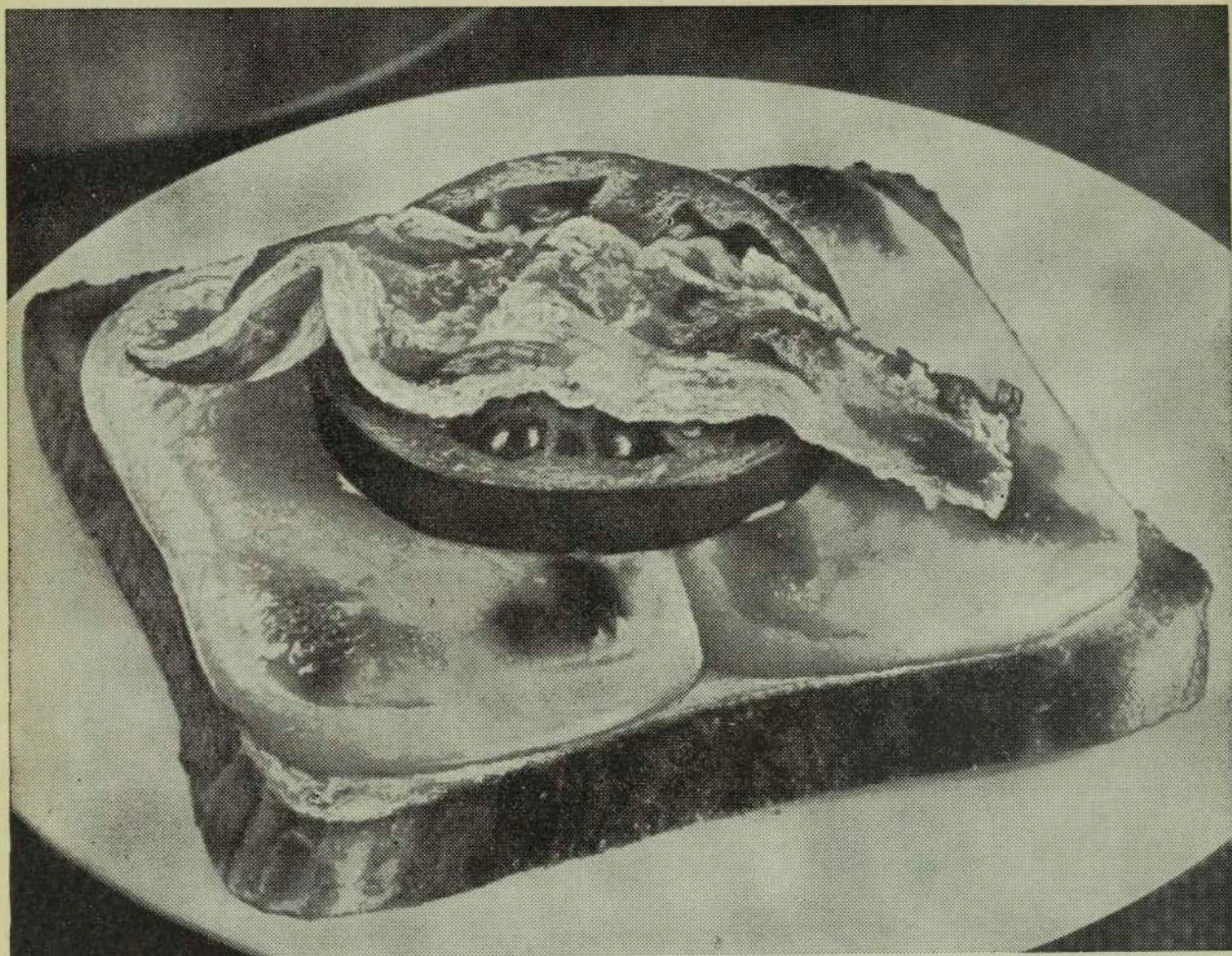
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JANUARY, 1966 — PACIFIC ISLANDS MONTHLY

travel

P-NG Looks At Duty-Free Possibilities

From a Port Moresby Correspondent

How much would duty-free shops and free ports cost Papua-New Guinea revenue? This is one of the questions being considered by a committee of investigation recently set up in the Territory under the chairmanship of Mr. R. L. Claringbould, a senior member of the Department of Trade and Industry, who has always taken an interest in P-NG tourist possibilities.

AN educated local guess is that the Treasury would be £5 million a year out of pocket although how anyone can even guess is hard to see. At present P-NG has no real tourist industry, so that the people living here would be those most likely to benefit from duty-free goods.

As virtually all tourists now come to P-NG from or via Australia, a better plan might be to extend duty-free privileges to them at the Australian end. This would provide the gimmick without the Territory having to lose any revenue at all. As things stand travellers to P-NG are singled out from all others and denied the use of duty-free shops in Australia. (See Graham Pople's complaint in *PIM*, Dec., p. 135).

The reasons for this are obscure. Goods brought into Australia from P-NG are dutiable and goods taken from Australia to P-NG are also dutiable—there is not and never has been any kind of Customs union between the two countries. Furthermore, travellers to the British Solomon Islands who go via P-NG are also barred from buying duty-free goods before they leave.

At this stage of its tourist development, an inquiry into duty-free facilities for P-NG seems too long-range to make sense. One can also wonder how long it will be before the proliferating number of duty-free shops all over the world will cancel themselves out.

A few years ago Amsterdam and Shannon had the only such shops. Now every country seems to have got into the act, and you can buy duty-free goods in several South Seas territories.

MR. RUSSELL GREENE'S 21 ft cabin cruiser *Moonraker II* was expected to be in service on Norfolk Island from about Christmas for tourists wanting to try their hands at deep-sea fishing.

Mr. Greene will work in conjunction with Mr. Geoff Ryan, who runs a bus service, and who will carry intending passengers from their guest houses to the pier.

Moonraker II will be available for charter, and will carry all necessary equipment for deep-sea fishing.

MR. WILLIAM DRURY, 45, a British journalist, has been appointed to the new post of managing director of the Fiji Visitors Bureau from January 1. Mr. Drury, who served with the RAF in India, Ceylon and Burma and was demobilised with the rank of flight-lieutenant, is the author of a book, *Chindit Column 76*. Since the war, he has worked on newspapers in London, Trinidad, Hawaii and San Francisco, and for a newspaper and publicity firm in Singapore. Bureau secretary is Herb Marlow.

MR. KEN PRENTICE, the "Baron of Norfolk Island" (he is the island's biggest businessman), is planning to build a new hotel on a 50-acre site on Taylor's Road, Norfolk Island. Mr. Prentice is also owner of the old Paradise Hotel, in Cascade Road, which, after alterations, is to be re-opened as the South Pacific Hotel.

IN an effort to attract more American tourists to American Samoa, the local government has decided that US citizens and nationals no longer need passports to visit the territory. All that Americans now require is proof of smallpox vaccination and onward transportation.

FUJI had 4,800 visitors last August—the first time the monthly total has topped the 4,000 mark. The number was 26 per cent. higher than in August, 1964, the previous record month.

In the first eight months of last year, the Colony had more than 25,000 visitors compared with just over 20,000 in the first eight months of 1964. They included nearly 7,000 from New Zealand, 5,800 from Australia and 6,200 from the United States.

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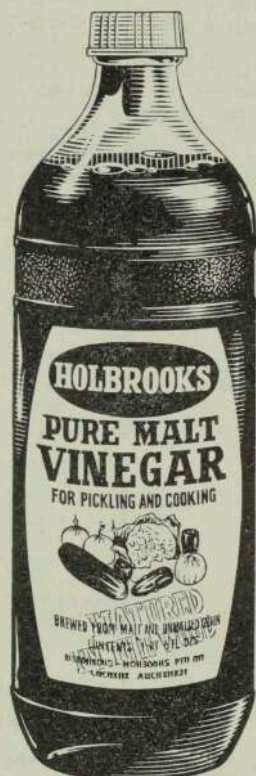
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People

TWO of the best-known residents of the Gilbert and Ellice Islands Colony left Tarawa for good early in December. Mr. R. Angeloni, the Assistant Resident Commissioner, left for leave in London before settling in Western Australia. Mr. E. H. G. Blacklock, accountant for the London Missionary Society in the GEIC, left for London to become accountant at LMS headquarters.

● Miss Muriel Williams, matron of Suva's CWM Hospital for the past year, has retired after 17 years with the Fiji Nursing Division. Miss Williams, a New Zealander, planned to visit Hong Kong and England after a rest in New Zealand.

● Two Regular Army soldiers who played an important part in the recent expansion of the Papua-New Guinea Volunteer Rifles, have been posted to Australia. They are Warrant Officer 1st Class Roy Millen and Staff-Sergeant Herb Jackson, both of whom served in P-NG in World War II.

WO Millen has been the Regimental Quartermaster Sergeant of the PNGVR for the past 3½ years. Staff-Sergeant Jackson has been chief clerk with PNGVR for nearly four years.

● Sosiceni Tokainavala Senibula recently became the first Fijian to be commissioned as a lands surveyor. He passed the qualifying examination after a five-year course. In January, he will go to New Zealand for six months' practical experience with the Lands and Surveys Department.

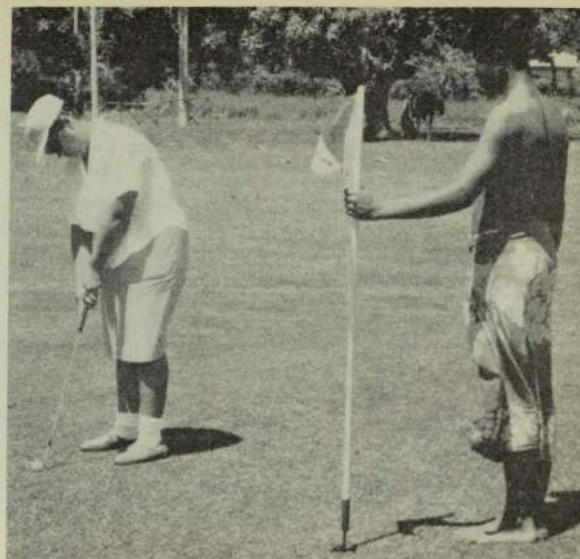
● Mr. A. J. M. Young, who has had more than 25 years' banking experience in New South Wales, has taken over from Mr. B. T. Gilmore as manager of the Commonwealth Bank on Norfolk Island.

● Mr. G. A. E. Longmore, B.Sc., has been appointed headmaster of the new British Secondary School in Vila, New Hebrides. Mr. Longmore has been teaching at the Pangbourne Nautical College, England. He was due in Vila just before Christmas with his wife and seven-year-old daughter. Another master, Mr. J. E. H. Carter, BA, will arrive in Vila with his wife at the beginning of January. The school is expected to open in April. It will cater initially for 30 children, and will eventually be able to take 150.

GOLF CONTEST WINNER

Players from 18 Pacific Islands golf clubs took part in the annual contest late last year for the Lux Pacific Islands Golf Trophy. The contest, which was held in Apia, was won by Mrs. Mona Bailey (pictured), a member of the Apia Golf Club. She is the first member of that club to win the trophy.

Photo: H. Straube.



● The British Commissioner and Consul in Tonga, Mr. A. C. Reid, paid an official visit to Tahiti in late November following the extension of the jurisdiction of the British Consulate in Nukualofa to include the territories of French Polynesia. Before he left on his trip, Mr. Reid was notified that the French Government had granted him provisional recognition.

● Mr. Barrie Denison Searle arrived in Fiji on December 11 from London to take over from Mr. Kirkland Blair as general manager of the Carreras and Rothmans companies in Fiji.

● George Kalkoa, a New Hebridean for whom a bright future has been predicted, was recently promoted from the Grade B scale to Grade A in the British Service in the New Hebrides. Mr. Kalkoa, now working in Vila, will take up an appointment as Assistant Administrative Officer on the staff of the British District Agent, Central District No. 2, in March. Mr. Kalkoa returned to the New Hebrides last year after a year's course in public administration in England.

● A New Zealand geographer, Murray Chapman, has started a 15-month sojourn in remote villages along the Weather Coast of Guadalcanal. Mr. Chapman holds an International Development Fellowship from the East-West Centre Institute of Advanced Projects at Honolulu. He is the first to be awarded this fellowship for research in the Pacific area.

● Mr. R. A. H. Girvan, manager of Morris Hedstrom Ltd., in Western Samoa for the past 6½ years, has been transferred to a new post with the Pacific Trading Co. Ltd., of Rabaul. Morris Hedstrom and Pacific Trading are companies in the W. R. Carpenter group. Mr. Girvan and his family will have a holiday in New Zealand before moving to Rabaul. Mr. Girvan's replacement in Apia will be Mr. J. Cheshire, formerly manager of Morris Hedstrom, at Ba, Fiji. Mr. Cheshire has worked in Apia previously—with Burns Philp (SS) Co. Ltd.

● Mr. B. Adan, a sanitary engineer from the World Health Organisation, has been in the New Hebrides recently investigating ways of alleviating the water shortage in various islands. Mr. Adan was previously in Tonga working on a WHO-supported rural water supply project.

● The Commonwealth Chief Scout, Sir Charles Maclean, completed a seven-week visit to the Pacific in December. He visited the Solomons, New Hebrides, Fiji, Tonga and the Gilbert and Ellice Islands Colony, including Ocean Island.

● Mr. L. R. Rex, of Niue, was invested with the insignia of a member of the Order of the British Empire in Wellington in mid-December. New Zealand's Governor-General, Sir Bernard Fergusson, performed the ceremony.

