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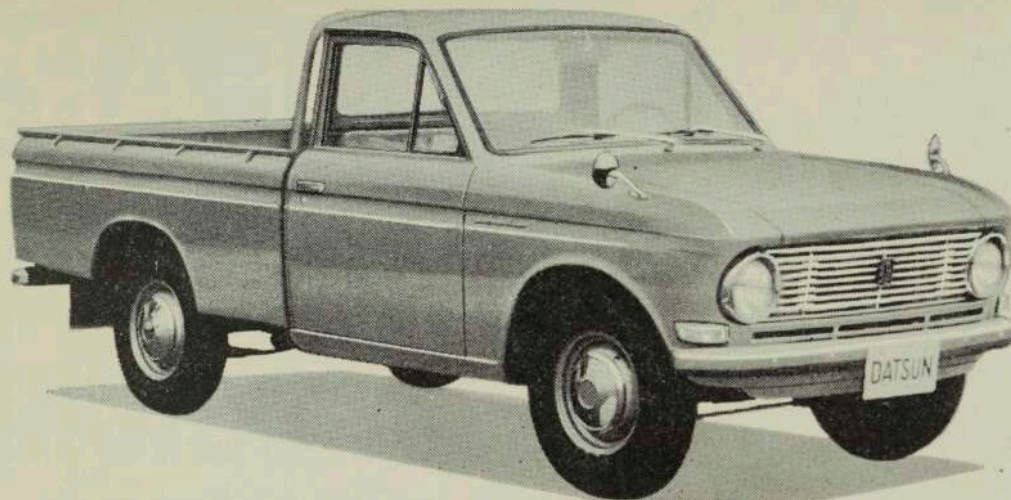


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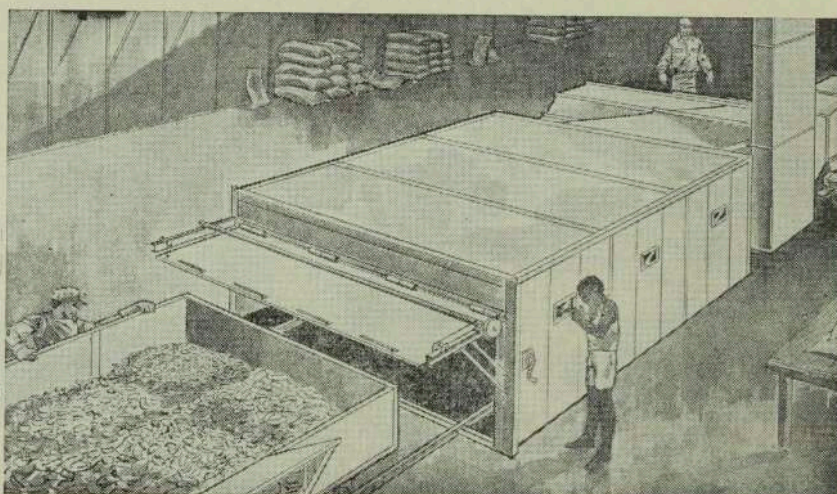
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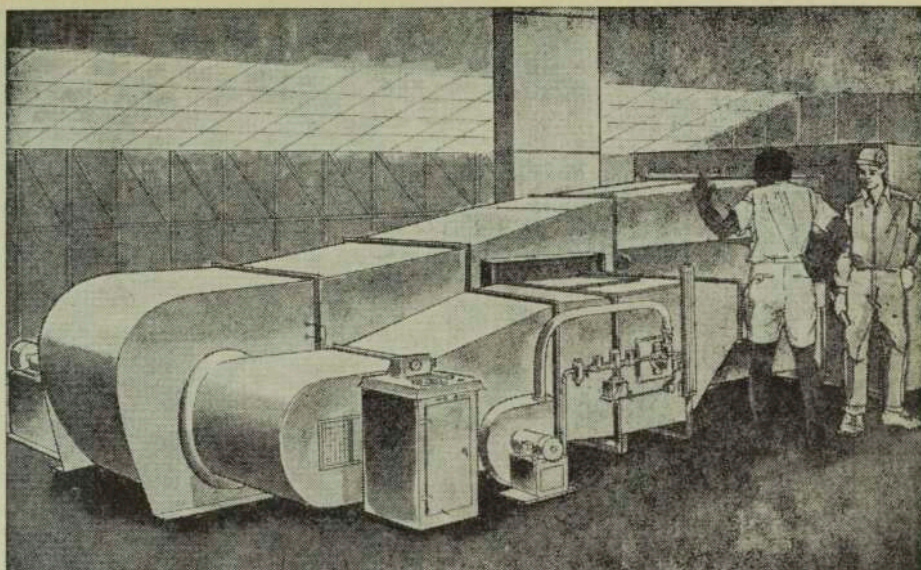
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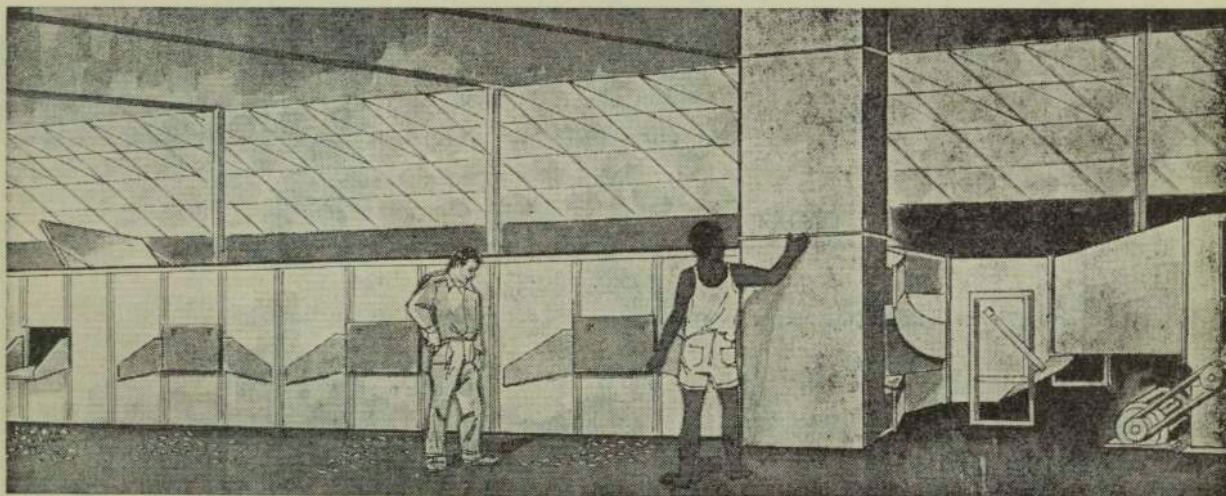
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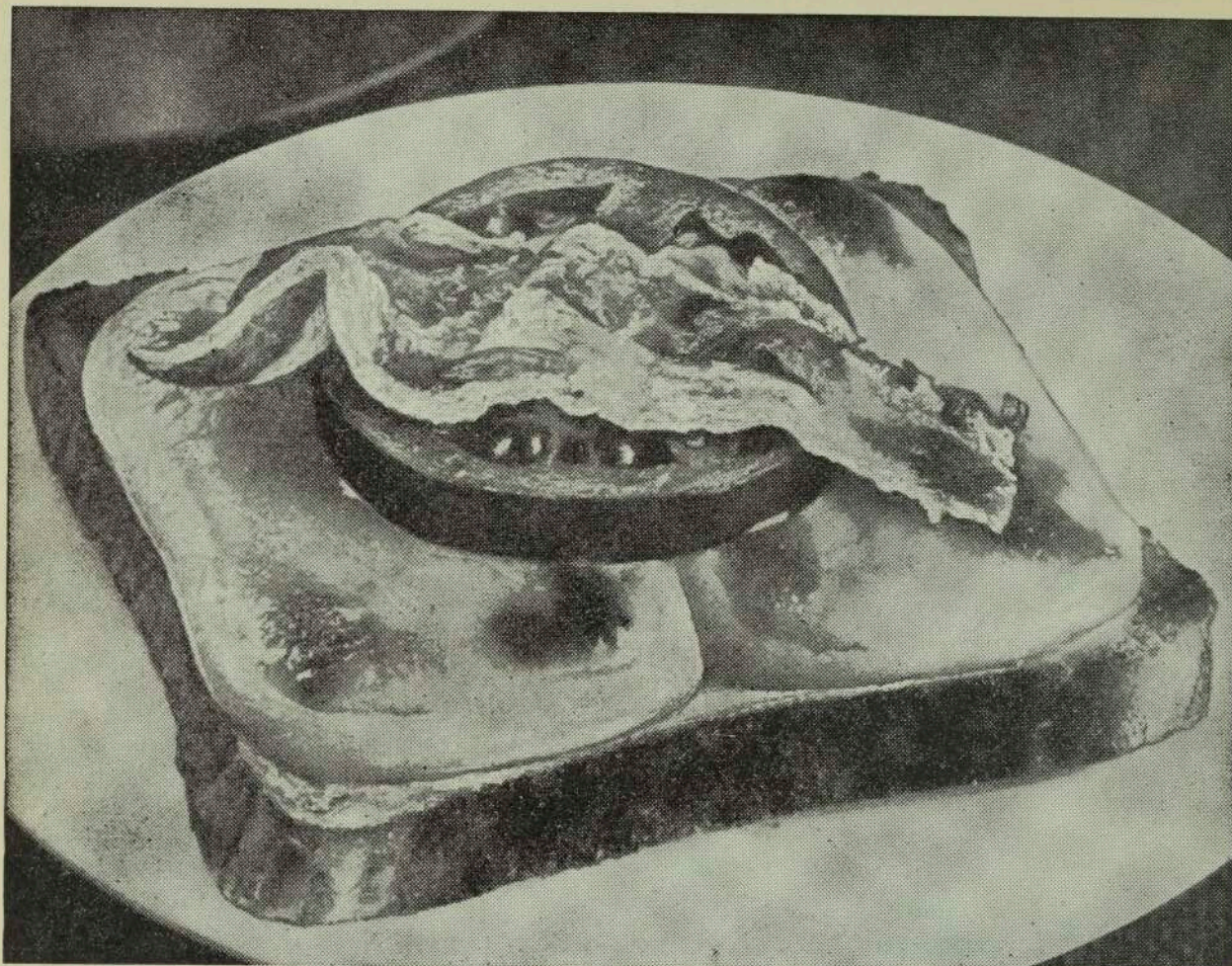
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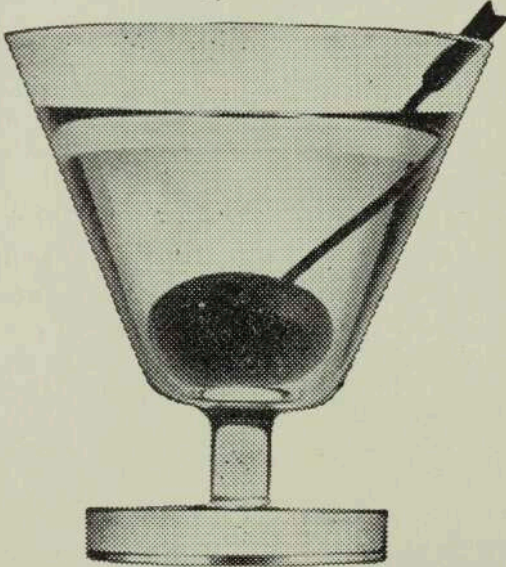
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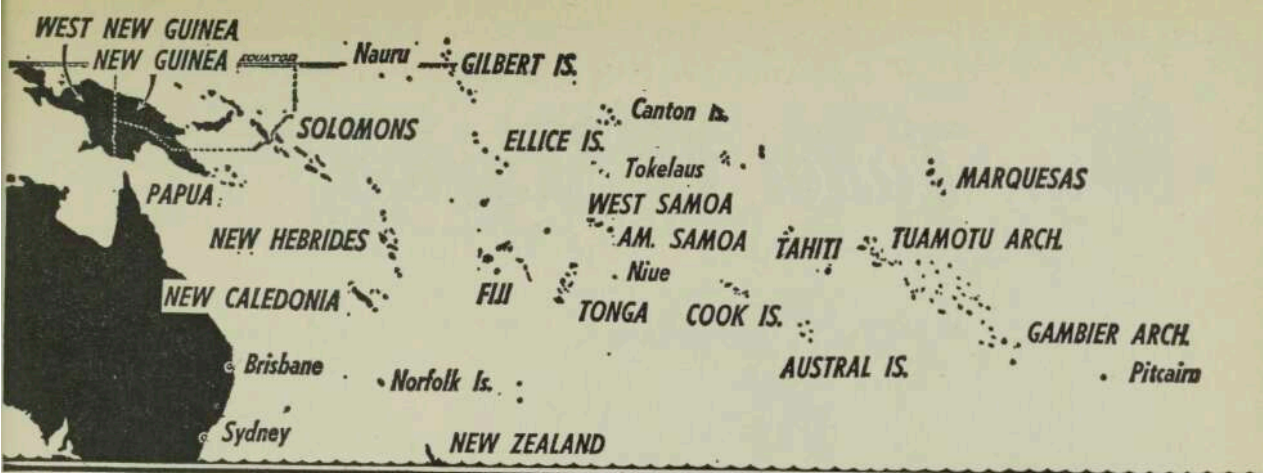
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✓ P-NG'S THREE TOP JOBS WIDE OPEN AS GUNTHER TAKES NEW UNI. POST

By Stuart Inder

The big Australian territory of Papua-New Guinea (population two million) will soon have a complete change of top administrators. The old firm of Cleland, Gunther and Reeve is splitting up, after almost a decade of close relationship during which the territory has undergone its greatest expansion.

Dr. John Gunther, 55, who has been Assistant Administrator (Services) since 1957, is to become Vice-Chancellor of the new University of Papua-New Guinea, and will almost certainly resign from his key Administration post within a month or two.



Dr. Gunther.

MR. HAROLD REEVE, formerly Treasurer, who has been Assistant Administrator (Economic Affairs) since 1961, and who has been on sick leave since late October, left the territory on retirement at the end of January.

Sir Donald Cleland, Administrator since 1953, turns 65 in June, and although he would prefer to stay until the end of the year he will leave some time after June if a replacement is found for him.

The Administrator's post has already been offered to Sir John Crawford, Director of the Research School of Pacific Studies, at the Australian National University, and a former secretary of the Commonwealth Department of Trade. He has declined it.

Mr. John Overall, chairman of the National Development Planning Committee, Canberra, holder of an MC and Bar, has also been considered recently. Earlier last year the name of Mr. C. W. Falkinder, DSO, DFC and Bar, Liberal MHR for Franklin, Tasmania, was mentioned.

Dynamic, Efficient

The top job will certainly go to an outsider, and Dr. Gunther must have realised this in recent months.

For a long time he was hopeful that he would take Sir Donald's place, for he has in fact borne the burden of the Territory's administration in recent years and Sir Donald has been content to let him do it.

There has been no decision of any importance taken that Dr. Gunther has not had a hand in. He has been dynamic, efficient, a tireless worker, planner, worrier and manipulator.

He has been particularly happy in his political role as Government Leader in the House of Assembly, and his influence there has been vast.

Relations between Canberra and Port Moresby (i.e., Dr. Gunther) have not been the same since the departure of Mr. Paul Hasluck as Minister and Mr. C. R. Lambert as Secretary of the Department of Territories. The three seem to have had an understanding.

Dr. Gunther's views probably smack too much of socialism for Mr. C. E. Barnes, the new Minister, and there appears to be no love lost between Dr. Gunther and the new

secretary, Mr. G. Warwick Smith—two capable men with minds of their own who size each other up like a couple of sparring partners.

Dr. Gunther has thus been faced with a dilemma. With the Administrator's post not open to him, with a glum prospect of having to show a new man the ropes and then stand in the shadows, with Canberra breathing down his neck, it was a matter of what to do next.

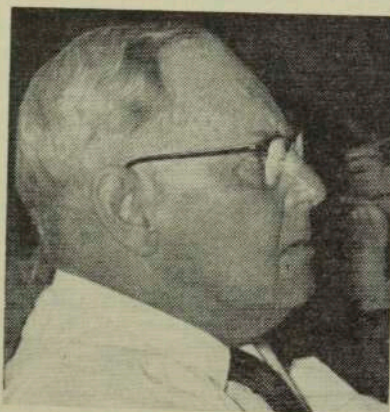
Unless the university job had come up, Dr. Gunther would undoubtedly have been lost to P-NG. Probably he would have sought a post overseas—perhaps with an international health organisation. He was an imaginative Director of Health (his degree is in medicine) before his appointment as Assistant Administrator.

He did not apply for the vice-chancellor's post, but his name was put forward by associates and it has been known for some time that he was in the running.

This fact in itself has caused controversy in the Territory, with one group advocating that the university needed an academic and that Dr. Gunther's appointment would be "tragic".

Others supported his appointment on the grounds that he was a highly efficient administrator with local know-how and just the type of man needed to get a brand new university operating.

The selection committee, at a series of meetings, apparently was split the same way. Some took the view that



Sir Donald Cleland.

Dr. Gunther would be an autocrat in the job and that a pure academic was needed.

Well in the running for the academic selection was Professor R. S. Parker, Professor of Political Science, Institute of Advanced Studies, at the Australian National University, an expert on public administration.

Weight of opinion finally was for a proven administrator rather than an academic at this stage of the university's development, and thus Dr. Gunther got the £6,000 a year job. (He gets £5,000 as Assistant Administrator.)

Dr. Gunther's new appointment will be for five years, and at the end of that time those who still feel that an academic is the right man to govern academics may have the opportunity of finding somebody else.

In the meantime, Dr. Gunther's personal dilemma has been solved, and his services have not been lost to a swiftly-developing territory where experience is going to count.

The names of those who will take over the two vacant posts of Assistant Administrator will now be subject of intense speculation.

Many people will probably expect Mr. Frank Henderson, who has been acting Assistant Administrator



Mr. Harold Reeve.

(Economic Affairs) since Mr. Reeve's illness, to be confirmed in the post. He is a pre-war officer of wide experience, and has been Director of Agriculture since 1958.

Mr. L. W. Johnson, Director of Education since 1962, who has done excellent work in that difficult post, should be in the running for the post that Dr. Gunther will vacate.

FIRST STUDENTS AT P-NG UNIVERSITY TO START SOON

From a Port Moresby Correspondent

Papua-New Guinea's embryo university will have its beginnings in Port Moresby on February 7, when about 80 students are expected to start a year of preliminary studies in English Language, Science, Maths and the Humanities.

ALL the students have finished fourth form at secondary school. The year of preliminary studies is designed to take them to matriculation standard.

Successful students will go on to the first year of the full course to begin in March next year.

The preliminary year will be conducted by the Administrative College in Port Moresby. The college will continue to conduct the classes until the university is a physical fact.

The pace of the university's development will largely depend on its Vice-Chancellor, Dr. John Gunther.

In the meantime, the university students at the Administrative College—most of them male—will be accommodated in buildings converted for the purpose in the Ward's Strip valley.

Lecturers Interviewed

Principal of the college, Mr. David Chenoweth, visited Sydney, Melbourne and Canberra in late January to interview senior lecturers and tutors for this first year. His recommendations were to go to the Interim Council of the university for final consideration.

The people being interviewed were on a short list and were available "on standby" for Port Moresby if required for the opening in February.

Officers close to the university have been surprised at the high quality of the staff presenting itself for selection.

With much competition for good academic staff, it was thought that sufficient people of the right calibre might be hard to find for the wilds of Port Moresby.

Appointees for some Chairs are expected to be announced at a meeting of the Interim Council in Port Moresby in early February, when the name of the Vice-Chancellor is also expected to be announced officially.

THE MONTH IN REVIEW

With all Islands parliaments in recess, and with many people still away on vacation, January, 1966, was not a particularly eventful month in the South Pacific.

BUT there was one topic of conversation common to all territories—the drought, or, in some cases, the rains that brought some relief from it.

The main events of the month were:

January 1: Nearly two dozen Islands people were honoured by the Queen in the New Year Honours List.

January 7: The sale was announced of one of the last freehold islands in the world—Naitaba, in the Lau Group of Fiji. The buyer is the American TV star, Raymond Burr.

January 8: The New Zealand Minister of Island Territories, Mr. J. R. Hanan, left Auckland on a visit to Niue and the Tokelau.

January 17: Australia's Minister for Territories, Mr. C. E. Barnes, met members of the Papua-New Guinea House of Assembly Com-

mittee on Constitutional Development in Port Moresby, but threw no light on what Australia believed would be the future of the Territory. A few days earlier, Mr. Barnes opened the Territory's first multi-racial local government council at Goroka.

January 23: Workers' associations throughout Papua-New Guinea agreed to establish a Territory-wide federation.

January 25: The Public Service Association of Papua-New Guinea asked Australia's new Prime Minister, Mr. Harold Holt, to state bluntly whether the Government intended to introduce a compensation scheme for public servants in the Territory.

January 29-30: Tahiti, American and Western Samoa were struck by fierce storm.

January 31: A Legislative Council on Nauru was officially opened.

Clouds, But No Rain

Despite the presence of ominous-looking clouds from time to time in January, Yate Lake, source of Noumea's water supply and hydro-electric power, received virtually no rain. In late January, following New Caledonia's long drought, the lake was so dry that visitors to it could again see the bridges that were submerged when the lake was created by building a dam in the Yate River Valley. Photo: Fred Dunn.



Severe Drought Hits South Pacific

The exceptionally dry weather, in what is generally the wettest period of the year, has been one of the main talking points in the South Pacific in recent months.

IN some places the lack of rain has reached drought proportions, with water and food shortages, poor crops, dying stock and concern over the adequacy of water storage facilities.

The Pacific's dry weather has coincided with severe droughts in other parts of the Southern Hemisphere, including Australia and the southern part of Africa.

One of the few territories that has escaped the dry spell is the drought-prone Gilbert and Ellice Islands Colony, where the rainfall has been well above average and the outlook for copra, the colony's only crop, is the best for some years. Tarawa, with 120.11 in., had its wettest year since 1953.

Fiji Losses

In Fiji, on the other hand, little or no rain fell in any of the islands from November until January 10 (when the skies opened up), and the drought is expected to have caused almost as much damage to the Colony's economy as the hurricane and floods last February.

People in the cane areas talk in terms of a couple of million pounds when assessing the damage to the sugar crop. Rice, copra and root crops have also suffered a setback.

"Much of the sugar cane crop will have withered and there is sure to be a shortage of seed cane for planting in 1967," *PIM's* Suva correspondent says.

Another Fiji industry that has been hit by the drought is the banana industry, which has been recovering from the havoc wrought by last year's floods. Now, the drought is expected to affect growth and postpone full recovery.

Fiji's outer islands, such as the Yasawas, were the first to feel the effects of the drought, and by early December, relief food and water supplies had to be shipped to them. Some villages were limited to so much water per head per day.

On the two main islands of Viti Levu and Vanua Levu the position was looking serious by the beginning of the year and even Suva had to tighten the watercocks.

A couple of weeks before relief came in the shape of two days' heavy rain beginning on January 10, an announcement in the *Royal Gazette* made water wasting in Suva a punishable offence.

Although the city's rainfall last year was 108.87 in. (15.48 in. below average), most of it (73 per cent.) fell in the first five months of the year.

December was the driest since records began in 1884—2.68 in. compared with the average of 12.34 in.

In Apia, Western Samoa, Christmas liquor sales reached an all-time high, but in other respects the town had its driest Christmas in living memory.

Rainfall in November and December was the lowest in the 70 years that records have been kept.

From the meteorological office, Talalelei Pauga reported that rainfall in November was one inch compared with an average of 10.40 in., while rainfall in December totalled 3.02 in. compared with an average of 14.68.

Rainfall for the whole of 1965 totalled 92.49 in. compared with a yearly average of 112.28.

There were no water restrictions in force in Apia during the dry spell and drought conditions did not really prevail as rain fell on various parts of the islands while it was fine in Apia.

In January, Apia's rainfall appeared back to normal.

Rain Brings Mosquitoes

In New Caledonia, beneficial rains in late December and early January after several months of drought have given the hills a welcome coating of green.

But the new herbage has proved an ideal breeding ground for mosquitoes, and in Noumea, they have been descending on the citizenry in plague proportions.

Another result of the long drought was a 40 per cent. cut in Noumea's meat supply.

But the new-look greenness on New Caledonia's hills did not seem likely to last in late January, as the New Year rains had been followed by boisterous Trade winds of great drying capacity.

On Niue, long spells of dry weather throughout 1965 have affected the growth of crops.

Final figures for the year are expected to show that exports were lower than in the previous year.

The weather in Rarotonga, the main island in the Cook Group, has

been similar to that experienced in the islands to the west.

Only 1.67 in. fell in November compared with 4.79 in. in the same month in 1964; December had 2.34 in. compared with 3.33 in. in 1964; and less than half an inch had fallen to January 11 compared with 10.90 in. for the whole of January last year.

In the New Hebrides, a drought following the 1964 hurricane has seriously affected the copra industry. In 1965, only 28,725 tons of copra were exported, compared with 37,666 tons in 1964. However, 1966's copra yield is expected to be better.

In Pago Pago, American Samoa—famous as the scene of Somerset Maugham's short story *Rain*—night-time water rationing was introduced in the Bay area in mid-January, except to the Intercontinental Hotel. This meant that the water was cut off from 10 p.m. to 5 a.m.

Tonga's weather pattern recently has been similar to that of the drier parts of Fiji.

Norfolk Island, with 32.11 in. in 1965, had its lowest annual rainfall for 70 years. But it got off to a good start in 1966 with 297 points in the first four days.

Parts of Papua-New Guinea have also suffered drought conditions in recent months, but by late December most affected areas had had good rains.

Footnote: As PIM went to press, a hurricane, with winds of more than 100 m.p.h., was reported to have caused millions of dollars worth of damage in American and Western Samoa on January 30. In American Samoa, a state of emergency was declared. A day or two earlier, 10 in. of rain fell in Papeete, Tahiti, and there was also torrential rain in Fiji.

NEWSPAPER WORLD ABUZZ

The South Pacific's small but active newspaper world has been abuzz with developments in recent weeks.

DIFFERENCES of opinion between shareholders of the weekly West Samoan newspaper *Samoaana* have come into the open with prominent Apia businessmen K. von Reiche and E. Annandale, and their wives, asking the court to wind up Samoa Newspapers Ltd., on the ground that a deadlock has been reached among shareholders.

The two couples hold 50 per cent. of the £6,000 paid up capital of Samoa Newspapers Ltd. The rest is held by the editor and managing director, R. F. Rankin, and his mother-in-law, Mrs. P. Forsgren. They are opposing the petition on the grounds that it would be against the public interest to wind up the company, and they have offered to buy out dissident shareholders at a price fixed by independent arbitration.

Petitioners claim that no general meeting has been held for a number of years.

The case was originally scheduled for January 20 but was postponed until February 11.

In Papua-New Guinea, the newspaper group owned by the Herald and Weekly Times, of Melbourne, which bought out Yaffa interests last year, has had a major staff upheaval. More resignations are expected.

The group comprises the *South Pacific Post*, Port Moresby, the *New Guinea Times-Courier*, Lae, and *Nu Gini Toktok*.

The directors asked the general

manager, Mr. H. G. Cooke, to resign in mid-December, and Mr. Cooke has since been job-hunting in Australia. (He said in Sydney that he had disagreed with the Herald on how the Territory organisation should be run. But there had been no hard feelings, and he had been well looked after financially).

The printer, Mr. Hal Byrne, has resigned to establish the P-NG Printing Co. Pty. Ltd., commercial printers, in Port Moresby, with local finance. This company will presumably make inroads into the *Post's* lucrative job printing.

The Herald group is said to be planning to amalgamate the *Post* and *Times-Courier* and publish one paper, daily, in Port Moresby. This would be an intelligent move, as both papers are printed in Port Moresby, with editorial material sent by air from an office in Lae.