The citation mentioned Mr. Rex's services at Niue for more than 42 years as a teacher, an official interpreter, and as community develop-



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Performance: Max. speed 110 km/h
Turning radius: 5.9 meters, 2000 kg capacity



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Performance: Max. speed 125 km/h, 5.2 meter min. turning radius, 1000 kg payloads.



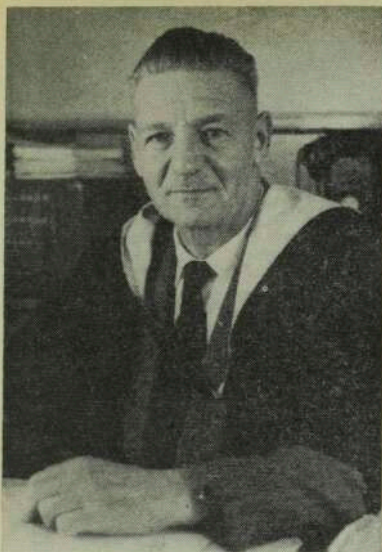
NISSAN CABALL

Engine: 4-cylinder, 1883 cc, 8.0:1 compression, 92-HP, 16.2 m.-kg. torque.
Performance: Max. speed 110 km/h, min. turning radius 5.3 meters, 2000kg payload:



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Mr. C. J. Williams.

ment officer, Administrative Department, since 1963.

Mr. Rex is in New Zealand to assist the Head of the Island Territories Department, Mr. J. M. McEwen, to complete a Niuean dictionary.

● Western Samoa's Director of Education for the past 4½ years, Mr. Cecil Williams, was due to return to New Zealand in early December with his wife. Mr. Williams is retiring after 2 years with the New Zealand Government. His successor is Mr. T. E. Dorman, who has been Assistant Director of Education in Western Samoa since last March. Mr. Dorman, who comes from Dunedin, NZ, has had educational posts in New Zealand, Cyprus and Northern Rhodesia.

● After many years of hard work, Dr. George B. Milner, a man who can handle Samoan with the aplomb of a talking chief, has produced an entirely new Samoan dictionary. Dr. Milner is lecturer in Oceanic Languages in the School of Oriental and African Studies at the London University. In 1955, he was commissioned to prepare the dictionary by the Governments of Western Samoa and American Samoa. To do this, he spent nearly two years in the field collecting new materials and acquainting himself with Samoan culture at first hand. Dr. Milner's dictionary is of 500 pages and has been published by Oxford University Press.

● Wing-Commander J. D. Espie has been appointed Resident Air Force Officer in Papua-New Guinea, and

will take up his post in Port Moresby early this year. This will be the first time since the end of World War II that there has been a Resident Air Force Officer stationed in the Territory, although for some years during the Korean War, and after, there was an Air Force attache stationed in Port Moresby.

Wing-Commander Espie's duties are to include liaison with local authorities, and control of RAAF units in the Territory. (A detachment of RAAF Caribou aircraft from the 38 Squadron, Richmond, NSW, is to be stationed in the Territory in early 1966).

● Mr. D. Murgessan, Commissioner for the Government of India in Fiji, has been busy recently settling into his new post. He arrived in Fiji in mid-November with his wife and two daughters. He succeeds Mr. K. N. Sharma who left Fiji some months ago.

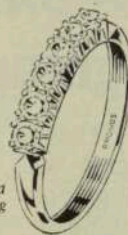
● Chief Petrus Mailo, of Truk, has been appointed Speaker of the General Assembly of the Congress of Micronesia (United States Trust Territory of the Pacific Islands). He replaced Mr. Dwight Heine who has become District Administrator, Marshalls District.

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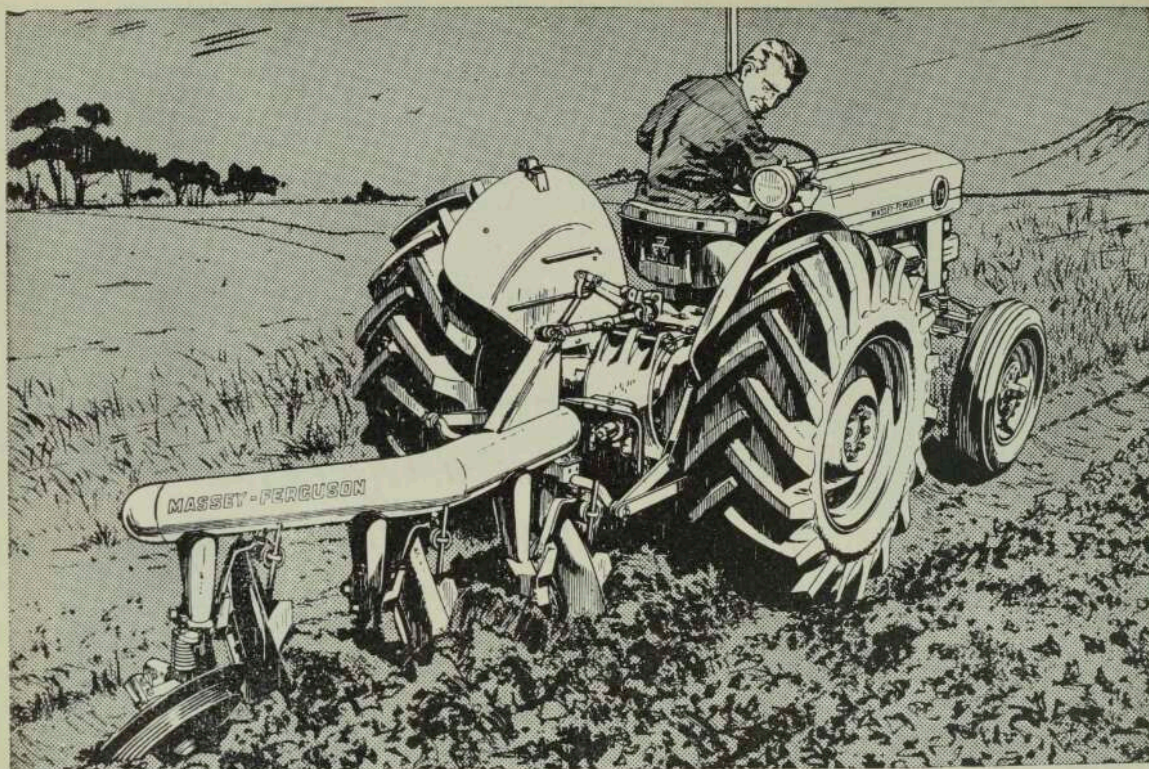
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Much Of The South Seas Goes Decimal In February

February 14 is C-Day in a large slice of the South Pacific—and in a few islands north of it. February 14 is the day Australia converts to decimal currency after 178 years of £sd. The changeover will be followed by her territories and some other islands in her sphere of influence.

THOSE making the changeover on February 14 are the Australian territories of Papua-New Guinea, Nauru and Norfolk Island; together with the British Solomon Islands Protectorate, the Gilbert and Ellice Islands Colony (British) and the British-French Condominium of the New Hebrides. Australian currency is legal tender in all these islands.

By mid-1969, the entire South Pacific is expected to be on the decimal system.

New Zealand will change to decimals in July, 1967, and her changeover date will be accepted by the NZ territories of the Cook Islands, Niue and the Tokelaus, the British island of Pitcairn and the independent state of Western Samoa. All use NZ currency.

Tonga, Too

The British protected Kingdom of Tonga, whose currency is on a par with Australia's, has also decided to make the change but has not fixed a date. It will probably be in 1967.

The British Crown Colony of Fiji, whose currency is midway in value between NZ and Australian, will be last to change. The date is likely to be June, 1969, but there has been no firm decision.

The new Australian dollar, to become legal in February, will be equal to the present Australian 10/-. New notes will be issued in the denominations of \$1, \$2, \$10 and \$20—which are the equivalent of 10/-, £1, £5 and £10.

The coins will be 50 cents (silver), equal to 5/-; 20, 10 and 5 cent pieces (cupro nickel) equal to the 2/-, 1/- and 6d pieces; and two cent and one cent bronze coins, which have a value of 2.4d and 1.2d respectively.

Both the new style money and the old style will be in use together after C-Day, until the £sd pass into history. Nobody knows when that will be, but

the two currencies will be in operation for at least two years.

The territories making the changeover in February have been mounting publicity campaigns in recent months, aimed at making the switch as smooth as possible. Most of their publicity material has been distributed through the Australian Decimal Currency Board, which has been campaigning in Australia for several years.

Press, radio, theatres and schools have all taken part in the Islands' campaigns. Sets of plastic coins and paper money have been distributed in some areas to get the locals used to the look and feel of the new money.

Much of the Islands publicity has been directed at getting across the fact that both £sd and dollars will be legal and that there is no possibility that the old money will be revalued.

In Honiara, Mr. J. H. Cameron, the manager of the Commonwealth Banking Corporation, which controls the Protectorate's only bank, says that if the fact that two currencies are

TO THE POINT

People in the New Hebrides, where Australian currency and New Hebrides francs are both in use, should not find it difficult to adjust themselves to the new set-up when Australia adopts decimal currency in February.

If goods in a store are marked in Australian dollars and cents, and a customer wants to pay in New Hebrides francs, all he will have to do to find out what he owes will be to remove the decimal point (if any) and call it francs. Thus \$2.25 will be equivalent to 225 francs; 75 cents will be 75 francs.



Many South Pacific stamps will also turn decimal in the next few weeks, to coincide with C-Day in Australia. These are some of P-NG's new stamps. There are 11 definitive stamps depicting butterflies, in denominations of 1c, 3c, 4c, 5c, 10c, 15c, 20c, 25c, 50c, \$1 and \$2.

operating is not fully understood there could be an initial shortage of some denominations of the new coins because of a heavier-than-expected demand.

The amount of Australian coins which has "gone underground" in the Solomons in past years is unknown, he says, but it is thought to be substantial. He thinks it will be interesting to find out how many locals want to convert their cash immediately.

The same problems apply in P-NG, where even the old German marks are still seen occasionally, although they ceased to be legal tender as far back as 1921. They were in regular circulation in some areas, particularly the Sepik, until the outbreak of World War II. Traders continued to recognise them, although the Treasury recalled all that came into its hands.

Many New Guineans like to bury their silver, despite the growing appreciation of folding money and banks, and "old style" silver coins will probably turn up years hence.

Various Islands officials have been in Australia in recent months, obtaining information on decimal procedures. These include a man from the Western Samoan Government, Mr. John Wendt, and two Tongan Government officials, T. Faha'ivalu Taumoepeau and T. Masiva 'Ofa.

(Over)



"Dollar Bill" strips like this are being used in Australia and the Islands to publicise the decimal changeover. "Dollar Bill" has become a popular cartoon character. The new Australian coins have animal designs on their face, the designs of the Australian notes were to be announced in mid-January.

Tonga has decided to name its dollar notes *pa'anga*, and its coins *seniti* (which is Tongan for cents). Samples are being manufactured by the firm of de la Rue, England, and these should be received in Tonga early this year. There could be some changes in the designs as a result of the death of Queen Salote.

In Western Samoa the dollar will be called *tala* and the cents called *sene*.

The issue of Samoa's decimal coins will be the first occasion on which Western Samoa has had her own coins and the decimal committee there is considering putting out special packs of the new set of coins for collectors all over the world.

Some people there claim Samoa lost a golden opportunity when she issued no coins on attaining independence. At that time the country had two Heads of State and two-headed coins could have been issued quite legitimately, providing a rare collectors' item—not to mention being a boon to gamblers the world over!

The new coins will bear the head of surviving Head of State, Malietoa Tanumafili, on one side, and the Samoan coat of arms on the reverse. They will be issued in denominations of 1, 2, 5, 10, 20 and 50 cents.

The dollar notes will be similar in design to the present notes, although slightly smaller. They will be issued in three denominations of one, two and ten dollars.

Present currency is being phased out gradually ready for the changeover, but banking officials see a shortage looming in certain denominations of coins.

FREE TRADE PLAN SHOULD NOT AFFECT ISLANDS

By a Staff Writer

The Australian-New Zealand limited free trade agreement, which comes into operation from January 1, is unlikely to have any noticeable effect on Pacific Islands trade with either of these two countries, according to a *PIM* survey.

THE present agreement covers items which are produced in limited quantities in the Islands, or not produced in the Islands at all.

The Australian fruit industry may take some trade from the Pacific Islands in bananas, pineapples, avocados, mangoes, guavas and oranges. The operative word is "may", because before the agreement the tariff on produce imported by New Zealand from either Australia or the Islands was either nil or a token amount.

The story could be different one day if any Islands territory develops its manufactures in a big way and seeks export outlets in either Australia or New Zealand. But the agreement could be extended to cover these spheres of influence.

P.I.T. Merger Successful

THE ANG Holdings Ltd. share exchange takeover offer for Pacific Islands Timbers (Holding) Ltd. was going "very well" and was so close to complete success that it did not matter. (See *PIM*, Dec., p. 145).

Mr. Steven Rich, chairman of ANG Holdings, told *PIM* this just before Christmas, when he had returned from Papua-New Guinea in connection with the takeover.

Mr. Rich said the mails had been rather slow because of Christmas, but a count had indicated a successful bid.

The Pacific Islands Timbers interests would be merged with the tea and coffee interests of ANG Holdings. It was hoped to expand the plantation at Cape Rodney.

Mr. Rich said he thought ANG Holdings would convert Pacific Islands Timbers' losses of the last two years (£18,000 in 1964-65 and £38,013 in 1963-64) into a profit.

Referring to other activities of ANG Holdings, Mr. Rich said the tea project at Banz was going well.

The coffee project (1,200 acres) at Huvei Plantation, Goroka, was also doing well, Mr. Rich said.