The organisation is now under the control of a Herald man, Mr. K. V. Mattingley, who is managing editor. Other recent developments are:

- The weekly *Samoa Times*, of Pago Pago, was offset printed in Sydney in late January, and then flown to Samoa. This will be regular practice in future. Editor Alan Reed was in Sydney for the first try.

- High Talking Chief Fofa ("Joe" Sunia) has been appointed Director of Tourism in American Samoa and will give up editing the weekly *Samoa News*, rival to *Samoa Times*.

NEW CALEDONIA AND FIJI IN GAMES WARM UP

● Lessons Learned For December in Noumea

From Alan Spark in Suva

Everything was peaches and cream in Suva on Saturday, January 22, when the final result of an athletics match between Fiji and New Caledonia was declared.

IT was a draw—140 points each after a series of 26 competition events, which began the previous Saturday.

The match was a warm-up for the South Pacific Games in Noumea in December, when Fiji and New Caledonia are expected to field two of the strongest teams.

Competition was keen and the result was fairly satisfying. But had Fiji wished to press to have New Caledonia disqualified in two of the relay events, it may have won the match—thus taking the glory but losing much of the friendly spirit which was a feature of the series.

Tremendous Success

There can be no doubt that the visit by the New Caledonians was a tremendous success. An aggregate of more than 5,000 people watched the two official meetings and the two informal meetings in between them.

Fiji learned some useful lessons from the meeting, namely that:

- New Caledonia has a solid nucleus of well-trained distance runners who recognise the merits of running as a team; and it also has some well-trained and talented field events exponents.

- If the Colony is to have effective relay teams the runners must be well-grounded in the techniques of changing the baton, for this cost Fiji two relays and very nearly a third. There is a major problem in this, however, it is almost impossible to get the athletes together in Suva for training.

New Caledonia found that Fiji has an abundance of natural talent, but that many athletes are self-trained and without the benefit of qualified coaching.

It also found that once the benefits of team-running are demonstrated to

Fiji's distance runners, they are quick to learn. The difference from one Saturday to the other in the tactics employed by Fiji runners was quite astounding.

New Caledonian officials were extremely interested in the staging of the meeting, as they will have a much larger meeting to organise at the end of the year.

Ana Does It Again

Undoubtedly, the most successful athlete was Ana Ramacake. Nobody had really expected her to be beaten in the sprints and the long jump, and nobody was disappointed.

She was so far ahead in the sprints, especially the 200 metres, that it appeared as if there were two separate races—Ana racing against the clock and the others fighting out the minor places.

Ana's performances this year are better than ever, and they were good enough before.

Under the coaching of Mike D'Ath she has equalled the record for the 100 metres, set new figures for the 200 metres and long jumped to a record which would have been good enough for fourth place at the Perth Commonwealth Games.

Mesulame Rakuro, from Nadi, won both the discus and the shot put for Fiji.

He is an old campaigner who knows all the tricks of the game, and there is some talk that he used psychological tactics as well as skill to beat New Caledonia's Bone in the discus.

Nor was Mesulame the only successful veteran. The "grand old man" of Suva athletics, the Rev. Viliame Liga, won the javelin throw—as everybody had expected him to do.

Liga's understudy, Tupua, took second place. He is a young athlete, who trains for the event by throwing a broom handle. He has already thrown the javelin over 200 ft.

Geraldine Bigourd went back to New Caledonia with a winner's medal to place on each side of the gold medal she won at the South Pacific Games for the 800 metres. She won both the 400 metres and the 800 metres.

Serious Challenge

These were impressive performances, but she will probably have to face a serious challenge from Fiji at the South Pacific Games. Promising 16-year-old schoolgirl Sulueti was less than 10 yards back in the 400 metres and not much further behind over the longer distance.

Jules Gohe was never seriously challenged in the distance events. The



Money Raised For W. Samoan Team

THE recently-formed Lions Club of Apia is rapidly making a mark upon the community with its fund-raising activities for worthwhile causes. In its latest effort the club raised more than £250 at a New Year race meeting it sponsored in association with the Apia Turf Club to help send Western Samoan athletes to the South Pacific Games at Noumea in December.

The Western Samoa Sports Federation now appears to be in a much better financial position than it was before the first Games in Suva in 1963. After a very successful athletic meeting against Tongan and American Samoan representatives in mid-1965, a substantial share of profits from the last Games in Fiji, and a highly successful fund-raising ball in December it now has well over £1,000 in kitty.

● *The picture shows Lions Club members at the New Year race meeting, where they ran a "hot dog" and hamburger stand on the course. From left (standing) are: Dan Phineas, Jim Curry, Bill Rasmussen, Bob Sylvester (president), and Jim Moore. Kneeling are Norman Paul and Herman Bartley.—Photo: "Samoana".*

further the race, the further he was ahead. In both the 5,000 and 10,000 metres his winning times were faster than the South Pacific Games records, but were outside the Fiji records.

Over distances which might be qualified as "semi-sprint" Osea Malamala was in a class of his own, but his performances over the 400 and 800 metres were not up to his best, possibly because the track was "dead" after heavy rain.

Rupeni Ravonu, last season's star sprinter in Fiji, became quite a hero when he overcame what seemed to be impossible odds on the first Saturday of the meeting to win the 4 x 100 metres relay by inches.

He repeated the performance at the first of the informal meetings to win the 1,500-metre relay, again by mere inches.

One of the veterans of the New

Caledonia team, Jean-Pierre Aifa, dominated the 3,000 metres steeplechase and broke his own South Pacific Games record which was also a Fiji all-comers' record.

Fiji appears to have a rising young star in this event in Epeli, who was not far behind Aifa and who broke the Fiji national record.

It is more than likely that these meetings will be a prelude to a regular interchange of visits between Fiji and New Caledonia. Such events can do nothing but good for sport in the South Pacific.

The spirit of goodwill that existed throughout the visit was quite remarkable. The athletes were billeted in Suva homes and although the language barrier proved to be a stumbling block in the way of full fraternisation some lasting friendships were founded.

Nauruans Want To Go It Alone In Two Years

Two plane-loads of VIPs made special 2,500-mile flights between Sydney and Nauru to attend the inaugural session of the Nauru Legislative Council on January 31.

THE session was opened by the Australian Minister for Territories, Mr. C. E. Barnes, who warned of the difficulties facing countries achieving self-government or independence.

Among those accompanying him in the official party were Sir John McLeay, Speaker of the House of Representatives, Senator J. O'Byrne, Opposition Whip in the Senate, Mr. F. B. Arnold, representing the British Government, and Mr. J. L. Hazlett, NZ High Commissioner to Australia.

Guests of the Nauru Local Government Council included Mr. P. Shrapnel and Mr. Ken Walker, the Nauruans' economic consultants; Mr. J. A. Melville, their legal consultant; Mr. Keith Madden, who has been handling Nauruan public relations for Eric White Associates; Dr. Helen Hughes, of the Australian National University, and Stuart Inder, editor of the *Pacific Islands Monthly*.

Five Officials

The new Legislative Council has nine elected Nauruan members and five official appointed members, plus the Administrator as president. Head Chief Hammer DeRoburt and all eight other members of the Local Government Council (which replaced the traditional Council of Chiefs in 1951) were elected to the Legislative Council on January 22 at a general election.

The new Legco members will continue to hold office in the Local Council. DeRoburt has been appointed leader of the elected members in the House which will begin official business early in February.

All of Nauru was delighted with the announcement by Mr. Barnes during the opening ceremony that the Queen had made DeRoburt an Officer of the Order of the British Empire in recognition of his years of work for the Nauruan people.

As with the P-NG House of Assembly, the Australian Governor-General will have the right to veto

bills passed by the Nauru Legco. The council is not empowered to enact legislation concerning defence, foreign affairs or the all-important phosphate industry.

The Nauruans are, however, determined not to make the council merely a debating society. They have pressed hard for its establishment, and even now—at its opening—claim that they are ready for the next step.

In a Press statement on the future of the Nauruans issued after the inauguration of the new Legco, DeRoburt said that the first responsibility of the elected members would be to prepare and implement a programme which would ensure the attainment of independence by January 31, 1968.

The Nauruans also summed up their attitude in a booklet released to coincide with the inauguration of Legco. Copies of the booklet have been sent to all members of the Australian Parliament, to the United Nations, the British Colonial Office, the British Phosphate Commissioners and Australian and NZ newspapers.

In it the Nauruans pointed out that their three major problems were: Restoration of the island following removal of the phosphate, ownership of the phosphate deposits, and independence.

They said a committee of experts was now examining the feasibility of restoring Nauru, and expected to make its report by June.

On the ownership problem, the Nauruans said they did not agree that ownership was vested in the BPC, because this claim "stemmed from the original German occupation by force and the exploitation of the phosphate without the consent of the Nauruans".

They added: "The present stage of the dispute is that the three Trust powers, Britain, Australia and NZ, have suggested a partnership to exploit the phosphate and the Nauruans have rejected this and suggested that the BPC should mine the phosphate as their agent. In April, further discussions will seek a permanent solution to the management of the phosphate industry."

Independence

On the matter of independence, the Nauruans say in the booklet that "it is an historical fact that most of the initiative has come from the Nauruans. They recognise that independence, or self-government, is the goal of all Trust Territories and that as a literate people well-experienced in community government they are capable of handling their own affairs. . . ."

AUSTRALIA BARS ANOTHER OF SUVA'S MISS PRASADS

By a Staff Writer

Any Fiji-Indian with the name of Prasad is likely to be suspect in the Australian Department of Immigration. Perhaps that is why Miss Prita Prasad, 22, of Suva, who has been studying in Australia for four years, has been refused permission to go to Papua-New Guinea as a handicrafts teacher.

THE Department is still smarting over the trouble they had with Nancy Prasad who was sent home to her parents in Suva last August after two years of publicity. Nancy was usually presented in Australian newspapers as a poor, innocent six-year-old who was hounded out of the country by the wicked Minister for Immigration.

The fact was that Nancy was the innocent tool used by her family in their long battle with the Immigration Department, during which they acquiesced to her being kidnapped.

She is the daughter of Mr. Shri Prasad of Suva, who, in 1962, took his wife and five children to Australia on a tourist permit. Several of his adult children were already there but had permanent residential qualifications because they had married in the country.

Houses Bought

Against the advice of the Department of Immigration, the whole Prasad family prepared to remain in Australia where Mr. Prasad bought two houses. He, his wife and four of the younger children were persuaded to go home to Fiji in November, 1963, but Nancy was ill at the time and was allowed to stay. She was taken into the home of her brother-in-law, Mr. R. Powditch, and battle commenced with the Immigration Department.

Latest news is that Mr. Powditch and his wife, formerly Miss Shashi Prasad, are to take Nancy to England, adopt her, then apply for Nancy's readmission to Australia.

Meanwhile, the Nancy Prasad case has done great harm to the prospects of intending migrants or non-European visitors from Fiji, and some of this is probably rubbing off on Miss Prita Prasad who wants to teach handicrafts in Papua-New Guinea. The reason for turning her down is

(Continued on p. 155)

SIX SOUTH PACIFIC TERRITORIES TO "GO DECIMAL" SOON

About 160 million notes in Australia's new decimal currency will be ready for issue by Australian banks by February 14, when the new currency will become legal tender side by side with the existing currency.

THE Governor of Australia's Reserve Bank, Dr. H. C. Coombs, said this in Sydney on January 10, when the new notes (\$1, \$2, \$10 and \$20) were given a special Press preview.

The new notes, together with new decimal coins of 1c, 2c, 5c, 10c, 20c, and 50c denominations will go into circulation in all places where Australian currency is used.

These include six territories in the South Pacific—Papua-New Guinea, Nauru, Norfolk Island, the British Solomon Islands Protectorate, the New Hebrides and the Gilbert and Ellice Islands Colony.

The new \$1 note, equivalent to 10/-, measures about 5½ in. by 2½ in. Its basic colour is brown. On the front is a portrait of the Queen in the regalia of the Order of the Garter, and the coat of arms of the Commonwealth of Australia, and on the back is a motif of Aboriginal bark and rock paintings and carvings.

Wool Industry

The \$2 (£1) note is basically green and measures about 5½ in. by 2½ in. The front carries a portrait of John Macarthur, founder of the Australian wool industry, and an illustration of a Merino ram. On the back is a portrait of William Farrer, a pioneer in scientific wheat breeding, plus different varieties of wheat ears.

The \$10 (£5) note is mainly blue and measures about 6½ in. by 3½ in. A portrait of Francis Howard Greenway, the convict who became Australia's first fully-qualified architect, is on the front. On the back is Henry Lawson, the poet and short story writer.

The \$20 (£10) carries portraits of the aviation pioneers, Sir Charles Kingsford Smith (front) and Lawrence Hargrave (back). Its basic colour is red and it measures about 6½ in. by 3½ in.

About 160 million notes of the £sd currency are now in circulation in Australia. These will be withdrawn over about the next two years.

● The illustrations on this page depict the front sides of two of the new notes.



N.Z. PLAN TO RESETTLE TOKELAUANS

The New Zealand Government would like to see the 1,800 people of the overcrowded Tokelau Islands migrate to New Zealand.

THE New Zealand Minister for Island Territories, Mr. J. R. Hanan, was to tell the Islanders this when he visited them in January.

The NZ proposal involves resettlement of 1,000 of the Islanders in New Zealand over the next five years, with others to follow. The idea is not to depopulate the islands immediately, but to relieve the population pressure and ease economic problems.

The Tokelau are a NZ dependency about 300 miles north of Samoa, and their people are NZ citizens. They are administered through the NZ High Commissioner in Apia.

There are three atolls in the group, Fakaofu, Nukunono and Atafu. Communications between the islands are poor and copra-making is the only industry of any importance.

A number of Tokelauans have

already settled in NZ and there is always a community of about 100 of them in Apia, working or in transit. The Tokelauans have a culture of their own, and have turned down suggestions that they should unite with either Samoa or the Cook Islands.

First Record

An Apia report says that the music of the Tokelau has only recently been put on record for the first time. Tokelauans in Apia were rehearsed for two months by Samoa Records, and then taped in the studios of local radio station 2AP.