● Insurance companies in Fiji are to raise rates for motor vehicle insurance following two years' study of loss figures. The rates were last raised in November, 1958. As a slight relief, a spokesman for the companies announced that the maximum no-claims discount would be increased from one third to 40 per cent. after four years without a claim.

Way Clear For NG Development Bank

THE bill setting up the Papua and New Guinea Development Bank passed all stages at the House of Assembly meeting in Port Moresby in late November.

The main purpose of the proposed bank will be to stimulate development in the private sector of the Territory economy. The bank will provide credit to all races for the purpose of primary production, and the establishment or development of industrial or commercial undertakings.

The need for small-scale credit is recognised and the new bank will be able to provide small loans in order to promote more rapid growth of indigenous agriculture and business undertakings.

The bank's role will be to supplement the sources of finance available through ordinary commercial lending institutions. As an important corollary of this function, the Development Bank will be required when determining whether or not to make a loan, to have regard primarily to the prospects of the borrower's operations being successful rather than to the amount of security the borrower can supply in support of the loan.

Arrangements are being made for a committee to examine the problems associated with the use of intermediary bodies such as co-operative societies, local government councils, etc., for the distribution of small-scale credit.

The committee will comprise officers of the Reserve Bank, Department of Territories and the Administration and is expected to start work in the Territory soon. To simplify the organisation of credit, the new bank will probably take over existing credit schemes, and provision has been made in the bill for the bank to have power to do this in respect of the Ex-servicemen's Credit Scheme and the Native Loans Fund scheme.

It is intended that the new bank should be set up with initial capital provided by the Administration. In addition there will be the money to become available upon the proposed transfer of the Native Loans Fund.

Fiji Imports Up, Exports Down

PROVISIONAL trade figures show that for the first 10 months of 1965 the value of Fiji's exports amounted to £16,700,000, compared with £19,700,000 for the first 10 months of 1964.

Imports increased from just under £22 million for the first 10 months of 1964 to almost £24½ million for the same period in 1965.

During October, exports slightly exceeded imports. Exports were valued at £2,760,000 and imports at £2,343,000.

The reduced total for exports during the first 10 months has been blamed mainly on reduced sugar prices.

Sugar Agreement 'Satisfactory'

SATISFACTION at the outcome of the Commonwealth Sugar Agreement negotiations in London was expressed in Suva in December by Mr. A. S. Hermes, managing director of South Pacific Sugar Mills, which owns Fiji's four sugar mills.

He said the agreement was the main basis of the Fiji sugar industry and, at present world prices, the industry could not continue without the agreement. It was gratifying that the agreement had been extended to 1973.

The main element of the negotiated price—for which Fiji has a quota of 140,000 tons—has now been fixed for three years. In addition, there is a variable element in the price which is fixed in relation to the world price of sugar.

It appears likely that for 1966 the variable element will be at the maximum, in which case Fiji will receive about £47/10/- a ton—18/6 a ton more than the negotiated price in 1965.

Bright Prospects For Misima

CULTUS EXPLORATION LTD., the Canadian associate of Pacific Island Mines, is considering installing a mill to process base metals as well as gold on Misima Island, Papua.

The directors reported recently that sampling revealed a high grade lead and zinc ore deposit in the Umuna lode.

Previously, Cultus was only interested in the property as a gold prospect.

Studies in recent weeks, however, showed that Umuna core samples had caused the company to consider a more extensive development programme.

In September, Cultus announced plans to put a mine into production after a year of exploration.

The Umuna lode has been open and worked for 4,000 ft continuously while Gold Mines of Papua have worked another 1,700 ft.

The total of proven tons of gold-bearing ore in the lode is 456,000, the directors reported.

New Paper Company Starts In Fiji

THE Suva factory of Kiwi United (South Pacific) Limited, was officially opened by the Governor of Fiji, Sir Derek Jakeway, in late November.

Kiwi United (South Pacific) Ltd. is a paper converting plant producing corrugated board, paper bags and toilet rolls. The new company is a partnership between the Kiwi Polish Company Pty. Ltd., of Australia, holding 53 per cent. of the shares, the New Zealand United Empire Box Company Ltd. with 40 per cent., and the firm of C. Sullivan (Pacific Islands) Ltd. holding 7 per cent. of the shares.

The Kiwi Polish Company has a 50 per cent. shareholding in C. Sullivan (Pacific Islands) Ltd.

One of the largest industrial enterprises in Fiji, the plant has an authorised share capital of £F250,000. It was designed, built, equipped and commissioned in under 10 months, after exploratory discussions held in Melbourne between the three shareholders.

Company Safeguards In New P-NG Bill

THE Papua-New Guinea Companies Bill, 1965, reached its second reading stage at the November meeting of the House of Assembly but debate has been adjourned until the next meeting of the House to enable members to study proposed amendments.

The present Companies Ordinance came into effect only in July, 1964. The amendments contained in the new bill are proposed "in the light of experience gained in implementation of the 1964 legislation".

In view of recent events in Australian commerce the most significant proposals are Clause 6, which relates to the "nomenclature of documents issued"; and Clause 26 that, in certain cases, will make a director personally liable for debts incurred by a company.

It has been the experience in Australia and elsewhere, said the Secretary of Law, who introduced the legislation, that impressive names misleading to the investor have often been used to describe the security of an investment. The new proposals will reduce the descriptions to three clear classifications:

(1) Mortgage debenture or mortgage debenture stock to be used where

the borrowings do not exceed 60 per cent. of the value of the company's interest in land.

(2) Debenture or debenture stock, which description will be limited to cases where the prospectus discloses adequate backing of tangible assets for the borrowing.

(3) Unsecured note or unsecured deposit note. This description will cover all other borrowings; the use of the word "unsecured" being used as a warning to investors as to the value of the security offered.

The proposed Clause 26 will allow the court, at its discretion, to declare a company director personally liable for company debts if he is convicted of obtaining credit for the company at a time when he knows that there is no reasonable chance of the company debts being paid.

This, said the Secretary of Law, is aimed at directors of "£2 proprietary companies", who deliberately allow their company to run down by incurring large liabilities, by withdrawing large sums by way of salary and allowances and then permitting the company to go into liquidation so that they are left with their ill-gotten gains.

Canned Soft Drinks For The Islands

THE Australian firm of Cottee's Limited is now exporting soft drinks to Pacific Islands markets in addition to their already large range of other products.

Previous exports of soft drinks in bottles has been impracticable due to the problems associated with breakage, and the reclaiming of bottles after use. With the introduction of soft drinks in cans, Cottee's are able to export to Pacific areas because of lower packaging, freight and handling costs as well as reduced insurance rates due to the reduced amount of breakage.

The soft drink cans now being exported feature a built-in opener in the top.

Cottee's export manager, Mr. H. J. Watts, said in December: "We will not be competing with locally-made soft drinks which are marketed, for the most part, among the natives. Our soft drink will cater chiefly for the Europeans in the Islands."

Rheem Takes Over

W. R. Carpenter Holdings Ltd., which is represented in P-NG by Pacific Trading Company Ltd., announced in December that it proposes to sell its interest in the New Guinea Drum Company Pty. Ltd. to Rheem Australia Pty. Ltd., in order

to release funds for other development purposes.

New Guinea Drum Company Pty. Ltd. commenced production in October, 1965, following its development as a joint venture by the W. R. Carpenter and Rheem groups.

Search For Oil

THE Compagnie Francaise des Petroles is to begin prospecting for oil in the Chesterfield Islands, a collection of small, rocky outcrops some 450 miles north-west of New Caledonia. New Caledonia administers them.

The company will first make an aerial magnetic survey, and if any evidence of oil is found, it will begin investigations from a base on one of the islands.

Another Carpenter Comes On Stage

IT is nearly three-quarters of a century since Walter Randolph Carpenter first made his impact on the Pacific Islands (in Fiji and at Thursday Island), and 50 years since he established W. R. Carpenter & Co. Ltd., and 11 years since he died; but his soul goes marching on.

The assets and earnings of the big WRC organisation now are measured in millions, and "young" Randolph Carpenter joined the board of the controlling company the other day, when shareholders gathered amicably to receive the usual gold-edged "statement of accounts". Randolph's initials are WR.

Walter brought his three brothers and his two sons, RB and CH, into the original organisation. The brothers, rich and successful men, are retired or passed on; but Messrs. R. B. and C. H. Carpenter now are respectively chairman and vice-chairman of the group.

The new director, "young" Randolph (he is in his early thirties) is the son of Mr. C. H. Carpenter. Like most of today's grandsons, he is inches taller than the previous generation, and goodlooking, to boot—God arranged his features nicely, to harmonise with the "Carpenter beak". The other Carpenters say he's the best of the lot, and knows where he's going. Time will tell.—RWR.

Cattle Tick At Sogeri

FIVE hundred head of cattle on two properties on the Sogeri Plateau, Papua, were affected by a cattle tick outbreak in late November.

The properties, Sogeri Plantations Ltd., and the Department of Agri-

culture Stock Inspector's holding paddock at Moronumu, were both placed under quarantine, and spraying was carried out.

Mr. J. Anderson, Chief of the P-NG Division of Animal Industry, said that the outbreak was the second since cattle tick was first eradicated from the Sogeri Plateau in 1955. The present outbreak was probably due to unusually widespread movement of tick infested deer from Wariarata Bluff to Sogeri. The movement was due to dry conditions, combined with the Department's coffee rust eradication activity.

Emperor Mines Want Subsidy

EMPEROR Mines Ltd. has applied to the Government of Fiji for a subsidy. The company says this is necessary to carry out its exploration, development and research programme. It adds that there has been a recent depletion of its "deferred" ore reserves.

The Fiji Government paid the company a subsidy for three years in the late 50's and early 60's.

When the subsidy ended the Government made a remission of port and Customs service tax which did not reach the value of the subsidy.

American Samoa 'Needs Extra Bank'

SINCE Governor H. Rex Lee became Governor of American Samoa in May, 1961, the United States Government has poured millions of dollars into Tutuila.

This money has helped to pay for the spectacular Lee Auditorium, the jet airport, educational television, the Mt. Alava aerial tramway, and the new Pago Pago Intercontinental Hotel.

According to the *Samoa Times*, American Samoa has now "truly entered the 20th century". But the *Times* thinks that with only the Government-owned Bank of American Samoa, the territory still has some leeway to make up in the field of banking.

"A full range of banking services should be available," the paper says. "These include vacation loans, education loans, home loans, business loans, farm loans, credit references, trust funds and numerous other services. . . ."

"We commend that one of the commercial banks wishing to open a branch in American Samoa be encouraged to do so by the Government."

"We are convinced that commercial banking facilities offer a real boost to any developing economy."

Steamships Enter A New Field

THE nature of Steamships Trading Co. Ltd. became more complex each year and the company had now entered another field—a partnership with a world-wide company, Societe d'Oxygene et d'Acetylene d'Extreme Orient SA, the chairman, Mr. H. D. Underwood, said at the company's annual meeting in Port Moresby in December.

Mr. Underwood said that the partnership was erecting plant to manufacture industrial oxygen and acetylene in sufficient quantities to supply all P-NG requirements.

He said that with one or two minor exceptions, all branches, departments and subsidiaries had traded profitably in the latest financial year.

That, of course, was a reflection of the bigger Territory grant made by the Australian Government, and appearances indicated that the trend would continue.

Body To Deal With GEIC Problems

AN Economic Development Committee has been set up in the Gilbert and Ellice Islands Colony to try to deal in advance with the problems that will beset the Colony when the phosphate deposits on Ocean Island are exhausted in about 15 years.

The committee has grown out of a recommendation by Mr. V. D. Stace, a former South Pacific Commission economist, who made a survey of the Colony's economic problems in 1963.

The committee held its first meeting in Tarawa in December. Its terms of reference are:

- To promote and co-ordinate all economic development projects in the Colony and to advise on all proposals for Colony resettlement.
- To co-ordinate the policies of the Agricultural Department, Copra Board, Co-operative Societies, Loans Board, and Wholesale Society in relation to the economic development of the Colony.
- To evaluate and advise on ways and means for actively encouraging the development of local industries and commercial enterprises.
- To consider inter-Colony and overseas communications and transport needs in relation to the future development of the Colony.

P-NG Man On Fraud Charge

LEONARD FRANCIS McEACHERN, a New Guinea businessman, has been remanded to appear in Rabaul District Court on March 22 on a charge of having fraudulently uttered a false document concerning Sandy Creek Gold Sluicing Ltd.

He was remanded in Port Moresby Court on December 10 on £1,000 bail, and was ordered not to leave Papua-New Guinea before March 22.

The magistrate rejected an application by Mr. G. Dabb, for the Crown, that McEachern should also be ordered to report each week to the police.

Mr. Dabb told the court that investigations into the case against McEachern were continuing and would take a further three months to complete.

He said the case involved many tens of thousands of pounds and that further charges would be made.

The present charge against McEachern, who was arrested in Port Moresby by Sub-Inspector R. F. Jeffrey, states that he had "knowingly and fraudulently uttered a false document, purporting to be a proxy made by Sandy Creek Gold Sluicing Ltd., dated January 29, 1964, appointing Ian Alexander McDougall, of Rabaul, or failing him Leonard Francis McEachern, of Rabaul, as its proxy to vote for it . . ."

In November, Mr. Justice Frost, of the P-NG Supreme Court, restrained McEachern from acting as a director of Cosmopolitan Hotel Ltd., of which Sandy Creek Gold Sluicing is a major shareholder (PIM, Dec., p. 145).

SONG OF A SHIRT

(from p. 9)

other occupants of the opposite benches voted against the tax.

The Government won, 15-9.

One of the most vociferous opponents was Semesa K. Sikivou who brought a parcel of shirts and piece goods into the council chamber. Waving a shirt at the Government benches, Semesa said, "This is a discriminatory measure meant largely for the lower income group, and I object to these items very strongly for that reason alone".