There were some technical problems because:

● Some variation in presentation was necessary because nearly every Tokelau number starts off slowly and works up to a frantic climax. Although this stirs the blood for two or three numbers, it becomes monotonous for 14 numbers on end on an LP record.

● The singers just could not stop swaying and dancing once a number started. This resulted in some narrow escapes for the studio microphones; and here and there an individual performer's voice fades slightly as he dances away from them.

However, the record captures the carefree nature of a people whose future is in doubt.

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FIJI — SAMOA — TONGA

Mr. Barnes Leaves P-NG In The Dark Over Future

From a Port Moresby Correspondent

Australia's Minister for Territories, Mr. C. E. Barnes, was his usual enigmatic self when he met the Papua-New Guinea House of Assembly Committee on Constitutional Development in a two-hour session in Port Moresby on January 17.

The committee, which is composed of native, European, official and non-official members of the House, under the chairmanship of Mr. John Guise, sought the meeting during the Minister's visit to the Territory chiefly to open the multi-racial local government council in Goroka (see panel).

The committee was set up last May and is expected to make a profound and far-reaching statement on political development in P-NG before the end of this year.

Understandably, it is finding the going pretty tough. While, politically, P-NG has reached the point of no return, very few people—including those in the committee—know where it is heading, or its estimated time of arrival.

Disappointing

They wanted some enlightenment from the Minister on what Australia believed would be the political future of the Territory. Mr. Barnes did not give it, but fell back on the well-worn line that when the time comes, the Papua-New Guinea people must choose for themselves.

Generally, the talks with the Minister disappointed members of the committee, although some things did emerge from the confrontation:

- Mr. Barnes is to arrange for the committee to meet some members of the Australian Cabinet in the next few months.

- He did not seem sympathetic to the wish of a section of the committee that Australia and the Territory should form a permanent and close relationship with interlocking rights and obligations—basically the old idea of P-NG becoming a seventh state.

- He appeared to imply that Australian aid to the Territory would continue after independence, but no one seemed to be really sure about this.

After Mr. Barnes left for Canberra—to be there to see Sir Robert Menzies retire and Mr. H. E. Holt become Prime Minister in his place—

the Constitutional Committee continued to meet for two further days.

It decided to recommend that the 10 special electorates for Europeans be abolished after 1968. This will mean very few non-native members in the next House of Assembly, but was no surprise.

It also discussed the talks with Mr. Barnes without many enlightened conclusions. It must have appeared to many, not from what the Minister said but from his manner, that "when the time comes" the people of the Territory can choose any political future they like, so long as it is not closer ties with Australia.

At the moment, closer ties are exactly what the majority of Papua-New Guinea's moderate, not very ambitious leaders do want. Opposed to them is a small minority who see in complete independence the realisation of their own ambitions. But even these are chary of asking for this bluntly until they are assured that Australia will continue to give P-NG the grants that now provide a large part of the revenue—£31,000,000 in the current financial year.

NZ Did Better

In the background of the two groups are the vast majority of the two million-odd Papuans and New Guineans who are politically unaware and whose fate is going to be sealed, one way or another, long before they are capable of assessing the value of the alternatives.

Australia's failure to provide any guide lines, or even state what she sees as the ideal future arrangement for the Territory, merely confuses the issue. New Zealand did better for

Islands People Honoured

Nearly two dozen Islands people were honoured by the Queen in this year's New Year Honours List. For details, see p. 153.

MINISTER OPENS FIRST MULTI-RACIAL COUNCIL IN P-NG

The Australian Minister for Territories, Mr. C. E. Barnes, opened Papua-New Guinea's first multi-racial Local Government Council at Goroka, Eastern Highlands, in January. Another such council was opened at Manus during the month.

Native local government councils were introduced in the Territory in the early 1950's as a first step in political development. Legislation providing for multi-racial councils with wider scope in providing health and education, and in levying local taxes was introduced in the Legislative Council in 1963. It was assented to the following year, but the councils at Goroka and Manus are the first to put it into operation.

Local Government, after the pattern of Australian town and shire councils, has been approved in principle in the Territory for years, but most towns have preferred to continue to "let the Admin. do it" rather than assume the additional burden of taxes and responsibilities.

The Goroka Council area covers the township and adjacent urban districts and has 34,000 eligible voters. The Council has 36 members, six of them Europeans. President is Atau Baukawe who is a former Seventh-day Adventist preacher turned coffee farmer and trade-store owner. He is also a local magistrate.

The opening of the Council was turned into a junior-sized Goroka Show with 5,000 local natives turning up in feathers and sing-sing costumes, and dancing and singing from 7 a.m. to 3 p.m.

the Cook Islands in 1963 when it announced without preliminaries that the Group would have internal self-government by 1965.

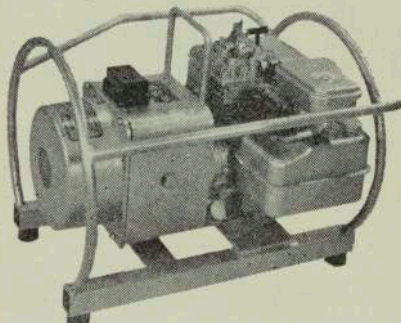
It is no solution to pass the buck to a committee of Papua-New Guinea politicians who represent a thousand conflicting tribal variations and know that they can't get anywhere, anyway, without the go ahead signal from Canberra.

If the Territory is to have any chance of orderly development it will have to lean heavily on Australian money and active Australian participation in Territory affairs for a long time.

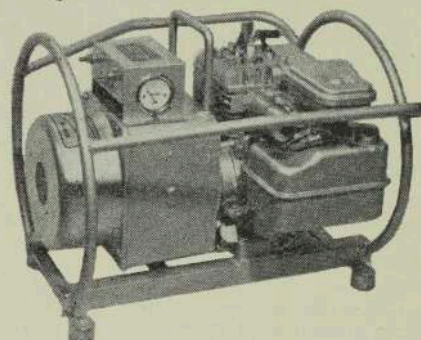
All parties recognise this, but the Australian Government's failure to lay it on the line is causing endless frustration to Territorial plan-makers.

BRAYBON — POWER PLANTS

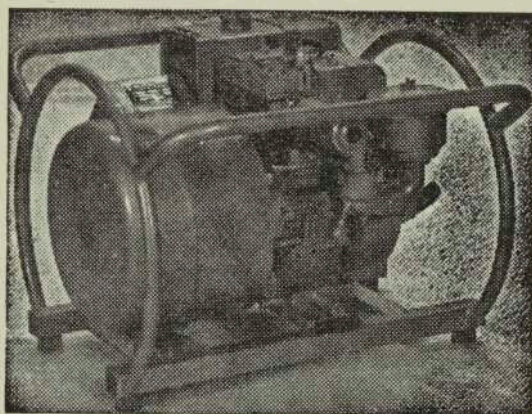
AVAILABLE WITH HEAVY DUTY DIESEL ENGINES — OR LIGHT WEIGHT PETROL ENGINES — WRITE FOR QUOTATIONS



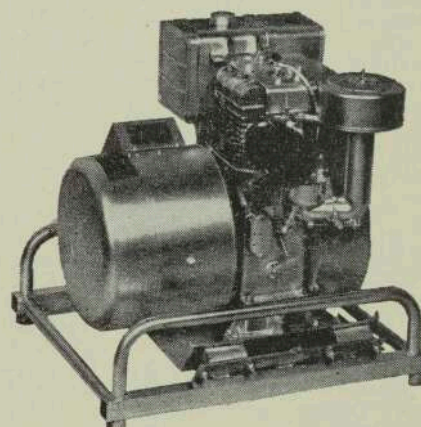
1,000 Watt 240 Volt Petrol Set. £115 (74 lbs.)



750 Watt 12 Volt 50 Amp 24 Volt 36 Amp Battery Charging Set. (180 lbs.) £115



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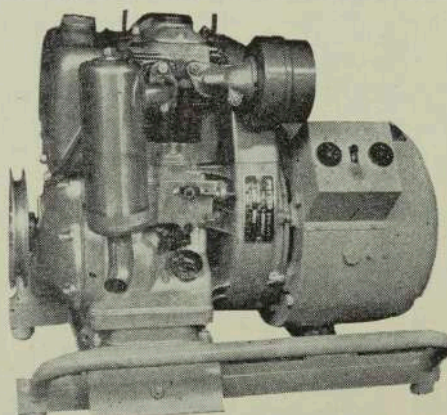


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Tropicalities

One of the "plum" jobs in the Fiji Civil Service these days is that of the Colony's representative in Sydney. We hear that several top officers have been angling for the post.

BUT the "hottest" beach tip is that Ratu Edward Cakobau, currently Commissioner for Fiji's Eastern Division, will soon come to Sydney to take over.

Such an appointment would be popular in Fiji and Australia, and Ratu Edward could probably do much good for the Colony.

Ratu Edward, who is 57, is a descendant of "King" Cakobau who ceded Fiji to Great Britain in 1874.

He was educated at Oxford; he has held many prominent Government posts; he has a fine record as a soldier and sportsman; and he

HOT TIP FOR FIJI'S SYDNEY POST

is no stranger to the world outside Fiji.

He has soldiered in the Solomons and Malaya; has toured the US on a leadership grant; and has managed various Fijian sports teams overseas, including Australia.

His sparkling sense of humour has endeared him to Australians in the past.

They still tell the story of how Ratu Edward was once seated at the captain's table of one of the P and O-Orient ships en route to England, and was being annoyed by a large woman, high in the social scale, who repeatedly insisted that Fiji must surely be uncivilised, for that "was where the cannibals came from."

Ratu Edward could take it no longer. Turning to the steward, who had just handed him the menu, he ordered, "Take this away! Bring me the passenger list!"

The man at present keeping the seat warm in Fiji's Sydney office is the Colony's Deputy Accountant-General, Mr. Barney Smith.

The first man to fill the Sydney job, and fill it admirably, was Mr. Basil Rogers. He left early in December to take up work of an entirely different nature with the South-East Arabian Federation, with headquarters in Aden.

The Fiji Government then offered the job to Mr. Howard Davidson, the Colony's Financial Secretary from 1954 to 1958, who is living in retirement in England. He declined.

Since then the Government has discontinued recruiting officers for the Civil Service overseas, so the appointment is bound to come from within the ranks of the existing service.



Ratu Edward Cakobau was on one of his numerous trips overseas when this picture was taken in Sydney in 1957. He was on his way to Malaya to represent the Fiji Government at that country's independence celebrations.

Another Island Added To The Solomons

Another island was added to the British Solomon Islands Protectorate in December when a submarine volcano erupted about 20 miles south of Vangunu, a largish island off the southern end of New Georgia.

Captain Howard, of the MV "Ennid", reported seeing the volcano erupting irregularly on December 11, with scattered columns of steam rising. Greater explosions of steam assumed mushroom shapes.

Captain Moss, of Megapode Airways, reported seeing it from close quarters on December 13. There was then a crater about 15 feet wide, rimmed with black rocks to a height of about a foot above sea level.

The glow of molten lava could be seen inside the crater and occasionally hot rocks were thrown skywards. Waves breaking over the crater rim were causing eruptions of steam.

The steam was rising for 300 feet and drifting away for three miles before merging with the clouds.

Her Lesson Was Well Learned

AT least one family on Tarawa has a good cause to be grateful for the visit to the Gilbert and Ellice Islands Colony last September by Miss A. Sopper, of the Fiji Branch of the British Red Cross. On Tarawa, Miss Sopper gave demonstrations of mouth-to-mouth resuscitation and showed a film on the subject, *Pulse of Life*.

That her demonstrations were followed with interest and intelligence was shown in January, when the method was used for the first time in the Colony and saved the life of a five-year-old girl.

The girl, Retita Takirua, fell from a reef latrine at about eight o'clock at night when the tide was high and there was no one near except her six-year-old sister, who screamed for help in the darkness.

A woman came from a nearby house and, on being told what had happened, also called for help. Some of her relatives rushed from the house and began to search for the child with torches. After about 15 minutes Kanoua Roaia, a secretariat clerk, found her as she was being washed away by the ebbing tide. She had stopped breathing and her stomach was swollen.

Luckily Kanoua's 21-year-old sister, Neeti Roaia, a teacher who had seen

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Miss Sopper's demonstrations, was there and was able to apply mouth-to-mouth resuscitation. After about five minutes, Retita began to breathe and started crying.

When the dresser, who had been called to help, arrived he said nothing remained for him to do.

Retita has now recovered from her misadventure.

Without Honour In Their Own Country

A RECENT visitor to Fiji's Legislative Council, who listened with interest to the speeches about the Colony's new constitution, tells us that he was particularly impressed by the portraits of royalty and vice-royalty on the walls of the Chamber.

"Behind the Speaker's chair there are paintings of Queen Victoria, Edward VII, Queen Alexandria, and Edward VIII, when he was a young and handsome Prince," he reminds us. "And ranged around the walls of the Chamber are no less than 20 large photographs of the British Governors whom Fiji has known during the past 90 years.

"But to my surprise there was not one photograph of a prominent Fijian or Indian, or, indeed, any photograph of the rather notable Europeans who, as private citizens, did so much to shape Fiji during the period of 'colonialism'.

"Photographs of men like Sir Maynard Hedstrom, Sir Henry Milne Scott, Sir Alport Barker, and especially Sir Lala Sukuna surely have a better claim to a place on the walls of the distinguished Chamber than some of the rather inconspicuous gentlemen who were sent by the British Colonial Office to Fiji as Governors in the past half century."

Big Men Of The German Times

THE interesting old group photograph on this page, made available to us by an old New Guinea hand, Mr. H. L. Schultze, of Sydney, will bring back to senior citizens some sharp and—in some cases—poignant memories of New Guinea in the pre-Australian era.

It was taken just before World War I and most of the men shown in it were leading Germans who, as administrators, planters and traders, placed their mark indelibly on the young colony.

The short man (centre, front) is Dr. Albert Hahl, who probably was Germany's most highly esteemed Governor in the South Pacific before World War I.

On the left of the front row is Frank Kirchner, who came to Australia from the South African diamond mines, and then went to New Guinea, to the service of HASAG, H. R. Wahlen's company. He married there and had one son.

The second and fourth men in the front row are unknown. The third man is the Policemaster. The fifth man is the famous Bulominski. He served as a soldier in German East Africa, and was a sergeant when he joined Administrator Schnee (from Samoa) in New Guinea. He was a strong character and a successful district administrator. It was he who forced the villagers to build the Bulominski Road, from Kavieng, almost the entire length of New Ireland, which is still a notable highway.

The big man on Dr. Hahl's left is C. A. Schultze, who left a permanent mark on New Guinea. He married Rosmina Coe, a daughter of Willie Coe and therefore a niece of "Queen

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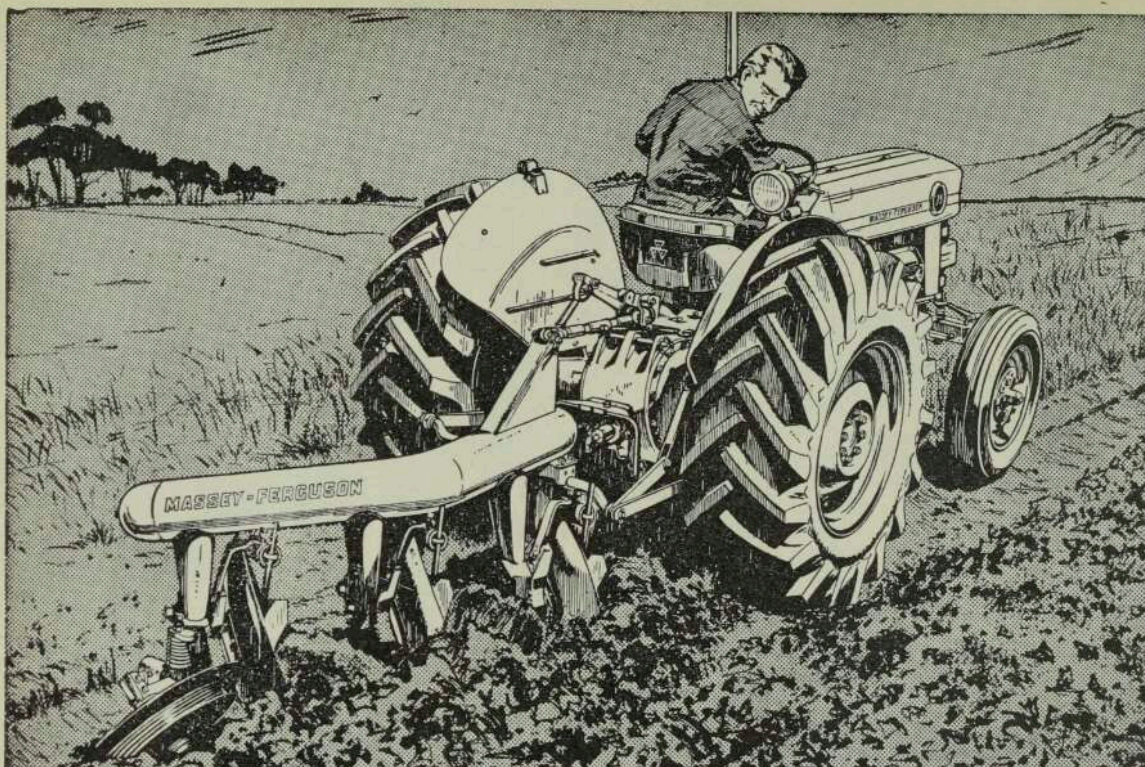
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Emma". Their descendants now live in New Guinea, Australia and Germany.

Schultze went originally to Australia to buy remounts for the Indian Army. He became a jackeroo in Queensland, and, with his brother, a Doctor of Philology, established the Bundaberg Grammar School. He then joined the German NG Administration as Government Secretary, and he died there.

Captain Macco, on Schultze's left, married a Miss Hoergren, niece of "Queen Emma", and settled in NG. On his left (end of front row) is Ernest Beck.

The only identified man in the back row has an unusual history. He is second from the right—Father Constantini, who was a missionary priest at Vunapope when he inherited a large family estate in Northern Italy. He abandoned missionary work and settled on a large plantation, Logogan, in New Ireland.

Even in that age of hospitality his house parties were famous—for he took pride in the fact that when he entertained guests there was a New Ireland beauty at every pillow!

One day he cut his hand when opening a bottle of beer and died of tetanus. He left his fortune to the Vunapope Mission.

Call For Beryl Brings Results

WHEN we published a collection of *Pacific Islands Monthly* stories last year in book form as *PIM's Pacific*, we had no success in contacting one contributor, Beryl Sawyer, a former *PIM* correspondent in Tahiti.

We said as much in a biographical note, and the mystery of Beryl's current whereabouts seemed to intrigue Mr. Ross Campbell, the Sydney *Daily Telegraph's* ace book reviewer. His review of *PIM's Pacific* began: "Beryl, where art thou?"

Had Beryl sunk without trace into suburbia? he asked in his review. Or had she, perhaps, found a mate on some remote island where they dance on the edge of the sand by the light of the moon?

Where we failed, Ross Campbell's review did the trick. Beryl has now revealed herself. She is in Honolulu, which, if not a coral strand any longer, is not suburbia, either.

She tells us that the *Daily Telegraph* review was shown to her at a Christmas party given by a former MGM secretary who met her in Tahiti during the filming of *Mutiny on the Bounty*.

When her third visa to French



● Artist Mary Edwell-Burke in her prize winning costume during Suva's 1965 Hibiscus Festival. The artist was dressed to represent Adi Ni Cakau, (Lady of the Reef).

Polynesia expired in 1962 and she was threatened with expulsion, a 19-year-old Tahitian presented himself at the Hotel Aimeo on Moorea, where she was working, and asked her to marry him so that she might "stay in Tahiti forever".

She was sorely tempted, she says, but she knew that if she did not re-enter United States territory by June, 1962, she would lose her immigration status and the right to live and work in the United States that she had had since 1953.

Before she returned to Honolulu she decided to have one last look around the South Pacific to see if she could line up some future jobs there. "I could see myself another Bloody Mary, with a small hotel on some remote atoll," she says.

But it was not to be. In Tonga all she got was a "big, brown non-committal smile". In Western Samoa she was given, with some reluctance, a visa for one week. She wasn't greatly attracted to American Samoa.

Back in Honolulu she worked for a year as publicity director for the Honolulu Symphony Orchestra. At present she is executive secretary for the Hawaii League of Nursing, handling public relations, publications, recruitment and so forth.

At weekends, as a member of the Trail and Mountain Club, she explores and climbs the mountains and valleys of Oahu and neighbouring islands, with the 13,000 ft summit of Mauna Loa on the 1966 agenda.

It all sounds very vigorous and healthy, but a long, long way from beautiful Moorea.

Miss Mary's Back For The 23rd Time

NOTHING makes Fiji artist Mary Edwell-Burke more annoyed than the suggestion that she is eccentric. "I am an individualist," she declares, "but an eccentric, never!"

Evidence of the world famous artist's individuality—if that's what it is—is her present mode of living.

In a home-made tent, cut from canvas with nail scissors, and sewn together on a tiny hand machine that is 112 years old, she has taken up residence along the Queen's Road, half-way between Suva and Deuba on Viti Levu.

Miss Edwell-Burke has definite reasons for settling in such an out-of-the-way spot.

The views—among the most panoramic in Fiji—have appealed to her, and she hopes that her site will one day become a South Seas art and cultural centre where artists and students will meet, and where Islands arts will be fostered, exhibited and taught.

"I envisage the centre set in five acres of beautiful tropical gardens," says Miss Edwell-Burke, who had experience as a professional gardener for a large Sydney retail store during the war.

"Bures will be set around the

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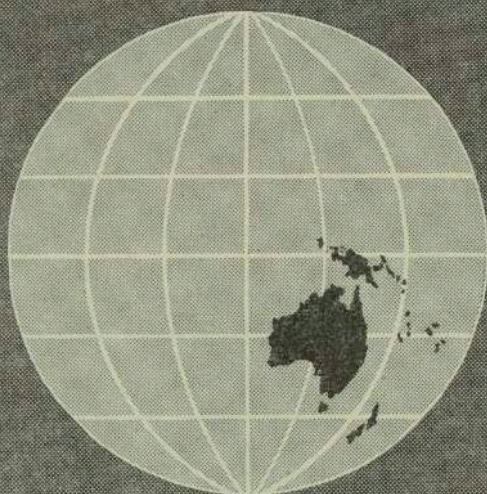
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gardens, and in these artists will work on various South Seas crafts."

Planned in the site also are a big *bure* for display purposes and an open air *meke* theatre.

Previously known as Mary Edwards in her native Australia, Miss Edwell-Burke's work has won wide acclaim, and is exhibited in many Australian art galleries, private collections and private homes.

Seven of her paintings have been bought by the Trustees of the National Art Gallery, NSW. She was awarded the Coronation Medal for her contribution to art.

Miss Edwell-Burke began studying painting and sculpture after being taken from school at the age of 13½ years on the advice of a noted art teacher.

After four years she went to France to continue studies, and at 19 became one of the youngest artists to exhibit at the Paris Salon.

From France she went to Tahiti, and, at the request of the French Governor, held an exhibition of her work there. This was the first art exhibition ever held in Tahiti, and was shown by request in the British Consulate.

An inveterate wanderer who dislikes travelling but enjoys seeing new places and new faces, she has sketched and painted throughout her wanderings around the world, and her works have been snapped up by art lovers everywhere.

Shoehorn Needed

Now, her paintings are to be found all over the world, in national galleries, and large and small private collections. She regrets she has not kept records of her works for she has no idea how many she has done and where most of them could be found.

Her main fame has been gained for her paintings of South Seas people and portraits of celebrities.

Recently "Miss Mary", as she is known by Islanders throughout the Pacific, spent some months in Canada. Though she found the climate stark, and she yearned for the warmth of the tropics, her work was given an excellent reception and her undeniable ability widely acknowledged.

"This is my 23rd return to Fiji," she said on her return. "I have been going to and from the country for 33 years."

In the tent she has made for herself, the artist has crammed a cane lounge with a home-made mattress of *voivoi*, her clothes, personal belongings and all her artist's impedimenta.

Outside the tent is her water catch-

ment—a large, plastic strip suspended between trees.

That the living quarters may be rough could be some people's opinion, but not Miss Mary's. She scoffs at the idea, yet she smiles quietly and admits: "I practically need a shoe-horn to get inside."

Memorial Neglected

JUDGE RALPH T. GORE, now retired from the P-NG Supreme Court, was telling us recently that he had been most concerned to learn that the memorial in Port Moresby to the late Sir Hubert Murray, Lieutenant-Governor of Papua for many years, was in a neglected condition, and that the surrounding garden had been much damaged by vandals.

The memorial was erected between old Port Moresby and Konedobu some 20 years after Sir Hubert's death with money raised by public subscription.

Judge Gore, who now lives at Southport, Queensland, told us that when he left Port Moresby on retirement a couple of years ago, there was £1,200 in a trust account, which he understood was to be used for the maintenance of the memorial and the garden it stands in.

Pros And Cons Of Pidgin AGAIN

THE apparently slight difference of opinion over Pidgin English in January between Mr. H. L. Niall, Speaker of the P-NG House of Assembly, and Dr. John Gunther, Acting Administrator, got more publicity in Australia than the two men probably expected.

The newspaper, *The Australian*, even editorialised to the extent of telling Mr. Niall that he would be serving the Territory and its people better if he devoted all his energies to fostering an effective and fully-understood Parliament.

Mr. Niall supported the use of Pidgin at the opening of a seminar on English that is being held for members of the House of Assembly. He is reported to have said that, when the Territory is independent, Pidgin could become the national language.

This, of course, is not official policy and Dr. Gunther hopped in to say that it was just a useful bridge to the use of straight English; and to warn that mission schools which did not teach the latter would not be subsidised.

There probably was no need for either the warning or the publicity. The pros and cons of Pidgin versus English have been raked over so

frequently that they now become tedious.

It would be politically inept for Australia to sponsor the official use of Pidgin; nor, in the higher echelons of emerging P-NG, is it likely to endure in its present form longer than the next decade.

But to eradicate it from the village level will be next to impossible. It is too easy for native people to learn and, as Mr. Niall no doubt meant to suggest, it could become the basis of a local *patois*.

It is coincidental that Speaker Niall is a fluent speaker of Pidgin while Dr. Gunther does not speak it—at least, not in public.

But it is true that Pidgin has had a boost since the new House of Assembly came into being. A large section of the native members can speak nothing else, and non-native members who can address the House in it more often than not. Such is the use of Pidgin now in the House that anyone who cannot understand it misses about 50 per cent. of what is going on.

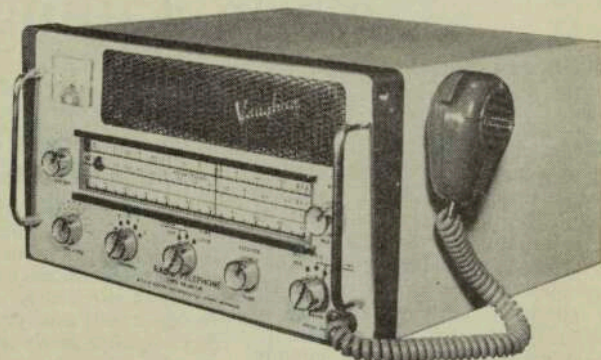
Despite this use, Pidgin is not a good parliamentary language — not because it is Pidgin, but because it is based on the syntax of a Melanesian language in which circumlocutions abound.