Other speakers took the same line.

Replying to the attack, Mr. Ritchie revealed the real reason for the tax on shirts was that local importers were making a profit at the expense of the country.

The shirts and fabrics were coming in mainly from sweatshops in Hong Kong and other places, at greatly under-valued prices. Then, after they had reached the shop counter, the price had been greatly increased.

Mr. Ritchie gave figures. He produced a list which showed the cost with duty paid at the old rate of various classes of shirts, the retail selling price and the gross profit margin.

Profits ranged from 52 per cent. to 264 per cent., most being well over 100 per cent.

Replying to the argument that the increased duty would put the retail price up, he said there was not enough competition and he did not believe the consumer was a big enough "ass" to accept an increase in price.

It now depends on whether the shopkeepers decide also not to be asses. If they don't give into the consumers there might be some shirtless people in Fiji.

That was about the only worthwhile debate on the budget. The remainder of the discussions involved every conceivable subject, but none of them world shattering.

The round-the-island roads—Queen's Road and King's Road—were the favourite topic, every speaker from the unofficial side begging the Government to get on with the job of building something reasonable.

Through the Director of Public Works, Mr. J. P. Barron, the Government agreed the roads were poor and that something would have to be done—but what, they didn't say.

It's an open secret, however, that they've tried the World Bank for funds and that they are also trying one or two other places.

Hospitals, schools, housing, water supplies and a dozen other subjects were touched on and no one lost his temper on any of them. The Government replied to almost every point, and the budget proposals went through, shirts and all.

Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. Samoa; 18/- Fiji; 20/- Tonga, Solomons & WPHC areas; 196 Pac. Frs.: \$US2.25.)

COPRA

PAPUA-NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by six members, including three planters' representatives; and the Board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing-mill in Rabaul, and (d) Japan (surplus as available). Prices generally tally with ruling rate in Philippines, with premiums for hot-air dried.

P-NG Board's Tentative Purchase Prices for Copra delivered main ports are: Hot-Air Dried, £71/10/- per ton; FMS, £70 per ton; Smoke-Dried, £69/9/9 per ton.

Fiji:—No Government control—producers sell where they wish. Bulk of copra goes to crushing-mills in Suva. Dec. 13 prices were: HAD £F62, M £F59/10/-.

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 Dec., 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:—Last official price (Dec.) was approximately £A45 (9,000 Pac. francs). French price in Dec. 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 first quarter, Jan.-Mar., 1966, are £NZ67/0/4 1st grade, £NZ65/15/4 standard grade—both f.o.b., Rarotonga.

OTHER PRODUCE

COCOA:—Islands prices are usually based on the rates for Ghana cocoa. On Dec. 21 these were approx. £Stg.157/10/- per ton, c.i.f., Sydney.

On Dec. 21, Quote No. 1: In store Rabaul, export quality £168 per ton, ex-wharf Sydney, £188. Quote No. 2: Best quality, on wharf Sydney, £140, in store N.G. ports £160-£163 (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.: Dec. 21, good quality A grade, per lb. 4/3½; B grade 4/2; C grade, 3/6½ to 3/9½, c.i.f., Sydney.

Coffee agents reported, in Dec., that the quiet market conditions and lack of actual transactions did not warrant the publication of overseas coffee prices.

PEANUTS.—P-N.G.: Sydney agents reported Dec. 21—f.o.b., Lae: Kernels—white Spanish 1/7½ lb.; virginia bunch 1/9½ lb.

RUBBER.—P-N.G. price is based on Singapore rate, which on Dec. 16 was: Jan. shipment 70½ Straits cents per lb (24.46d Aust.), Feb. shipment 70½ Straits cents per lb (24.63d Aust.), prompt 69¾ Straits cents per lb (24.33d Aust.).

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, reported Dec. 21: White and yellow label processed, standard packs, 51/-, green label 50/-, c.i.f., Sydney.

RICE (Aust.): Prices until May, 1966, are—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 Dec. 21 by Sydney independent shell agents were: Sound £925, D £590, E £335, EE £235 (in store Sydney). Cook Islands: Penrhyn NZ400 (approx.), f.o.b., Rarotonga.

TROCHUS.—Sydney buyers indicated ducers: Dec. 21, Quote No. 1, nominally £70 per ton, 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: Dec. 21, No. 1, 1st grade, £235 on wharf, Sydney 2nd grade, £120 on wharf, Sydney, No. 2, £220 (best quality), on wharf, Sydney.

CROCODILE SKINS.—On Dec. 21 Sydney buyers quoted for 12 in. and over, first grade quality as follows: P-N.G.—28/- per in., f.o.b. P-NG ports, small scale (salt water); large scale (fresh water) 17/- per in. B.S.I. 28/- (small scale) del. Sydney.

PAPUAN GUM: £82/15/- f.o.b. Islands port, £95 del. Sydney or Melbourne.

BECHE-DE-MER: Chang Sing Loong Co., Suva, quoted F2/- (4in. to 7 in.) to F3/- (9 in. to 11 in.) lb for well processed commercial varieties.

SHARK FINS: Chang Sing Loong Co., Suva, offers F4/6 per lb for well-dried fins of commercial quality. ICEP Pty. Ltd., 22 Taylor St., North Curl Curl, Sydney, quote 6/6 to 8/6 lb., ex-store Sydney, according to quality.

London and US Quotations

COPRA: LONDON, Dec. 17, Philippines, in bulk, \$215 US (equal to £Stg.95/10/8) per long ton, c.i.f., UK/Nth. European ports, Malayan 1% c.i.f. UK/Nth. European ports, UQ. NEW YORK: Dec. 17, Philippines, c.i.f., Pacific Coast ports, UQ. CEYLON: 1,150 Rupees per ton, f.o.b.

COCONUT OIL: LONDON, Dec.-Jan. shipment, Ceylon, 1% in bulk, £Stg.118/10/-.

RUBBER: LONDON, Dec. 15, Jan. shipment c.i.f., 20-5/8d Stg. lb: Spot 20-11/16 Stg. lb.

(£1 Australian is equal to about 2.2 US dollars or 10½ rupees.)

The Stock Market

SYDNEY

	Nov. 22	Dec. 21
Seller	Seller	
Bali Plantations . . .	4/9	5/3
Burns Philp . . .	74/6	76/-
Burns Philp (SS) . . .	44/6	b39/6
Carpenter, W. R. . . .	25/-	25/9
Choiseul Plntn. . . .	49/-	48/-
C.S.R. Co.	59/9	61/-
Dylup Plantations . . .	6/3	6/-
Fiji Industries	b18/-	b18/3
Hackshall's	14/-	12/7
Kerema Rubber	2/3	3/-
Koitaki Rubber	11/9	13/-
Lolorua Rubber	5/9	6/-
Makurapau Plntn. . . .	3/9	3/8
Maribol Rubber	5/-	4/9
Pacific Is. Timbers . . .	b4/4	4/6
Palgrave	2/10	—
Plantation Holdings . . .	3/5	3/5
Queensland Insurance . .	76/-	b80/-
Rubberlands	2/6	2/6
Sogerl Rubber	6/3	6/3
Stnn. Pac. Insurance . . .	22/-	b21/-
Steamships Trading . . .	9/7	9/9
Watkins Consolidated . . .	3/3	3/3

OIL AND MINING SHARES

	Nov. 22	Dec. 21
Emperor	s4/9	s4/9
Loloma	b17/8	b18/-
Bulolo G.D.	s86/-	s82/-
N.G.G. Ltd.	s4/7	s4/1
Oil Search	s1/7	s1/4
Ent. of N.G.	s1d	b½d
Pac. I. Mines	s4/1	s4/6
Papuan Apin.	s1/5	s1/5
Placer Dev.	s231/-	s240/-

Sydney Stock Exchange share price index for "Ordinaries" on Dec. 21 was 316.00, on Nov. 20, it was 317.72.

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. T. B. £A123/12/6; S. £A124/10/9. Samoa-London, basis £100 London: B. £99/7/6; S. £101/10/-; Samoa-NZ, basis £100 NZ. B. £100; S. £100/10/-; Samoa-Fiji basis £100 Samoa: B. £111; S. £110.

NORFOLK IS.—Commonwealth Bank quotes exchange rate Australia-Norfolk Island: 5/- per £A100.

PAPUA-NG.—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, Kavieng, Madang, Wewaki), 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 Dec., 1965, quoted: Selling, Noumea, 196 Pac. francs to £ Aust.; Papete 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 13.732 francs to £Stg.



● PIM's shipping and airways schedules are up to the minute. They are revised each month just before publication from information supplied by the shipping and airways companies.

SHIPPING TIMETABLES

All sailings are approximate and may vary by as much as two weeks.

BRISBANE - SYDNEY - WEST NG - INDONESIA

The P.N. Djakarta Lloyd Shipping Company operates a monthly cargo service between Indonesia, West New Guinea and Australia.

Next voyage: Antonio Regidor, dep. Brisbane Jan. 15 (approx.), Sydney Jan. 21 (approx.), Melbourne Jan. 29 (approx.), thence West New Guinea and Indonesian ports subject to inducement. Details from McIlwraith McEachern Ltd., Union House, 247 George Street, Sydney (27-1481).

SYDNEY - FIJI

MV Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva and Lautoka with cargo and passengers. Next Sydney sailings: Jan. 15, Feb. 8 approx.

Details from Colonial Sugar Refining Co. Ltd., 1-7 Bent St., Sydney (2-0515).

SYDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains monthly cargo services from Melbourne and Sydney (periodically from Adelaide) to Lautoka, Suva (including transshipments for Vavau and Niue), Apia and Nukualofa.

Next Sydney sailing: Feb. 4. 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: Jan. 27. Details from American Trading and Shipping Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4147).

SYDNEY - GEIC

Columbus Lines of New York, operate a regular passenger-cargo service from Sydney to Tarawa, Gilbert and Ellice Islands Colony. Next voyage: Santa Rita from Sydney, Tasmanian ports and Melbourne, dep. Adelaide Jan. 21 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:

Tahiti: Papeete Feb. 4-8, Vila Feb. 15-16, Noumea Feb. 17-21, Sydney Feb. 24.

Caledonien: Taiohae Mar. 11, Papeete Mar. 13-17, Vila Mar. 24-25, Noumea Mar. 26-30, Sydney Apr. 2.

Next outwards voyages, ex-Sydney:

Oceanien: Dep. Sydney Jan. 21, New Hebrides Jan. 25-Feb. 2, Noumea Feb. 3, Papeete Feb. 9-12.

Tahiti: Dep. Sydney Feb. 27, New Hebrides Mar. 3-11, Noumea Mar. 12, Papeete Mar. 18-21, Taiohae Mar. 24.

Polynesie maintains monthly passenger sailings between Sydney, Noumea, Vila Pt. Sandwich (occasionally), and Santo

Next Sydney sailings: 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.

Southern Cross: From Southampton (UK) via Panama, at Papeete Jan. 2-3, Fiji Jan. 8, Wellington Jan. 12-14, arr. Sydney Jan. 17.

Northern Star: From Southampton (UK) via South Africa, at Sydney Mar. 3-5, Wellington Mar. 8-10, Rarotonga Mar. 13, Papeete Mar. 15-16, thence via Panama to Southampton, arr. Apr. 11. Details from Shaw Savill Line, 88 Castlereagh St., Sydney (28-1828).

SYDNEY - NZ - TAHITI - PANAMA - USA

Holland-America Line passenger vessel Ryndam leaves Sydney Mar. 17, Wellington Mar. 21, Papeete Mar. 27, 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 Jan. 14, Feb. 4.

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
AUCKLAND	arr/dep	Jan. 11*	Feb. 16	Mar. 9
SUVA	arr/dep	Jan. 15		Mar. 12
PAGO PAGO	arr/dep			
HONOLULU	arr/dep	Jan. 20-21	Feb. 23	Mar. 16
VANCOUVER	arr/dep	Jan. 26	Feb. 28	Mar. 20-21
SAN FRANCISCO	arr/dep	Jan. 28-29	Mar. 2-3	Mar. 23-24
LOS ANGELES	arrive	Jan. 30	Mar. 4	Mar. 25

* 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	Jan. 16	Feb. 6	Mar. 3
LOS ANGELES	arr/dep	Jan. 17	Feb. 7	Mar. 4
BORA BORA	arr/dep	Jan. 25	Feb. 15	Mar. 12
PAPEETE	arr/dep	Jan. 26-28	Feb. 16-18	Mar. 13-15
RAROTONGA	arr/dep	Jan. 29	Feb. 19	Mar. 16
AUCKLAND	arr/dep	Jan. 10-11	Feb. 3-4	Mar. 21-22
SYDNEY	arr/dep	Jan. 14-17	Feb. 7-10	Mar. 25-28
NOUMEA	arr/dep	Jan. 20	Feb. 13	Mar. 31
SUVA	arr/dep	Jan. 22	Feb. 15	Mar. 8
NIUAFOOU	arr/dep	Jan. 23	Feb. 16	Mar. 9
PAGO PAGO	arr/dep	Jan. 23	Feb. 16	Mar. 9
HONOLULU	arr/dep	Jan. 28-29	Feb. 21-22	Mar. 14-15
SAN FRANCISCO	arrive	Feb. 3	Feb. 27	Mar. 20

Details from Matson Lines, 50 Young Street, Sydney (BU 4272)

DAIWA LINE



DIRECT SERVICE

JAPAN / SOUTH PACIFIC

M.V. "TAHITI MARU" V-6

Dep. JAPAN January 3.	SUVA January 30-31.
GUAM January 8-9.	LAUTOKA February 1-2.
PAGO PAGO January 22-23.	NOUMEA February 5-6.
APIA January 24-25.	VILA February 8-9.
*NUKUALOFA January 27-28.	SANTO February 10-11.

* SUBJECT TO CARGO INDUCEMENT.

Heavy lift, reefer space and passenger accommodation available.

SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE.

Next sailing—M.V. "Fiji Maru" V-7.

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 sailing: Feb. 1. 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:

Bulolo sails from Sydney for Brisbane, Pt. Moresby, Samarai, Lae, Madang, Rabaul, Samarai, Pt. Moresby, Brisbane, Sydney. Next Sydney sailing: Jan. 5.

Malekula sails from Sydney for Brisbane, Pt. Moresby, Lae, Madang, Wewak, Kavieng, Rabaul, Bougainville ports and return to Sydney. Next Sydney sailing: Jan. 18.

Moresby (cargo only) from Melbourne for Sydney, Brisbane, Pt. Moresby, Samarai, Lae, Madang, Rabaul, Lombrum, Lorengau, Sydney. Next Sydney sailing: Feb. 8.

Montoro (cargo) from Melbourne for Sydney, Pt. Moresby, Samarai, Rabaul, Kavieng, Wewak, Alexishafen, Madang, Lae, Pt. Moresby, Sydney. Next Sydney sailing: Feb. 20.

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 Jan. 3; Shansi Jan. 17.

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:

Sletford: Dep. Sydney Jan. 12, Brisbane Jan. 17, arr. Pt. Moresby Jan. 22, Lae Jan. 28, Madang Feb. 2, Wewak Feb. 5, Brisbane Feb. 17, Sydney Feb. 20.

Sletta: Dep. Sydney Jan. 14, Brisbane Jan. 18, arr. Rabaul Jan. 24, Wewak Jan. 28, Madang Feb. 2, Lae Feb. 5, Brisbane Feb. 14, 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 Feb. 9, Brisbane Feb. 12, due Rabaul Feb. 18, Madang Feb. 22, Lae Feb. 24.

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 vessels Austasia and Malaysia run between Australian ports (turn round at Melbourne) and Singapore, via Pt. Moresby.

Next voyage: Austasia, dep. Melbourne Jan. 8, Sydney Jan. 15, Brisbane Jan. 18, due Pt. Moresby Jan. 22, 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.

Milos: From Melbourne, dep. Sydney Jan. 14, at Brisbane Jan. 16-18, Pt. Moresby Jan. 21-23, Lae Jan. 25-27, Madang Jan. 28-29, Rabaul Jan. 30-Feb. 1, Sydney Feb. 6.

Tenos: From Adelaide, at Melbourne Jan. 9-14, Pt. Kembla Jan. 16-18, Sydney Jan. 19-24, Brisbane Jan. 26-28, Rabaul Feb. 1-3, Lae Feb. 4-6, Madang Feb. 7-8. Details from Wihl. Wilhelmsen Agency, 13 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. 15, Brisbane Jan. 19, arr. Rabaul Jan. 24, thence Manila.

China Navigation Co. Ltd. vessels Changsha and Taiyuan provide a monthly passenger-cargo service calling at Pt. Moresby when northbound between Australia, Manila and Hong Kong. Next vessel:

Changsha: Dep. Melbourne Jan. 11, Sydney Jan. 15, Brisbane Jan. 18, arr. Pt. Moresby Jan. 22, thence Hong Kong. Details from Swire and Yuill Pty. Ltd., agents, 8 Spring St., Sydney (BU 4701).

Dominion Navigation Co. Ltd. (UK) vessels maintain monthly passenger-cargo services between Sydney and Japan (via Manila, Hong Kong and Formosa), return via Guam and Rabaul.

Francis Drake: Dep. Sydney Jan. 19, Brisbane Jan. 22, Cairns Jan. 25, thence to Far East, returning Guam Feb. 26, Rabaul Mar. 3, Sydney Mar. 9.

George Anson: Dep. Sydney Feb. 16, Brisbane Feb. 19, Cairns Feb. 22, thence to Far East, returning Guam Mar. 25-26, Rabaul Mar. 30-31, Sydney Apr. 6. 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 Martin Place, Sydney. Tel. 28-2451.

EUROPE - TAHITI - NEW CALEDONIA BSIP - PNG - WEST NG

A regular passenger-cargo service from the Continent and UK, via Panama, to Tahiti, New Caledonia, BSI, P-NG and West NG is operated jointly by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Schelde Lloyd: From Continent and London, at Papeete Jan. 8-12, Noumea Jan. 19-22, Tarawa Jan. 25-26, Honiara Jan. 29-30, Pt. Moresby Feb. 2-3, Rabaul Feb. 5, Lae Feb. 6, Madang Feb. 7, Alexishafen Feb. 8, Wewak Feb. 9, Sukarnapura Feb. 10, thence Biak, Manokwari, Sorong.

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

EUROPE - TAHITI - NEW HEBRIDES - NEW CALEDONIA - AUSTRALIA

Messageries Maritimes passenger-cargo vessels run monthly between France and Noumea via East Africa and Australia. From Sydney, vessels go to Brisbane and Noumea; return to France via Australian coastal ports.

Next sailings from Sydney: Vanoise Jan. 13 (Noumea Jan. 20); Velay Feb. 2 (Noumea Feb. 17).

Other MM vessels run between France and New Zealand, via Panama Canal and Pacific ports.

Next vessel: Mauricien, due Papeete Jan. 22-26 (approx), Noumea Feb. 2 (approx), arriving New Zealand Feb. 11. 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. 8-14, Honiara Feb. 18-20, returning to Japan Mar. 3.

Szechuen: From Japan and Hong Kong, due Suva/Lautoka Mar. 5-12, Honiara Mar. 16-18, returning to Japan Mar. 29.

FAR EAST - FIJI - NZ - SYDNEY

Royal Interocean Lines operate a passenger-cargo service from Singapore to Fiji, NZ and Australia, calling periodically at Suva and/or Lautoka.

Van Noort at Suva/Lautoka Jan. 17-18; Tjilliwong at Suva/Lautoka Mar. 8-10; Tjimanuk at Suva/Lautoka Mar. 29-31.

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. 23, Rabaul Feb. 25, Madang Mar. 2, Lae Mar. 6, Samarai Mar. 10, dep. Pt. Moresby Mar. 15, arr. Santo Mar. 18, Noumea Mar. 24, thence to Japan, arr. Apr. 3.

Details from China Navigation Co. Ltd. (Swire and Yuill Pty. Ltd., agents), 8 Spring St., Sydney (27-4701).

JAPAN - SAMOA - TONGA - FIJI - N. CAL. - N. HEB. - BSI

The Daiwa Navigation Co. Ltd. runs a regular passenger/cargo service from Japan to Pacific ports.

Current voyage: Tahiti Maru, dep. Japan Jan. 3, Guam Jan. 9, Pago Pago Jan. 23, Apia Jan. 25, Nukualofa* Jan. 28, Suva Jan. 31, Lautoka Feb. 2, Noumea Feb. 6, Vila Feb. 9, Santo Feb. 11, Honiara* Feb. 15.

* 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 Jan. 11.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. Next Auckland sailing: Jan. 25.

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: Rangitane from London, due Papeete Feb. 1.

Next northbound voyage: Rangitoto, dep. Wellington Feb. 2, due Papeete Feb. 8.

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

TONGA - FIJI - AUSTRALIA

The Tonga Copra Board vessel Niuvakal operates a four to five-weekly passenger-cargo service between Australia and Tonga via Fiji. Next Sydney sailings: Jan. 20, Mar. 4.

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 Aoniui. 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, Early Jan.

UK-PANAMA-TAHITI-AUSTRALIA

Cogedair Line operates a passenger service regularly from Southampton, via Panama and Papeete to Sydney. Next vessel:

Flavia: Dep. Tilbury Feb. 16. 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: 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.

Inverbank: From Continent and London, due Pt. Moresby Feb. 23, Samarai Feb. 26, Lae Feb. 28, Madang Mar. 1, Wewak Mar. 4, Kavieng Mar. 6, Rabaul Mar. 7, Honiara Mar. 11.

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, Sierra Jan. 20; Sonoma Feb. 20.

Details from Matson Lines, 50 Young St., Sydney (BU 4272).

● PIM's shipping and airways timetables are correct to time of publication.

USA - TAHITI - AUSTRALIA

Farrell Lines passenger-cargo ships on US Atlantic Coast-Panama-Sydney service make periodical calls at Tahiti on south-bound voyages.

Next sailings: Australian Surf, at Papeete Jan. 25; Australian Gulf, at Papeete Mar. 23.

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: From San Francisco and Los Angeles, arr. Papeete Jan. 9-12, Pago Pago Jan. 16-19, Apia Jan. 20-21, Suva Jan. 24-25, Noumea Jan. 28-30, Pago Pago Feb. 3-5, Los Angeles Feb. 20.

Thor I: Dep. San Francisco Feb. 4, arr. Los Angeles Feb. 5-8, Papeete Feb. 18-21, Pago Pago Feb. 25-28, Apia Mar. 1-2, Suva Mar. 5-6, Lautoka Mar. 7-8, Noumea Mar. 10-12, Pago Pago Mar. 16-19, Los Angeles Mar. 31-Apr. 1.

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 (with 707 Jets)

Sat.: Dep. Sydney 1700, arr. Brisbane 1815, dep. 1900, arr. Honolulu 0740 Sat., dep. 0900, arr. San Francisco 1540.

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 (with 707 Jets)

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 (Jan. 14, 28, Feb. 11, 25, Mar. 11, 25, etc.).

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. Jan. 15, 29, Feb. 12, 26, Mar. 12, 26, etc.) Honolulu, Nadi (arr. 1855 Sun., 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)

Fri.: Dep. Sydney 1535, 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.

Fri.: From Amsterdam, Edmonton and Calgary, arr. Vancouver 1650 Wed., dep. 1830, arr. Honolulu 2215 Wed., dep. 2355, cross International Dateline, arr. Nadi 0415 Fri., dep. 0515 for Sydney, arr. 0735 (alt. Fri to Auckland, arr. 0810).

SYDNEY - HAWAII - USA via FIJI, NZ OR AM. SAMOA

BY PAN AMERICAN AIRWAYS (with 707 Jets)

Tues., Sat.: Dep. Sydney 1730 (arr. Nadi 2320, dep. 2359), Honolulu arr. Tues., Sat. 0805, dep. 1000 for Los Angeles, arr. 1655.

Mon.: 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.

Sun., Thurs.: Dep. Los Angeles 2000 for Honolulu, Nadi, arr. Tues., Sat. 0445, dep. 0530, and Sydney, arr. 0820.

Sat.: Dep. Los Angeles 2000 for Honolulu, Pago Pago, arr. Sun. 0440, dep. 0530, and Sydney, arr. Mon. 0820.

Tues.: Dep. Los Angeles 2000 for Honolulu, Auckland, arr. Thurs. 0725, dep. 0810, for Sydney, arr. 0925.

NEW ZEALAND - TAHITI - USA

BY PAN AMERICAN AIRWAYS (with 707 Jets)

Mon.: Dep. Los Angeles 0900 for Honolulu, dep. 1345 for Papeete, arr. 1910.

Tues.: Dep. Papeete 0810 for Honolulu, arr. 1330, dep. 1500 for Los Angeles, arr. Tues. 2155.

Sat.: Dep. San Francisco 2200, dep. Los Angeles 2359 for Papeete, arr. Sun. 0615, dep. 0700 for Auckland, arr. Mon. 1050.

Mon.: Dep. Auckland 2359 for Papeete arr. Mon. 0655, dep. 0800 for Los Angeles, arr. Mon. 1755 and San Francisco, arr. 2005.

NEW ZEALAND - USA

By AIR-NZ (DC8 Jets)

Tues., Sat.: Dep. Auckland 1015, arr. Nadi 1305, dep. 1400, arr. Honolulu 2200 Mon. and Fri., dep. 2330, arr. Los Angeles Tues. and Sat. 0725.

Sat., Tues.: Dep. Los Angeles 0930, arr. Honolulu 1245, dep. 1400, arr. Nadi 1800 Sun., Wed., dep. Nadi 1900, arr. Auckland 2150.

HAWAII - AM. SAMOA - TAHITI

BY PAN AMERICAN AIRWAYS (with 707 Jets)

Tues.: Dep. Honolulu 1000, arr. Pago Pago 1410, dep. 1500, arr. Papeete 1850.

Tues.: Dep. Papeete 2100, arr. Pago Pago 2310, dep. 2359, arr. Honolulu 0605 (Wed.).

SYDNEY - FIJI - TAHITI - MEXICO

By QANTAS (with 707 Jets)

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).

(From London, Bermuda, Nassau) Sat.: 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.

Alt. Sat. (Jan. 15, 29, Feb. 12, 26): Dep. Sydney 1000 for Noumea, arr. 1555.

Alt. Fri. (Jan. 14, 28, Feb. 11, 25): Dep. Noumea 1730 for Sydney, arr. 2200.

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 707 Jets)

Mon., Fri.: Dep. Sydney 0900, arr. Auckland 1345, dep. 2130, arr. Nadi 0020 (Tues., Sat.).

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
Three times weekly, both ways.

AUCKLAND - MELBOURNE

QANTAS/AIR-NZ with Electra Mk. II's
Five 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 most days.
BOAC, with Boeing 707's
Twice weekly, both ways.

PAN AMERICAN, with 707's
Once weekly, both ways.

SYDNEY - CHRISTCHURCH

QANTAS/AIR-NZ DC8's, Boeing 707's
Daily, both ways.

- 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.

SYDNEY - WELLINGTON

QANTAS/AIR-NZ with Electra Mk. II's
Twice daily services both ways, with three services a day three times a week.