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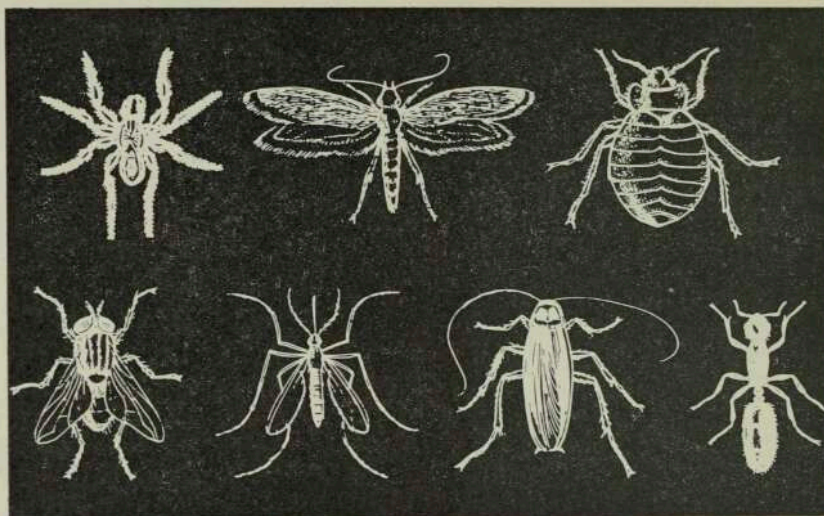
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More For This And Less For That Might Be Helpful In The BSIP

From Gabrielle Lawson in Honiara

With £6,201,375 available to the British Solomon Islands Protectorate for development over the next 34 years, it was suggested by the Financial Secretary at the December meeting of Legislative Council that the "Isles of Unwisdom" be now renamed the "Isles of Endeavour".

NEARLY £2 million a year is not a bad sum for this outpost of the Pacific. But whether the funds are distributed where they will do the most good is another matter.

The Government says its aim is to develop the natural and human resources of the Protectorate and strengthen its economy to enable standards to rise.

At the same time, it wants to raise the standard of education and medical services, without imposing revenue measures which would discourage enterprise and further investment.

It looks pretty good on paper, but some members of the community get a little browned off when they look around at the efforts of the Public Works Department.

Four Lanes

The PWD has its moments and has done a lot of good work. But it is hard to understand why a back street should be wide enough to take four lanes of cars.

Twenty-eight miles of road were built in 1965, but one member of Legco asked in a lighter moment, whether this figure came from measuring the width and not the length!

Another four-lane drive goes past the golf course and the new King George VI School, but then it quickly peters out.

On the other hand, the Education Department is doing all it can to raise the standard of education although the Missions are not satisfied.

The new King George VI School,

● The Solomon Islands rice-growing projects will not be beneficial to the Solomon Islanders, according to the author of the accompanying article. The picture shows rice-growing outside Honiara. It is irrigated from a canal fed by the Nalambu River.

not yet completed, was referred to in Legco as a Honiara Hilton and the idea of four boys in a dormitory was said to be morally wrong. There are varying opinions about the change to Honiara from Malaita for the site of the school. But obviously this is the only place for such a school. Malaita is too isolated and distant from the centre of the Protectorate.

To the onlooker, it would seem that the Agricultural Department should concentrate more than it does on the growing of local foods. These would be more beneficial to the local people than great rice-growing projects and the growing of soya beans.

To experiment with the growing of soya beans seems a waste of money when everyone who grew them in their gardens 10 years ago knows they grow like weeds. Moreover, the export market does not seem to justify the expense, time and labour.

As for rice, this will only put money into the pockets of big overseas companies and will not benefit the Solomon Islands people one iota.

The small Agricultural Training College at Kukum under the direction of Mr. A. Sweeney is a step in the right direction.

One would like to see the money

Johnson Cultist Loses Faith

Boas, one of the leaders of the "Johnson Cult" in New Hanover, has had a change of heart.

In a document to P-NG Administration officials in Rabaul, he has confessed that he began to have doubts when President Johnson did not turn up on the island on the day and time promised by the founders of the Cult.

He now believed that the talk of buying President Johnson was "all lies". He called upon the people of New Hanover to abandon the Johnson Cult and support the Administration and the local council.

Members of the Johnson Cult have been refusing to pay taxes to the council, and instead have been paying money to the Cult for the purpose of "buying President Johnson from America".

spent on rice and soya beans used in making the college bigger.

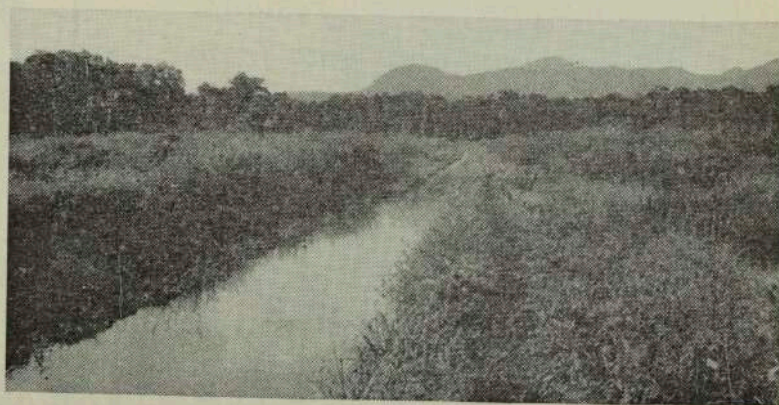
At the college, Solomon Islands trainees are taught how to grow local foodstuffs, how to care for pigs, poultry and even cattle and goats. Nothing is produced for profit.

The training school is at present only a shop window. The grounds cover some 80 acres, of which only 12 acres can be considered arable land. The rest is mainly pasture and building sites.

The pastures are largely kunai and improved grassland. Unfortunately, they have reached the limits of the boundaries.

The kunai grasslands are a challenge to pasture improvement.

Very little is known about tropical pasture plants and under the Kukum



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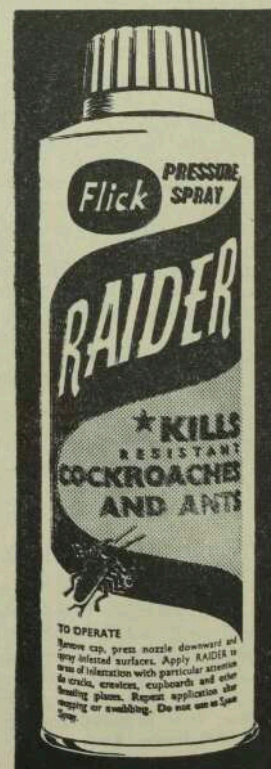
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Life In The Raw

From the *Sydney Morning Herald* of January 12: "Miss Bula, Festival Queen, Miss Kolora Nasilasila of Nadi, Fiji, arrived at Kingsford Smith Airport yesterday, wearing her national dress, a colourful lei and a wide white smile."

conditions not much more can be done.

But if this training school could go further afield, a lot more good could be done for the good of the Solomon Islanders.

Mr. Sweeney says that at present the school does not produce enough "graduates" considering the time and effort put into teaching the three-year course.

Six or eight field assistants are all they have been able to offer to agriculture each year.

Only four trainees were recruited in 1965, and only two field assistants are expected to be available in 1967.

It is a depressing picture.

The Solomon Islanders should be taught and encouraged to get on with growing and producing, and get away from the idea of rice.

The Solomons could be a land of plenty, but all the average Solomon Islander wants at the moment is a bag of rice and a tin of meat.

Income Tax Bill

Meanwhile, people are still talking about the new Income Tax Bill, which came as a shock to many.

The intention of the bill was to repeal and replace the Income Tax Ordinance enacted in 1948.

When the first reading of the bill came up in Legco in December, it was explained that it provided that taxation machinery should be more in keeping with higher standards of business now prevailing and increase the spending of community activities.

However, the most controversial point of the bill concerned the taxation of undistributed profits. The Financial Secretary said there was nothing new in that. Once profits were distributed they were liable to tax.

But the business community pointed out that undistributed profits were frequently tied up in assets and that the bill restricted business development or the sale of assets. The result was an amendment to reduce the percentage of profits.

People feel that the bill went a bit too far and favours large companies with capital outside the Protectorate.

Representatives warned Legco

against the Government's policy of victimising the small man. It was asked that the almost unrestricted powers given to the Commissioner of Tax should be administered with sympathy and understanding.

In many cases, small companies would be forced to dispose of assets to meet the tax bill which would deprive them of money to carry on, members said, and shareholders would be taxed on money they did not receive.

On the whole the development plan is a good one, but to the observer it would seem that a little more taken from this and put into that would perhaps do a lot more for the Protectorate.

The understaffed Medical Department, for example, could do with more.

The housing problem has got into a state of chaos.

Government officials are being sent off on leave months before their time to make housing available.

The new Government House building (*PIM*, Jan., p. 16) has been scrapped for the time being and the High Commissioner will continue to live in a ramshackle out-of-date building.

Maybe this is a good thing from the point of view of the experts, but it is not good for the morale of the Solomon Islanders who hope one day to occupy the unbuilt building.



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32
F E B R U A R Y , 1 9 6 6 — P A C I F I C I S L A N D S M O N T H L Y

With The Case Of Naitauba Island Settled . . .

Perry Mason Plans To Quit Law For Life In Lau

From a Suva Correspondent

Most Kai Vitis are flattered that Mr. Raymond Burr (better known to millions of fans all over the world as the TV lawyer Perry Mason) thinks enough of the Fiji Group to buy Naitauba, one of the islands of northern Lau.

BUT there is regret, too, that this will inevitably mean the end of the Hennings family's association with Lau. They have been associated with that archipelago back through the generations for over 100 years.

Naitauba is of composite formation, three square miles in area and 610 feet in elevation at the centre. It is about 20 miles from Vanua Balavu and 180 from Suva. It is run as a coconut plantation and in a good year can produce upwards of 300 tons.

The plantation was run by a family company. Since the death of Mr. Gus Hennings in 1955, his widow, Mrs. Elizabeth Hennings, and their three daughters have been the main shareholders.

The family's link with Fiji goes back to William Hennings, born in Bremen, Germany, in 1837. He



An aerial view of the homestead area at Naitauba.



Mr. Raymond Burr.

arrived in Fiji in 1860 via the gold-fields of Victoria.

On a visit to Sydney, he met Mr. Caesar Godeffroy, of the famous Hamburg firm that was primarily responsible for coconut planting in the South Seas and for the German interest in colonisation that followed.

Godeffroy encouraged Hennings to go to Levuka, Fiji, where he represented the big firm for a while; but soon William and his three brothers who followed him were interested in trading on their own account and in cotton-growing on a number of the islands of the Lau Archipelago.

Cotton Slump

Cotton boomed until 1870, by which time the American Southern States were recovering from the Civil War. William Hennings and his brothers lost heavily in the cotton slump that followed and for the next 18 years, William became a copra merchant in Levuka.

The financial troubles in 1889 of Baring Brothers, of London, and Godeffroy, of Hamburg, came close to ruining him again, and for the remainder of his life he lived as a planter, mostly on the Lau island of Katafaga.

To William Hennings is given the credit for getting together Maafu, the Tongan who was all-powerful in eastern Fiji, and Cakobau, self-styled King of Fiji.

They had, with reason, been mutually antagonistic, but due to Hennings' good offices, Maafu became a minister in Cakobau's short-lived government. This led, in 1874, to the

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Mapamoiwa branch store on 1 acre comprises Trade Store and Bulk Store combined, Native Quarters.

Full particulars available from: Mrs. A. G. Gribben, Nou Nau, via Samarai, TPNG.

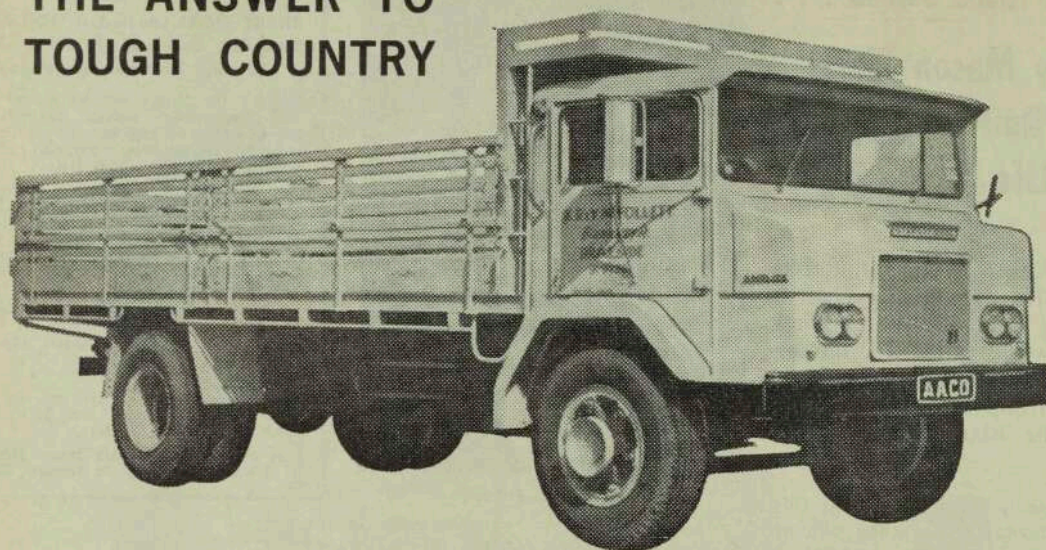


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. . . Margaret Merril

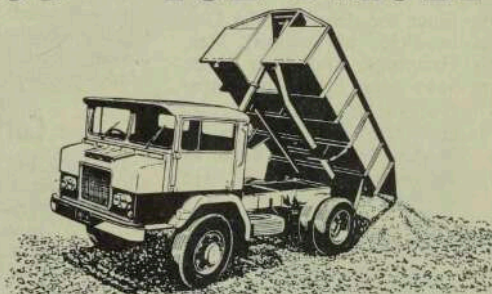
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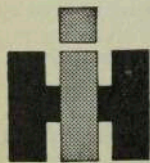
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FRENCH NAVAL TASK FORCE FOR TAHITI

"Alpha," a French naval task force, will enter the South Pacific towards the end of March and will be stationed in Tahiti. It will be used to police the testing area during the nuclear tests at Mururoa Atoll in the Tuamotus.

The task force will comprise the 22,000-ton aircraft carrier "Foch", three escort vessels and several supply ships, carrying a total of 7,500 men. The "Foch" carries 50 aircraft.

cession of Fiji to Great Britain by the Cakobau and the chiefs.

William Hennings married a Lauan girl, Adi Meri, daughter of Ratu Mara, a famous chief in his day.

Mr. Gus Hennings, who died at Naitauba in 1955, was their son.

Gus brought a bride back from Germany just before World War I. She is the present Mrs. Elizabeth Hennings who, since the death of her husband, has supervised the plantation work on Naitauba almost single-handed.

Naitauba has, in fact, been her whole life for over 40 years. She knows every inch of it, its debits and credits, its isolation, its loneliness and its compensating joys.

It is hard, indeed, to imagine Naitauba without Elizabeth Hennings. Or Elizabeth Hennings without Naitauba. The social round of Suva, or wherever she chooses to settle, will seem pretty tame in comparison. Of all the remarkable women the Pacific has bred or shaped, she must come pretty near the top of the list.

Naitauba was put up for sale in early 1963 through London brokers who were then asking £Stg.70,000 for the property. The actual buying price has not been disclosed.

Mr. Burr is apparently working in partnership with other Californian friends in his purchase. One of these is Miss Peggy Slater who was in Fiji in January and later went on to Sydney to try to buy a power boat for communication between Naitauba and other islands.

She is a famous yachtswoman in California and also is a yacht broker. She will be a director of the new Naitauba Ltd. So will Mrs. Elizabeth Hennings and her daughter, Mrs. M. Miller, of Suva.

As a copra plantation Naitauba has three disadvantages: The distance from Suva and dependence on small local ships for irregular communica-

tions; lack of a suitable harbour; and an occasional hurricane.

But on the credit side it must be one of the last freehold island properties in the world. Had it not been so valuable it no doubt would have been bought back by the Native Land Trust Board—as many other freehold properties have been—in the three years since the Hennings family decided to sell it.

Naitauba was once inhabited by some Fijian families, but these were cleared out before Cession by local chiefs who were then sold on the idea of having Europeans settle among them. The freehold title was confirmed early in the British administration.

Mr. Burr was in Fiji during the Pacific War. He went back for a holiday visit in the middle of last year and was back again just before Christmas.

He said in Suva, before he flew north again on January 6, that he would return in April.

He plans to quit his role of Perry Mason at this time but not his interest in film-making.

Mr. Burr controls a large film company, Harbour Productions Ltd., which deals in anything in the entertainment line, and he plans to make pictures, some of them with him in the lead. In Naitauba, he has a ready-made film set.

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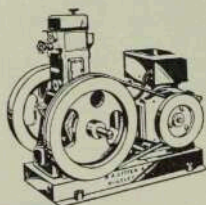
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... Margaret Merrill



It was fun and games all the way for these 23 children from the island of Taveuni, Fiji, recently, when they flew to Dargaville, NZ, as guests of the Junior Chamber of Commerce. The invitation was made as a thank you to the Taveuni people for their hospitality to a visiting NZ Rugby union team in 1964. In NZ the children were billeted in private homes. With them, right, is Taveuni schoolteacher Julian Jones.

—Anand Studio, Nadi.

People In Pictures



Just posted to the US Consulate in Suva is Mr. Harry L. Coburn, of New York, seen above aboard the Matson liner "Mariposa" in Sydney with his wife and two children, Sarah, 2, and Harry, 4. Mr. Coburn has previously been with the US Foreign Service in Spain.

The smile at left belongs to Miss Ingrid von Reiche, of Apia, Western Samoa, who is doing a hairdressing course in Sydney. She is staying with her aunt, Mrs. Olga Page, formerly of Apia and now "First Lady" among Samoans in Australia. The photograph was taken at a Sydney Polynesian Association meeting.—Telephotos.



Grief shows on the faces of these Tongan mourners—all in black—listening to the graveside service during the funeral of Queen Salote.

At left, after the services are over King Taufa'ahau sits inside the black-draped doorway of the palace as visitors pay their respects, and leave gifts. At right sit the King's matapule (spokesmen).

Tonga's beloved monarch, Queen Salote, who died in Auckland on December 16, was buried in Nukualofa on December 23. A full report was published in PIM's January issue, but on these pages is a more personal account by Fiji-born Mr. W. G. Johnson, prominent South Pacific business leader.

Tonga Honours A Beloved Queen

*By W. G. ("TUI") JOHNSON,
managing director of W. R. Carpenter
and Co. (Fiji) Ltd.*

We sailed from Suva to Tonga for Queen Salote's funeral aboard the Carpenter vessel *Komaiwai*, which made the journey in 40 hours each way, which was 10 knots.

IT was a little boisterous approaching Tonga, but we arrived at Nukualofa, the capital, about noon on Wednesday, December 22—the day before the funeral.

Among our passengers was the Bishop in Polynesia, and we flew his flag on arrival. When the Bishop landed, the flag was taken down and the Australian flag, and the Carpenter house flag, were flown at half-mast.

On the evening of the day of our arrival, I was admitted to His Majesty King Taufa'ahau Tupou IV, and I was able to convey directly to him the condolences of the directors of the company as well as my family. The King stayed up all night receiving mourners.

Previous to the audience with the King we entered the Royal Chapel, which adjoins the palace and paid our respects to the body lying in state and left a piece of native cloth brought from Fiji.

The morning of the following day broke very unpromisingly, with rain squalls to windward. The funeral was to commence at 10 a.m., but only a few minutes before that time we were sheltering from the squalls.

An order of procession had been drawn up and a minute or two before 10 a.m. we took our places. There was a light skiff of rain and after that the day broke beautifully fine, and remained so.

At 10 a.m. precisely the first saluting gun was fired, and the casket, which was on a platform, guarded constantly by two chiefs also on the



Above, distinguished visitors, led by the NZ Governor-General, Sir Bernard Fergusson, follow in the wake of the Queen's bier. Below, Tongan women screen the tomb with tapa and mats.

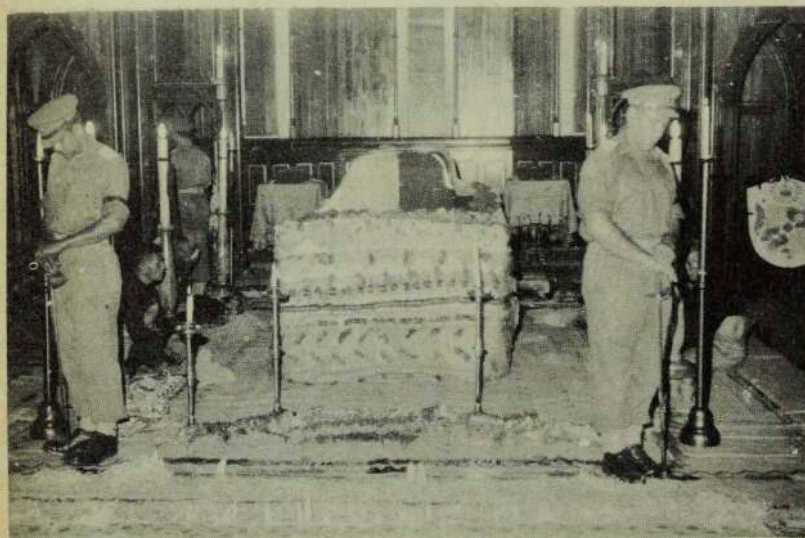


Sacks of white coral sand are filled (right) so the Queen's grave can be covered like all other Royal graves in Tonga.





Ratu Edward Cakobau, high chief of Fiji, was draped in a ta'ovala (mat) immediately on his arrival in Tonga. This is a custom signifying respect. He is greeted by Tu'ipelehake, the King's brother. Below, the Queen's body lies in state at the palace before the funeral.



platform, was brought out of the chapel. It was carried by about 200 bearers. The casket was under a pergola erected on the platform.

Having come out from the grounds of the Royal Chapel there was a slow procession to the tombs in which the Royal families of Tonga are buried, a distance of about half a mile, along a pine-tree bordered road. At the tombs a service was conducted by four Methodist missionaries. The first three read from the Bible and prayer book, then the Rev. Wood, who had for some time lived in Tonga (and is now resident in Australia) delivered an oration.

The Tongan people then took over their form of burial, which was most impressive.

The tombs are in tiers, the uppermost being about 15 feet above ground level. The whole upper tier was surrounded by Tongan women holding a finely woven mat which was in one piece. The women stood with their heels on the lower edge of the mat, with the mat behind them, and held the upper edge by their hands extended above their heads. This single mat must have been almost 200 yards in length.

A similar thing was then done around the lower tier with tapa. The piece of tapa to go around the lower perimeter must have been nearly a quarter-of-a-mile long.

Women predominated at this stage, there being only a few aged men and women directing the burial. More finely woven mats were placed in the tomb.

The screens obscured the tomb into which the casket was subsequently moved, and when the casket had



King Taufa'ahau and Queen Matafa'aho in the funeral procession. All the photos on these pages were taken by Rob Wright Jnr., of the Fiji PRO, except for the one below left, by Hettig.

been put into position and the tomb sealed the grave was covered with sand and gravel and the screens removed.

This part of the burial was done in utmost privacy.

From the time of commencement at the chapel until the burial was completed it was about 2½ hours.

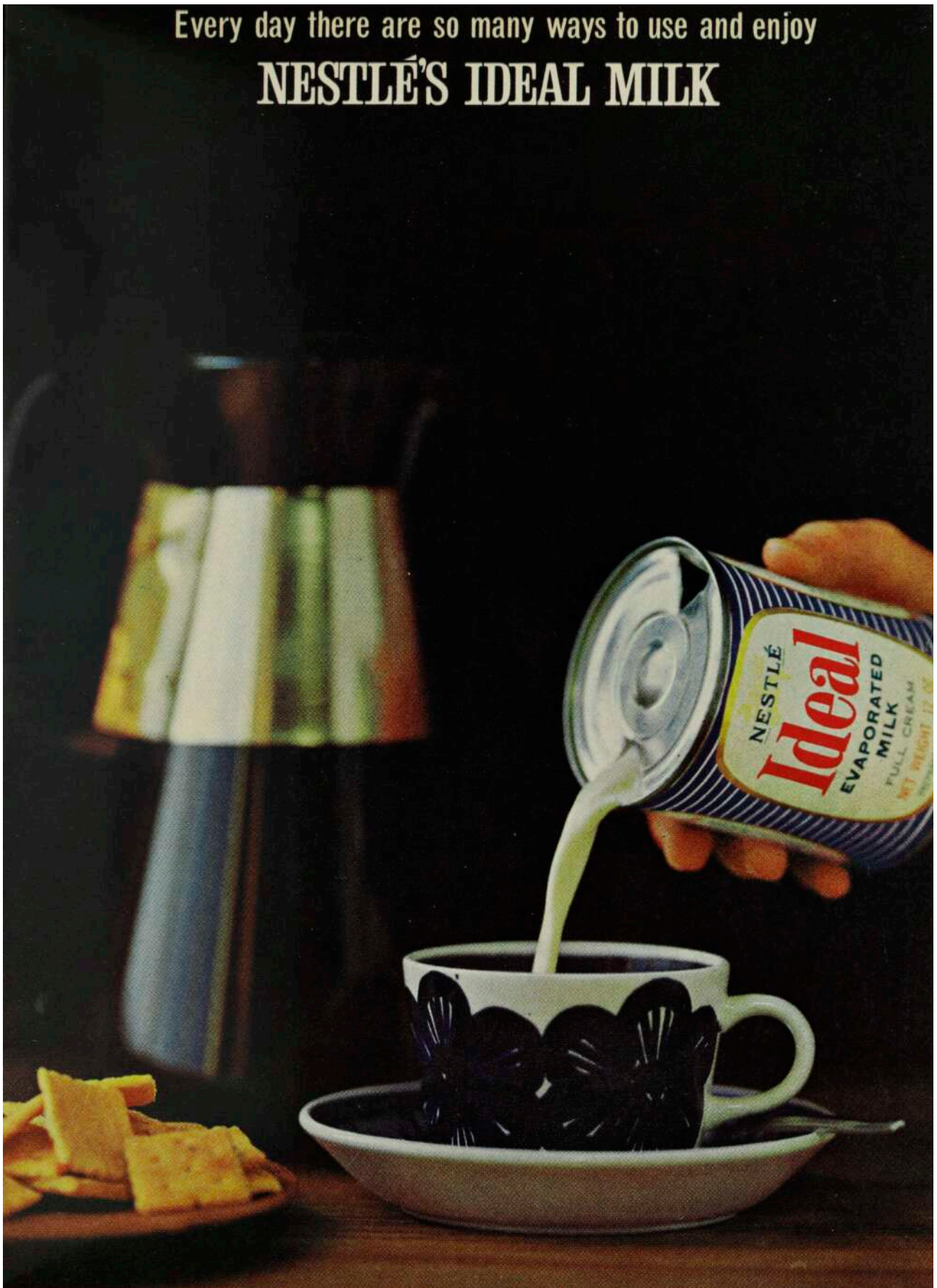
There were thousands of school-children lining the roads and from the time the body arrived in Tonga until the burial sacred music was sung or played by the Tongan bands and choirs, of which there are many, as the Queen was very fond of music.

The Fijian chiefs who attended were Ratu George Cakobau, Ratu Mara, Ratu Penaia Ganilau and Ratu Edward Cakobau. Edward has a considerable standing with the Tongan people and is always very warmly greeted by the present King. When he landed at the airport in Tonga great deference was shown him by the Tongan people there.

As the Komaiwai was about to depart from Nukualofa the personnel and all those who had gone over on her were presented with a quantity of food, being part of the feast.

This food comprised two huge cooked pigs and a number of small pigs and vegetables and was gratefully accepted.

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✓ DECISIVE YEAR AHEAD FOR COOK ISLANDS PREMIER

A PIM Special Survey

The new year began in the Cook Islands with the Group's first self-governing legislators still in that halcyon period when they can claim that most of their troubles are legacies from the previous administration.

BUT probably no one realises better than its Premier, Mr. Albert Henry (who is also Minister for External Affairs, Finance, Economic Development, Migration, Aviation, Shipping and the Post Office) that this let-out won't be so valid in January, 1967.

This is not to say that the new government's plans for coping with the situation, by placing the emphasis on economic development rather than social development, aren't more practical than those usually hatched by newly self-governing territories.

What they probably do not do is to take sufficient account of the Group's two fundamental problems—its size; and the fact that two-thirds of its revenue comes in the form of grants from New Zealand.