WELLINGTON - BRISBANE

AIR-NZ with Electra Mk. II
One service weekly, both ways.

WELLINGTON - MELBOURNE

AIR-NZ with Electra Mk. II
Three times 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. (Jan. 6, 20, Feb. 3, 17, Mar. 3, 17, etc.): Dep. Sydney 1100 for Noumea (arr. 1430), dep. 1545 for Sydney, arr. 1735.
Note: Noumea's international airport is at Tontouta, which is about 50 miles from Noumea itself. The New Caledonian airline Transpac provides a service between Tontouta and Noumea on Thursdays to connect with the Qantas plane from Sydney. There is also a bus service from the airport.

SYDNEY - NORFOLK IS.

QANTAS, with Skymaster DC4 Aircraft
Wed., Sat. (Mon. Jan. 3, 10, 17, only): Dep. Sydney 0800, arr. NI 1445. Flight extends NI-Auckland-NI. (See "Inter-Territory Services").
Thurs., Sun. (Tues. Jan. 4, 11, 18, only): Dep. NI 1445, Sydney, arr. 1845.
Sun. (Jan. 9, only): Dep. Sydney 0030, arr. NI 0715.

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., to Jan. 17.
† Daily exc. Mon., Wed., to Jan. 18.

QLD. - PAPUA-NEW GUINEA

TAA, with Fokker Friendship Prop-Jet
Mon.: Dep. Townsville 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, arr. Suva Sat. 1800, dep. Sat. 1830, arr. Nadi 1915.

NEW CALEDONIA - NEW HEBRIDES

UTA, with DC4 Aircraft
Tues.: Dep. Noumea 0800, arr. Vila 0955, dep. Vila 1505, arr. Noumea 1700.
Thurs.: Dep. Noumea 0800, arr. Vila 0955, dep. 1025, arr. Santo 1140.
Fri.: Dep. Santo 0700, arr. Vila 0815, dep. 0845, arr. Noumea 1040.

NEW CALEDONIA - NZ

AIR-NZ with DC6B Aircraft
Sat.: Dep. Noumea 1030 for Auckland, arr. 1630.
Sun.: Dep. Auckland 1100 for Noumea, arr. 1455.
UTA-French Airlines with DC6B Aircraft
Thurs. Dep. Noumea 1030 for Auckland, arr. 1630.
Fri.: Dep. Auckland 1100 for Noumea, arr. 1455.

NEW CALEDONIA - WALLIS ISLAND

UTA, with DC4 Aircraft
Monthly service (second Saturday)
Sat. (Jan. 8, Feb. 12): Dep. Noumea 0800 for Wallis Is., arr. 1530.
Monthly service (following Monday)
Mon. (Jan. 10, Feb. 14): Dep. Wallis Is. 1000 for Noumea, arr. 1530.

NZ - FIJI - AM. SAMOA

AIR-NZ with DC8
Sun.: Dep. Auckland 2130, arr. Nadi 0020
Mon. Dep. Nadi 0200, cross Inter-

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NEW HEBRIDES — NEW GUINEA*

* Transhipment via Noumea.

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NOUMEA—Etablissements Ballande.

SYDNEY—Birt & Co. (Pty.) Ltd.

SUVA—Burns Philp (South Sea) Company, Ltd.

LAÉ/RABAU—Burns Philp (New Guinea) Ltd.

PORT VILA—Comptoirs Français des Nouvelles Hébrides.

national Dateline, arr. Pago Pago Sun. 0445.
Sun.: Dep. Pago Pago 0615, cross International Dateline, arr. Nadi Mon. 0715.
Dep. Nadi 0830, arr. Auckland 1120.

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 (Jan. 11, 25, etc.).
Alt. Wed.: Dep. Honiara (DC3) 0730 for Yandina, Munda, Buka, Rabaul, Lae, arr. 1545 (Jan. 12, 26, etc.).
Tues.: Dep. Lae (Fokker) 0815 for Rabaul, Buka, Munda, Honiara, arr. 1630.
Alt. Wed.: Dep. Honiara (Fokker) 0715 for Munda, Buka, Rabaul, Lae, arr. 1235 (Jan. 5, 19, etc.).

P-NG - WEST NG

TAA, with DC3 Aircraft
Alt. Tues. (Jan. 4, 18, etc.): Dep. Lae 1000 for Madang, Wewak, Sukarnapura, arr. 1350.
Alt. Wed. (Jan. 5, 19, etc.): Dep. Sukarnapura 1005 for Wewak, Madang, Lae, arr. 1605.
Alt. Thurs. (Jan. 13, 27, etc.): Dep. Lae 0915, Sukarnapura, arr. 1210.
Alt. Wed. (Jan. 12, 26, etc.): Dep. Sukarnapura 0935, arr. Lae 1320.

BIAK (WEST NG)-LAE
Garuda Indonesian Airways (DC3)
Alt. Tues. (Jan. 12, 26, etc.): Dep. Blak

1815, Sukarnapura, arr. 0825, dep. 0935, arr. Lae 1320.
Alt. Wed. (Jan. 13, 27, etc.): Dep. Lae 1000, arr. Sukarnapura 1235, dep. 1315, arr. Blak 1530.

TAHITI - HONOLULU

UTA-French Airlines with DC8 Jets
Sat.: Dep. Papeete 1000, arr. Honolulu 1530, dep. Sat. 1700, arr. Papeete 2240.

TAHITI - USA

UTA-French Airlines with DC8 Jets
Wed.: Dep. Papeete 1000, arr. Los Angeles 1950, dep. Thurs. 0100, arr. Papeete 0705.
Fri.: Dep. Papeete 1000, arr. Los Angeles 1950, dep. Sat. 0100, arr. Papeete 0705.

PAA, with Intercontinental 707's
Mon.: Dep. Los Angeles 0900, dep. Honolulu 1345, arr. Papeete 1910.
Tues.: Dep. Papeete 0810, arr. Honolulu 1330, dep. 1500, arr. Los Angeles 2155, Sat.: Dep. San Francisco 2200, dep. Los Angeles 2359, arr. Papeete 0615 Sun.
Mon.: Dep. Papeete 0845, arr. Los Angeles Mon. 1840, arr. San Francisco Mon. 2050.

W. SAMOA - AM. SAMOA

Polynesian Airlines Ltd., with DC3 Aircraft
Sun.: Dep. Apia 0415, 0445, 0730, 1700; Mon.-Sat. incl.: 0800, 1700.
Sun.: Dep. Pago Pago 0545, 0615, 0845, 1815; Mon.-Sat. incl.: 0915, 1815.

W. SAMOA - COOK ISLANDS

Polynesian Airlines Ltd., with DC3
Sun.: Dep. Apia 1030, arr. Rarotonga 1650 (direct).
Fri.: Dep. Apia 0830, arr. Aitutaki 1415, dep. 1445, arr. Rarotonga 1550.
Mon., Sat.: Dep. Rarotonga 0900, arr. Aitutaki 1005, dep. 1045, arr. Apia 1530.

W. SAMOA - FIJI

Polynesian Airlines Ltd., with DC3
Tues.: Dep. Apia 1400, arr. Nadi Wed. 1730.
Thurs.: Dep. Apia 1130, arr. Nadi Fri. 1445.
Thurs.: Dep. Nadi 0900, arr. Apia Wed. 1430.

Sat.: Dep. Nadi 0200, arr. Apia Fri. 0730.

W. SAMOA - TONGA

Polynesian Airlines Ltd., with DC3
Sun.: Dep. Apia 0800, arr. Mon. 1115.
Mon.: Dep. Tonga 1215, arr. Sun. 1530.

INTERNAL SERVICES

FIJI

Fiji Airways with Herons, Drovers, and DC3s

Suva-Nadi-Suva: Daily.
Suva-Ura-Suva: Wed., Sun.
Suva-Labasa-Suva: Mon., Wed., Thurs.
Suva-Savusavu-Matel-Suva: Mon., Fri.
Suva-Matel-Savusavu-Suva: Mon.
Suva-Labasa-Matel-Labasa-Suva: Tues., Fri.
Suva - Labasa - Savusavu - Labasa - Suva: Sat.
Suva - Savusavu - Labasa - Savusavu - Suva: Tues., Thurs., Sun.
Details from Fiji Airways Ltd., Victoria Arcade, 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, and Qantas flights.

NEW HEBRIDES

New Hebrides Airways, with Drovers

VILA-SOUTHERN ISLANDS

Vila-Lenakel-Vila: Mon., Fri.
Vila - Erromanga* - Lenakel - Erromanga*-Vila: Wed.
Lenakel-Anelityum-Lenakel: Alt. Fri. (Jan. 7, 21, 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-LAE (Fokker Prop-Jet and DC3)
Mon., Tues., Wed.: Lae-Rabaul.
Mon., Wed.: Rabaul-Lae.

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PORT MORESBY-DARU (Beechcraft and Catalina)

Mon., Fri. (Beechcraft): Pt. Moresby - Daru-Balimo-Pt. Moresby.
Thurs. (every 4th week, by Catalina Jan. 13, Feb. 10, etc.): Pt. Moresby-Daru.
Thurs. (Every fourth week, by Catalina Jan. 28, Feb. 25, etc.): Daru-Pt. Moresby.
Fri. (every 4th week, by Catalina Jan. 14, Feb. 11, 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 (Jan. 13, Feb. 10, etc.).

PT. MORESBY-EAST PAPUA (Catalina and Beechcraft)

Mon.: Pt. Moresby-Samarai returns Pt. Moresby, calls at Esa'ala alt. Mon. (Jan. 10, 24, etc.).
Alt Mon.: Pt. Moresby - Samarai - Pt. Moresby (Jan. 3, 17, 31, etc.).
Wed.: Pt. Moresby - Gurney - Misima - Gurney-Pt. Moresby.

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAU 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.

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.

LAE-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.

LAE-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.

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Papuan Airlines Pty. Ltd. ("Patair")

Mon.: Dep. (DC3) Pt. Moresby-Popondetta-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. (Jan. 13, 27, etc.): (DC3) Pt. Moresby - Popondetta - Wanigela - Vivigani - Losula - Popondetta - Pt. Moresby.
(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-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 -Pt. Moresby - Bulolo - Lae - Goroka - Madang.
Wewak-Lae.
Mt. Hagen - Kainantu - Lae - Kainantu-Goroka-Mt. Hagen.
Mt. Hagen-Mendi-Mt. Hagen.
Mt. Hagen - Wapenamanda - Wabag - Mt. Hagen.

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Madang - Goroka - Wau - Pt.
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.
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Wewak.
Rabaul-Kavieng-Rabaul.
Mt. Hagen-Mendi-Mt. Hagen.

Sat.: Rabaul-Lae-Rabaul.
Wewak-Madang-Lae-Madang.
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Honiara-Yandina (Russell Is.)-Honiara:
Tues., Thurs. (in Fokker week).
Honiara-Kira Kira-Honiara: Wed. (DC3
week).
Honiara-Munda (New Georgia)-Barakoma
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DEATHS OF ISLANDS PEOPLE

Moliton Finau

Moliton Finau, a leading Tongan, died at Vaila Hospital, Nukualofa, on December 1, aged 84.

He was the son of a Methodist preacher, who with five other boys, was chosen to go to Newington College, Sydney, in 1896.

After a fine career at Newington he went back to Tonga to go into Tupou College, from which he matriculated with a pass of 95 per cent., a record which has not been surpassed.

Moliton went into the Lands Department and later transferred to the Police Department to reach the rank of inspector.

He left the Government service to go into private practice as a lawyer.

In 1919 he was elected a representative of the people in the Legislative Assembly and was never subsequently defeated.

He was noted for his steady influence in the House and for several constructive motions he introduced, including one to set up the Post Office Savings Bank and another to provide overseas scholarships for Tongan students.

Moliton was a foundation member of the Tongan Law Society and a leading figure in the Free Wesleyan Church of Tonga.

He is survived by his second wife and seven children.

Mr. W. S. Bennett

Mr. W. S. Bennett, who retired from the board of W. R. Carpenter Holdings Ltd. at the annual meeting in November, died a few days later. He was in his 90's.

He joined the board many years ago as Dalgety's superintendent, under an arrangement between Dalgety and Co. Ltd. and Carpenters, because of Dalgety's shareholding in the Islands trading firm.

Mr. Bennett remained on the board after Carpenters bought the shares back from Dalgetys, and after he retired from Dalgetys.

Gagaj Tokaniua

Gagaj Tokaniua, a retired District Chief of Oinafa, Rotuma, died on December 4, aged 87.

He was one of the few remaining Rotumans who were born before their island was ceded to Britain in 1881, and was a member of a chiefly family of Oinafa.

He was District Chief for 25 years—from 1936 till he retired in 1961.

Mr. G. F. Purdy

The death occurred in Brisbane in December of Mr. George Frederick Purdy, a former planter at Aoba, New Hebrides. He was 60.

For about 10 years before his death, Mr. Purdy had been growing carnations at Mt. Tamborine, Queensland. His wife Vi survives him.

Mr. C. K. Johnson

Mr. Charles Keith Johnson, a well-known Kokopo planter, died at Rabaul in November. He was 61.

Mr. Johnson went to the Territory in 1927 as a cadet patrol officer.

He left the Administration in 1932 to take up gold mining in the Wau area. He bought Winalin plantation in 1958.

In World War II, Mr. Johnson rose to the rank of captain with the Coastwatchers on the New Britain south coast.

Samisoni Fotu

Samisoni Fotu, a well-known retired Assistant Medical Practitioner in Fiji, died in November at Sawana, Lomaloma, aged 73.

He was one of the first students at the Suva Medical School. He graduated in 1916 as a Native Medical Practitioner.

He served in several parts of the Colony and went on pre-retirement leave in December, 1953.

His eldest son, Tevita, is a medical officer at the CWM Hospital, Suva.

Mr. H. G. Marshall

Mr. Herbert George (Tex) Marshall, who died in Sydney recently, went to Papua after service in World War I.

After World War II he went to Lae, and later to New Britain, where he leased the Maritzoan plantation in partnership with the late Mr. Lou Fay.

When the lease expired the partners took an interest in a Bainings property, and later Mr. Marshall managed Tallilis plantation on the south coast of New Britain.

Mr. S. Kensett

Mr. S. Kensett, one of the foundation members of the Konedobu Club, Port Moresby, died in Brisbane in November, aged 57.

Mr. Kensett played a key role in the establishment of the club in 1946, shortly after civil administra-

tion was resumed in Port Moresby at the end of the war. He first went to New Guinea in 1937, working as a telephone technician in Rabaul and Wau. He returned to the Territory in 1945 to work with the provisional Administration in Port Moresby and Lae, and returned to Brisbane in 1951.

Mr. Harry Hoerler, Snr.

After a long illness, necessitating his coming to Sydney from Rabaul, Harry Hoerler, Snr., died in St. Vincent's Hospital on November 21. He was 58.

Harry Arnold Hoerler was a well-known personality in the Kokopo area, where he had lived for many years engaged in plantation work for the Vunapope Mission.

His father, a master mariner, was a skipper for Queen Emma for a period and later was manager of the Tasman Island trading stations.

After prayers at St. John's Church, Campbelltown (NSW), the late Mr. Hoerler was buried at the Sacred Heart Cemetery at Douglas Park (near Campbelltown) on November 27, with relatives from New Guinea at the graveside. He left a widow, Elizabeth, and nine children.—GT.

Mr. Charles Julius

Mr. Charles Julius, P-NG Government Anthropologist, died in Port Moresby Hospital on November 29, aged 55. He had been ill for some time.

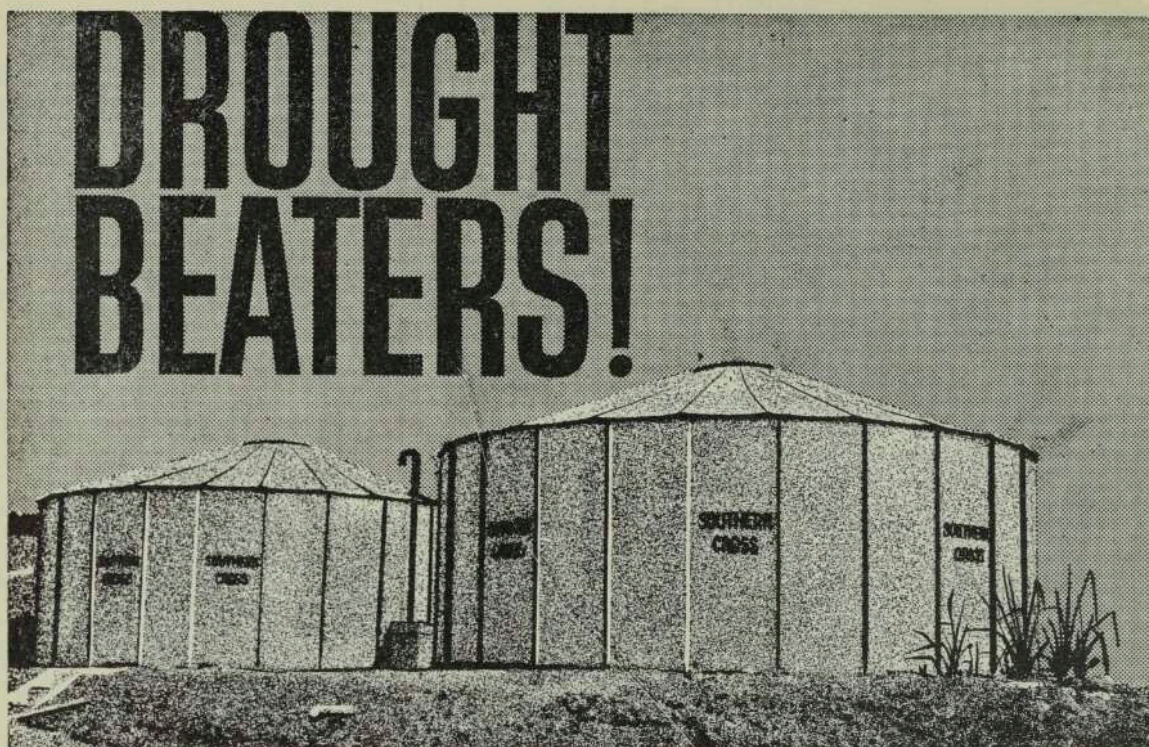
Mr. Julius was born in NSW. He joined the Public Service of the New Guinea Trust Territory in 1939, working for the Department of District Services and Native Affairs before joining ANGAU during World War II. He returned to the Territory in the early post-war years to work for the Department of Education. Later he re-joined District Services and Native Affairs, becoming Government Anthropologist in 1953.

Two of his contributions to Territory anthropological research comprise intensive studies of the Trobriand Islanders and the Fore people of the Eastern Highlands. The latter work was of great value to medical scientists when the disease kuru was later discovered in Fore.

Mr. Julius' duties included lecturing to newly appointed Territory Public Servants during orientation courses.

Mr. Julius was only the second Government Anthropologist to work in the Territory. The first was Mr. F. E. Williams, of the Papuan Government Service. He was killed in an air crash during World War II.

(Over)



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High Chief Liufau Tausolia

High Chief Liufau Tausolia, of Aua Village, Tutuila, American Samoa, died on November 22 at the age of 91.

Chief Liufau was born in 1874. He joined the Fita Fita Guard in 1900 and remained in the Navy until 1908. In 1916 he was selected by the family to hold the Liufau title.

He was appointed District Judge in 1938, and served in that capacity until 1945.

The chief is survived by his wife, Fa'afe'ai, eight children and more than 50 grandchildren. His daughter Punipua, fourth in order of birth, is married to High Chief Le'iato, Secretary of Samoan Affairs.

Mr. James V. Knight

The death occurred in Lae, N.G., on November 27 of Mr. J. V. Knight, a prominent Morobe citizen and P-NG State secretary of the RSL. He was 69.

Jim Knight was an original Anzac, who first went to the Territory in 1947, living briefly in Samarai and Bulolo before moving to Lae in 1948.

He operated a public accountancy business, in which he was helped by his wife, Constance. Mrs. Knight was always alongside him when he was attending to official chores, for he was associated with a number of Territory organisations, including the Lae Chamber of Commerce, the Morobe District Agricultural Society and the Lae Cricket Association.

His great interest was the RSL and he was appointed State secretary in 1956. For his work he was given an OBE in 1960. He also found time to prepare a fortnightly RSL column for the *New Guinea Times Courier*.

More than 400 people attended Mr. Knight's funeral at Lae. Mrs. Knight plans to live in New Zealand with their daughter, Mrs. J. Black.

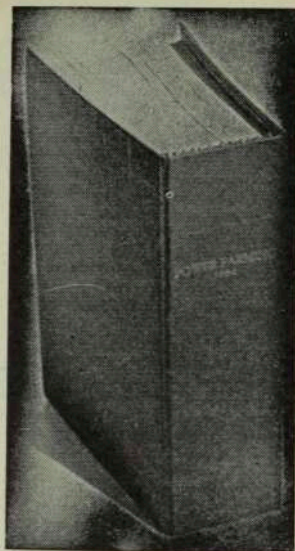
Mr. C. Corbett

Mr. Carl Corbett, prominent Suva businessman and a member of one of Fiji's oldest pioneer families, died on Christmas Day, aged 65.

He was born at Labasa and served with the CSR Co. as an engineer, and with the Government as a seagoing engineer before taking over his father's butchery business in the early 1920's.

He conducted the business till he became ill a few months before his death.

He is survived by Mrs. Corbett and a daughter.



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Constitutional Debate

(Continued from p. 7)

he said. The motion would enable members to establish in the minds of the people as a whole that they did not waste public money (in going to London) and that they did strive to do their best.

Mr. R. A. Kearsley and Mr. Tony Moore were also sweetly reasonable.

When Mr. Patel got up he called for the common roll—the same rock on which he and his party's craft had foundered in London.

He called for one man one vote. He said cross voting (which had been agreed to in London by the Europeans and Fijians in what they looked upon as a major concession to Patel's party) was no use. It would accentuate racial division.

The European representation on the council was such, Mr. Patel argued, that each European vote was the equivalent of nine or 10 Indian votes.

Europeans Hold Power

Indians with 50 per cent. to 51 per cent. of the population would have 12 representatives, Fijians with 43 per cent. would have 14 representatives and Europeans and others (including Chinese) with 6 per cent. to 7 per cent. would have 10.

Even the Fijians with their 14 seats could not form a government on their own, nor could the Indians. The Europeans would hold the balance of power.

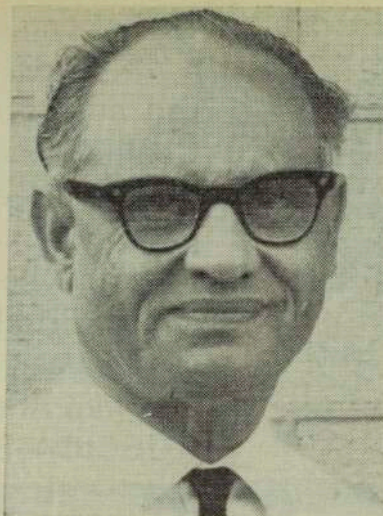
Mr. Patel put up the United Kingdom's constitutional set-up as a plank in his argument. It was a hotch-potch of all races, he said, and yet the UK had had for ages a system of representation by common franchise.

This was over-simplification on Mr. Patel's part. As any Englishman could tell Mr. Patel, they'd been at it for centuries; they'd been integrating for centuries, and still an English candidate would have little chance against a kilted Scot in an election for a Scottish Highlands seat.

Mr. Patel quoted the United States, Australia and New Zealand as examples of the common franchise system, but was shot down later by Mr. John Falvey, Member for Communications and Works, who reminded the House that in New Zealand the Maoris have a separate roll.

Tension began to grow as Mr. Patel, departing from political dialectics, began to take a stand from a racial position.

Perhaps he was needed by the



Mr. A. D. Patel.

interjections from Mr. Falvey, Ratu K. K. T. Mara and Semesa Sikivou.

When he began to cite examples of political integration and common franchise he began with the words: "We have outstanding examples in our neighbouring dominions", and was interrupted by Ratu Mara who asked: "India and Pakistan"?

When Mr. Patel went on to explain why the Federation Party members broke off discussions with the other unofficial members of the Legislative Council before the London conference, the acid crept into the air.

He used the phrase, "European representatives, and the Fijian representatives led by European members" which brought protests from the other side, Semesa Sikivou asking him whether he was "purposely trying to be insulting".

Mr. Patel replied that he was stating a fact.

On a point of explanation, Ratu Mara said that 80 per cent. of the papers for the pre-conference discussions were prepared by himself alone.

Mr. Patel told the council that the reason for not continuing the discussions in Fiji was that he and his colleagues were anxious to avoid tension. Because there seemed to be no chance of a compromise on the common roll they broke the talks off, hoping that the problem might be solved in London through the kind offices of the UK delegation. But the UK delegation did not try seriously to compromise.

Mr. Patel added, "The United Kingdom can still make a serious effort to bring about a compromise which would be acceptable to all".

Mr. Patel's arguments did not

impress the council, for most of it had been said before.

Mr. R. G. Kermode, a member without portfolio, said they were all agreed on one point—that common roll and racial integration were the ultimate goals. The disagreement was on the timing. The Patel party wanted the common roll now, the rest of Fiji when there had been more integration.

Mr. Patel, said Mr. Kermode, seemed to be impatient about the introduction of the common roll. Why? he asked.

Mr. Kermode referred to the feeling of distrust that the majority of people in Fiji had in relation to Mr. Patel and his party and said: "We must be excused if we are not prepared to jump straight into a common roll at this stage. I exhort the Federation Party to work towards creating the trust which is essential if we are to achieve the integration of the people and build what the honourable member himself wants, a single nation".

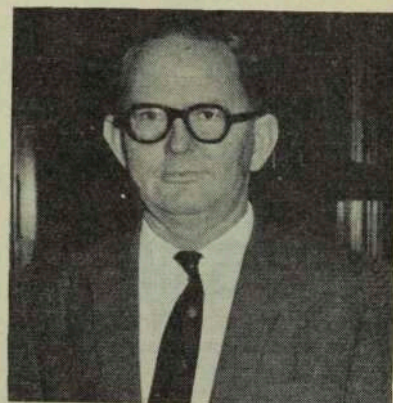
Tribute

Mr. Kermode paid a tribute to the courage of Mr. Chandra Pal Singh, the nominated member who is a bitter opponent of the Federation Party and who moved over at the London conference to the anti-Federation group.

Mr. Singh, speaking in the council, attacked Mr. Patel and his party, describing them as "the ones who were responsible for mischief and strife that had done great harm to the country, economically, politically and socially".

Josua Rabukawaqa (Northern) was more forthright than most. He referred to the wartime years when Indians refused to join the Fiji defence forces, and exclaimed: "How dare these people come crying for equality now?"

Ratu Penaia Ganilau (Western),



Mr. John Falvey.

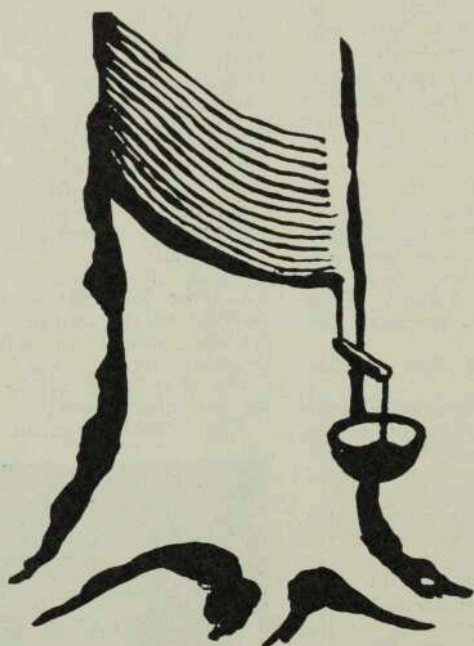
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who is also Secretary for Fijian Affairs, was more dramatic. He said the Indian political leaders had to change their attitude if Fiji's people were to live together.

"I have heard threats," he said, "that there would be moves to wreck or sabotage the implementation of the constitution. I hope those responsible will accept full responsibility for what might happen if that plan is carried out."

Some Indian speakers opposed the contention of non-Indians that the indigenous Fijians must have special status in their own country.

Mr. S. M. Koya said: "If everyone accepts the proposition that Fijians have a special position, it follows they should have a special position for everything else."

In future a move would come for "Fiji for the Fijians, Indians and others get out".

Several members laughed when Mr. Koya alleged that during the constitutional conference period in July and August, "rumours were circulating that arms were being secretly landed to shoot Indians".

He retorted: "It's no use laughing".

A Fijian member, Semesa Sikivou replied: "I think that is all it is worth".

Mr. Koya's speech lacked the clever dialectic touches of Mr. Patel's and consisted mainly of attacks.

Mr. Falvey's Views

Mr. Andrew Deoki, who went a good way with Mr. Patel and his supporters, being for the most part in agreement with them on such issues as the common roll, called for another try at reaching common ground, if not common roll. He said Mr. Patel did not belong to the Federation Party. The party belonged to him.

It was left to Mr. Falvey to tear Mr. Patel's case apart. Mr. Patel's speech, said Mr. Falvey, "started in the gutter and ended in the gutter". It was "naked racialism".

There had been a hardening of racial differences, Mr. Falvey said, wholly, solely and grievously attributable to the fulminations of Mr. Patel and those associated with him.

He accused Mr. Patel of misquoting the Governor's speech, of wrongly defining the cross voting system, and he threw back at Mr. Patel his own speeches made in the Legislative Council in the 1940's.

At that time Mr. Patel had said that Fijian interests must always remain paramount.

Mr. Falvey was able to show that Mr. Patel's latest reason for breaking off discussions before the London

conference contradicted one made at the time.

Then, he reminded the House, it was on a directive from the Federation Party that no good purpose would be served by continuing the discussions, because "vested interests", including the *Fiji Times*, the Fiji Public Relations Office and the FBC, had deliberately published distorted news with the sole object of creating an atmosphere of tension, mistrust and misunderstanding.

Government officials took no part in the five-day debate, nor in the final vote, which resulted in 12 votes for and five against the motion expressing approval of the constitution.

All the Fijian and European members of the council and one Indian (Mr. C. P. Singh) voted for.

The five Indian opponents included four members of the Federation Party.

After this, what?

There were no predictions this Christmas.

MOVE IN FIJI TO FORM ALL-RACE POLITICAL BODY

A steering committee representing members of Fiji's Fijian, Indian, European and Chinese communities has been set up in Fiji to form a multi-racial political alliance of organisations and individuals.

THE committee was appointed at a meeting held in Suva at the end of November. It was attended by Ratu K. K. T. Mara, Ratu P. K. Ganilau, Ratu E. T. Cakobau, Ratu G. Cakobau, Semesa Sikivou, Messrs. J. N. Falvey, R. G. Kermode, R. A. Kearsley, F. A. Archibald, C. D. Aidney, A. J. Moore and C. P. Singh (all members of Legislative Council), M. V. Pillay, J. S. Singh, Ayodha Prasad, and K. S. Reddy (National Congress), Dr. S. A. Sahib, and Messrs. M. H. Khan (Minority Party), W. Yee, P. K. Seeto, L. Yee, B. March (Chinese community), A. Lateef and Vijay R. Singh (independent).

Ratu Mara presided.

A statement issued after the meeting said it was agreed that the desire of the peoples of Fiji to progress peacefully and steadily towards internal self-government within the British Commonwealth, always maintaining and strengthening the link

with the Crown, and the promotion of goodwill, understanding, harmony and tolerance between the various races should form the corner stone of the alliance.

The report of the constitutional conference held in London recently was unanimously accepted.

The statement went on: "The unanimous feeling of the meeting was that political harmony was essential for Fiji's economic and political progress."

"It was agreed that the time had now arrived when it was necessary to create a political organisation where men and women of goodwill of all races could make their contribution in shaping the political destiny of Fiji."

"The steering committee is to draft a manifesto and a programme is to be placed before a general meeting of the delegates . . . as well as other groups and persons who are believed to be interested in the creation of an alliance."

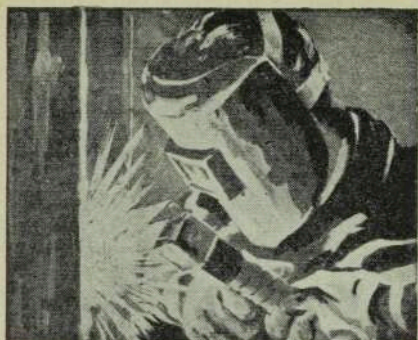
"The steering committee consists of Ratu Mara, Mr. Vijay Singh, Mr. Yee, Mr. Falvey, Mr. Ayodha Prasad, Mr. Kearsley, Semesa Sikivou and Dr. Sahib."

Referring to land in Fiji, the statement said: "An indication of the willingness of the representatives to face problems frankly and dispassionately was their attitude to the land question."

"Although this was not discussed at the London Conference, the meeting accepted the view expressed by Indian representatives that one of the most important factors in the peaceful political and economic development of Fiji was the provision of legislation which would give agricultural landlords and tenants a fair deal and would resolve amicably the present difficult situation."

"It was agreed that a main plank of alliance policy should be the introduction of legislation to ensure a fair deal for both agricultural landlords and agricultural tenants."

● In late December, divers were still trying to assess the damage to the Bank Line freighter *Crestbank* which went aground at Gizo, British Solomon Islands, on December 19. The ship was carrying 3,000 tons of lead and 2,000 tons of copra when she went on a reef. She was refloated on Christmas Day with the aid of salvage experts from Sydney and Melbourne, and it was thought that repairs might have to be made on the spot before the ship could sail for Australia for an overhaul. The *Crestbank* came to grief almost exactly a year after another Bank Line ship, *Southbank*, was totally wrecked at Washington Island.



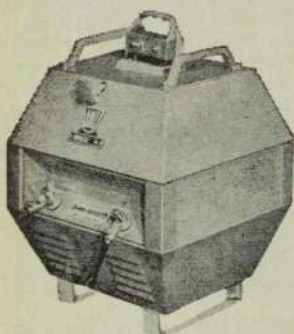
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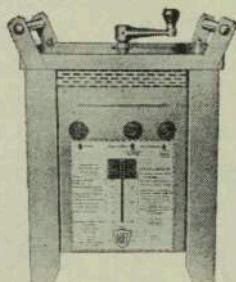


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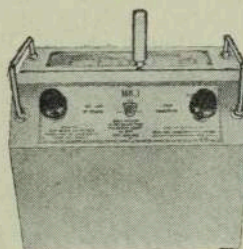
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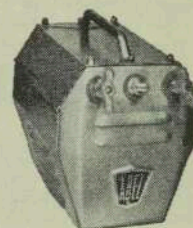
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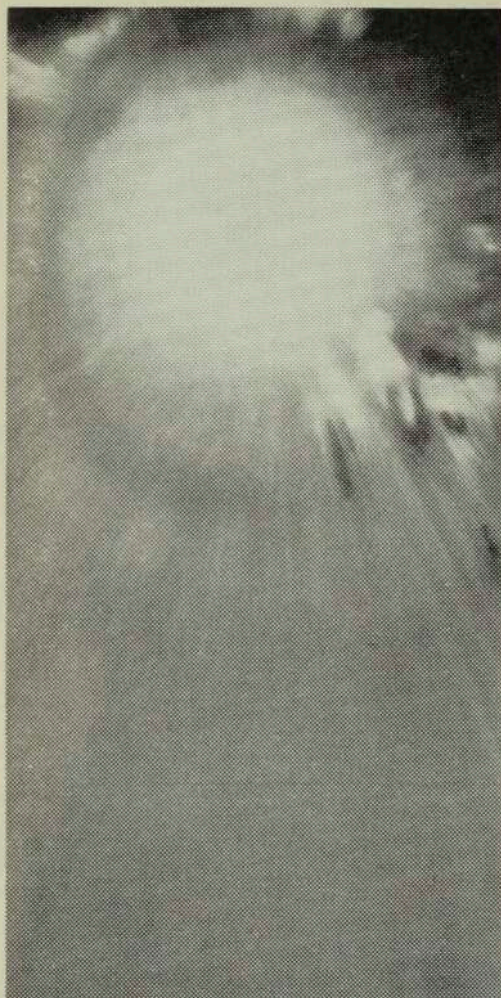
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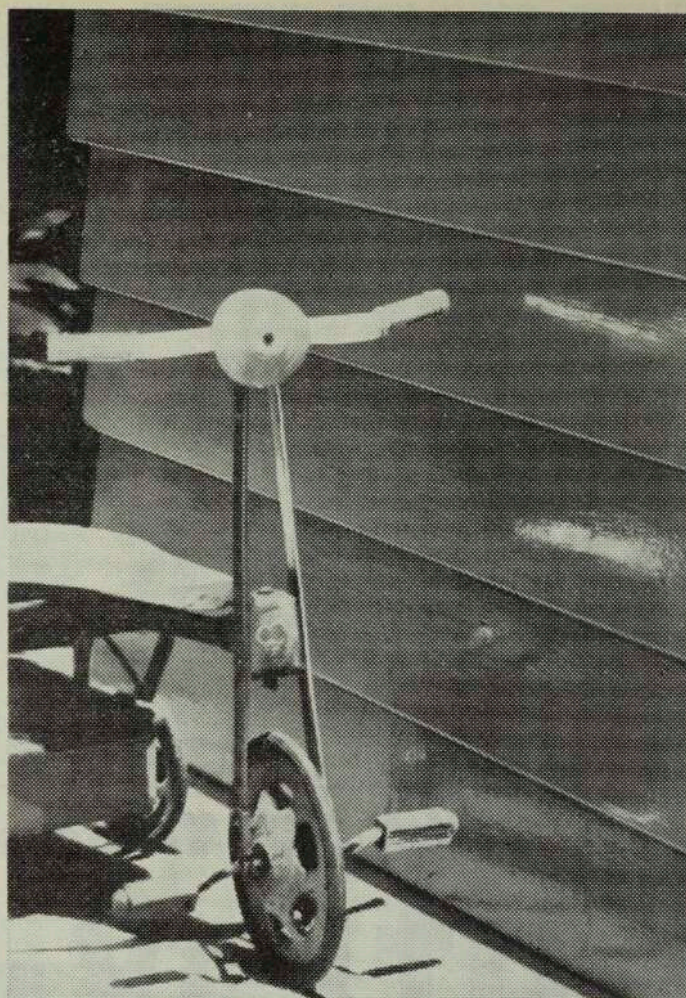
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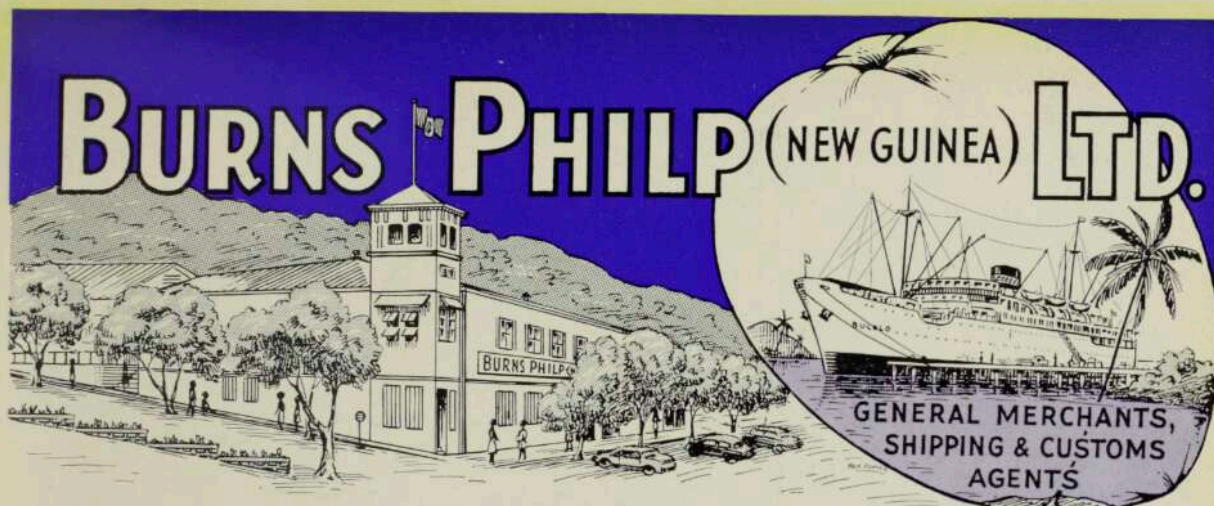
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