To run a group of islands (total land area 93 sq miles and population less than 20,000) as a fully-functioning, democratic state is going to take all the genius that most Cook Islanders think Mr. Henry possesses.

But there were indications in a series of talks that the Premier made over the local broadcasting system in December that he himself believes that, before his plans for the regeneration of the Cooks can be carried out, something has got to give.

The thing is—what? Or, more probably, who?

Decision Awaited

The talks—one a night, for a week—followed the visit of the Cook Islands Economic Mission to New Zealand in November. Mr. Henry at that time led a team of five to the Dominion for top-level financial discussions with the Government. The purpose was to get more money.

The Mission was well received, left behind a 20-page financial report on revenue and expenditure and plans for the Group's economic progress for the next five years, and in mid-January was back home awaiting the decision of the NZ Cabinet as to whether larger grants will be forthcoming.

If they are, and they are sufficient to cover the economic and social development projects the Government has in mind (water supplies, hospitals and schools, particularly in the outer islands; banana replanting; increased copra and citrus fruit production; harbour improvement, etc.) Mr. Henry's government is in for a comparatively easy time and will increase its popularity.

If NZ does not agree to increased grants and the Cook Islands Government still wishes to carry out its development programme, then Mr. Henry will have to reallocate the revenue he already has; or raise more internally; or both.

Amongst the financial burdens that Mr. Henry makes a point of stressing that he inherited from previous administration policy, are a public service which eats up 40 per cent. of total revenue; an education system that takes 20 per cent.; and



Mr. Albert Henry.

capital expenditure on uncompleted public works that takes the rest.

The public service consists of about 100 expatriate New Zealand officers, and about 900 local officers who, if they have comparable qualifications, are paid at almost the same rate. The permanent public service is now costing about £NZ620,000 a year to maintain, with the certainty under the present set-up that it will cost a further £50,000 each year in salary increments.

In addition to the permanent officers, there are about 750 casual workers paid on a daily basis who cost the Group a further £150,000 a year.

Political Suicide

In short, the Cook Islands has a public service that it cannot afford. To attempt to reduce it to manageable proportions would, however, be likely to be political suicide, even for Mr. Henry. For years young CI Maoris have been training in NZ for high public service appointments (there were 100 of them there at the end of 1965).

If these return to the Group only to be given salaries far below those of the New Zealanders they replace most will simply go back to NZ which still maintains its ever-open door for Cook Islanders.

Mr. Henry's short-term solution to the public service problem is to ask the NZ Government for more money to support it.

His government has, however, made some effort to contain expenditure on education—a not altogether popular move. Beginning in 1966 every child with the necessary

Old Story With A Different Twist

Stories of women giving birth to babies on the back seats of taxis en route to hospitals are almost regular features of newspapers in metropolitan countries.

But even in the South Pacific, it's not often that a mother, en route to hospital, gives birth to a baby in a sailing canoe.

It happened in the Cook Islands early in December, though, when a Penrhyn Island woman, Tetuanui, gave birth to twins while travelling in a sailing boat across Penrhyn's lagoon.

Tetuanui was en route from Tautua Village, on the eastern side of the atoll, to Omoka Village, on the western side, where a dispensary is situated. The lagoon, on this stretch, is about eight miles wide.



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

THE COOK ISLANDS SCENE: One of the uncompleted public works projects which the Cook Islands Government of Mr. Albert Henry inherited from the previous administration is the new post office at Avarua, Rarotonga, seen in the top picture to the right of the existing post office. The new building is expected to be completed in May. Most of the men working on it are unskilled and are taught aspects of the building trade as they go along, but they are reported to be doing a creditable job. The middle picture shows oranges from the outer islands being unloaded at Avatiu, Rarotonga, for the canning factory of Island Foods Ltd. Most of the outer islands oranges come from Atiu and Mauke. Below is a view of Avarua. The Union Steam Ship Co. Ltd's premises are at top right; the building in the middle of the picture is the factory and offices of Island Foods Ltd. It is the biggest structure in the whole Cook Group.

Photos: Van Eijk and Meers.



ability will be offered secondary education to Form IV level (second year); but from this point only 27 per cent. of those who complete Form IV will be eligible for the final, third year (or Form V) at the end of which they may sit for the School Certificate.

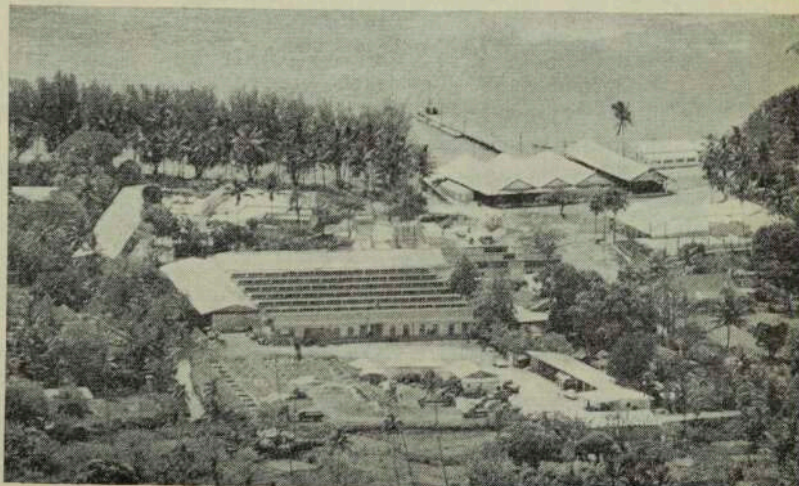
In compensation for this, the Education Department intends to establish a non-academic Form V at the chief secondary school in the Group, Tereora College, in which 24 students will be instructed in technical, agricultural and home-skills "more suited for life in their own country".

Explaining why all this has been necessary, the Government has pointed out that the present £330,000 a year that the education of Cook Islands youngsters is costing could well rise to £500,000 within the next few years; that the percentage of passes among those sitting for the School Certificate has been very low; and that there are too few "white collar" jobs available in the Cooks even for these anyhow.

More Migration Likely

(It was calculated in December by Mr. Julian Dashwood, one of Mr. Henry's ministers, that there were a dozen such jobs currently offering and 200 students who would be leaving Tereora at the end of the year to seek them).

As a measure for getting the people back to the outer islands and to cultivating their own land, the new Government's education policy might be regarded as a hard-headed, realistic one. What is more likely





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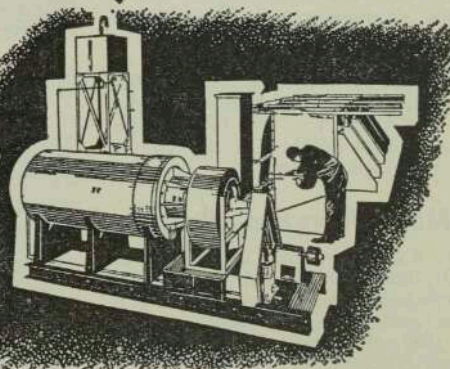
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to result from it, however, is an increased migration of young people to New Zealand.

Among the half-completed projects that the new government inherited from the old administration are the Rarotonga post-office; the Rarotonga hospital; Avatiu harbour development in Rarotonga; and road works, water works and school building on the same island. All of these are essential, in the present Government's view, although it does not agree with the order in which they were tackled nor to the neglect of similar facilities for outer islands.

It would, however, be folly and uneconomic, Mr. Henry pointed out, to stop any of these works now. What the government wants, he says, is additional revenue to put into developmental projects outside the main island of Rarotonga.

Not all of Mr. Henry's financial burdens can be laid at the door of the old administration. One of these is the old age pension which was one of his election promises and, although revolutionary for Polynesian society, is already in operation. He expects to finance this by the sale of more and better postage stamps to the philatelists of the world, although NZ philatelists have not taken too kindly to his plan to exploit them



Mangaia, the second-largest island in the Cook Group, is a major producer of pineapples. But this small harbour is all that the island has at present for shipping its produce to Rarotonga. Mr. Henry's Government has asked New Zealand for a loan of £41,000 to build a bigger one.—Photo: Van Eijk and Meers.

(see p. 59). Nonetheless the pensions are going to cost the Government £10,000 in the first year.

There has also been a recent wage increase for unskilled workers which puts the Government's own wage bill up by £14,500 a year.

Whether the NZ Government opens its coffers wider or not, it is obvious that local Cook Islands residents are going to have to dig down deeper into their pockets as well. Mr. Henry has already said as much.

The New Zealand Government has been asked for a loan of £41,000 to build a larger harbour in Mangaia and a further £35,000 to improve Avatiu harbour on Rarotonga. If granted, it is proposed that both should be paid off by increased levies on cargo handled at these ports.

At the same time, other means of raising general revenue are being considered and will be presented at the next meeting of the Legislative Assembly—a fact that, no doubt, is sending tremors of anticipation down the spines of the vulnerable minority, particularly the larger firms which have always been apprehensive of what Albert Henry might do.

At present the main local Cook Islands revenue comes from income tax, import and export duties, the sale of Government-controlled liquor, licence fees, etc.

Something more can be squeezed out of all of them; or an entirely new revenue-raising item invented, but one thing is certain: if the new Government expects New Zealanders to go on subsidising it, it has to show it means business on the home-front. Therefore 1966 should be an interesting year in the Cooks; and a decisive one for Premier Henry.

- For details of the harbour plans for Mangaia and Avatiu, see p. 107.

FIRST GARNET FOUND IN BSIP

AN INTERESTING occurrence of coarse crystal garnet-bearing rock was recorded in the interior of Guadalcanal recently by geological parties led by Messrs. B. D. Hackman and N. Swinger.

It was the first time that garnet had been discovered in the Solomons.

The geologists, who returned to Honiara in December after an expedition lasting six weeks, also made geological maps of an area of 150 square miles, covering the entire river systems of the Sutakama, Sovohio and Tinahulu.

A highlight of their trip was a night climb, by the light of Tilley lamps and torches, of an 8,000 ft mountain peak shown on maps as Popomaneseu.

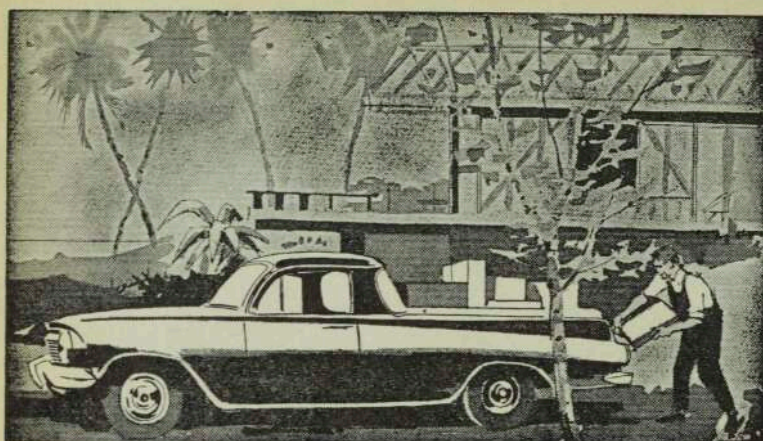
The party left Vurakirapa at 3 a.m. and reached the summit while it was yet dark and very cold. Letters left there in 1950 by J. C. Grover and in 1963 by G. F. C. Dennis were seen and the Royal Society Visitors' Book was signed.

The geologists wore two long-sleeved shirts and a pullover and two pairs of long trousers—and were still cold. The bearers huddled over fires.

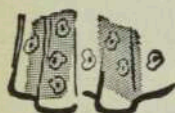
At 5 a.m. dawn broke over San Cristobal and the sun gradually illuminated a splendid panorama which extended from San Cristobal in the east, to Santa Ysabel in the north, to Rennell in the south.

According to existing maps and confirmed in part by observations from what has been marked as Popomaneseu, it has been suggested that the mountain Kukuravahalo, at the head of the Koloula Valley, may be higher and therefore can be claimed to be the highest summit in the Protectorate.

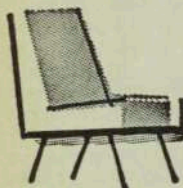
The name Popomaneseu means in the language of the south coast people "the cup and the bowl". This obviously refers to more than one peak.



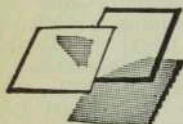
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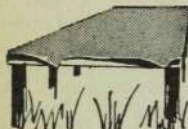
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Internal Air Service Planned

"EXCITINGLY BUSY YEAR" AHEAD FOR G.E.I.C.

A start is to be made on the construction of airfields in the outer islands of the Gilbert and Ellice Islands Colony this year so that an internal air service can be inaugurated in the Colony.

THE new airfields will be at Butaritari, Abemama, Tabiteuea, Arorae and Nanumea. They will be operational within four years.

At present, the only islands in the Colony with airstrips are Tarawa (one of the 16 islands in the Gilberts) and Funafuti (one of the nine islands in the Ellice Group). Tarawa and Funafuti are linked with Suva and Nadi, Fiji, by a weekly Fiji Airways service.

The GEIC Resident Commissioner, Mr. V. J. Andersen, announced the plan for the outer islands airstrips in a New Year radio message to the Colony and at a public meeting at Ocean Island on December 29. He predicted that 1966 would be "an excitingly busy year".

In his radio broadcast he said that other projects planned for 1966 were:

- The opening of a local government training school which, in turn, will lead to the reorganisation of island councils and courts.
- A general stepping up of medical and educational developments.
- An intensive island by island drive to improve coconut groves.
- The announcement of a new constitution for the Colony.
- The establishment of a merchant marine school to increase overseas employment opportunities for local men, and the arrival of at least one new 79 ft vessel to join the Government fleet.
- A Colony-wide family planning drive.
- An investigation of the prospect of establishing a tourist industry.
- The completion of a review of civil service salaries. (But civil servants should "not expect the moon" from this, as the economy of the Colony could not stand a major rise in salaries).
- The completion of negotiations on phosphate revenues.

Reviewing achievements in 1965,

Mr. Andersen said he had been impressed by a "noticeable quickening of development".

He went on: "The period has seen a series of causeways constructed on North Tarawa and one on Makin, the starting of the plant introduction and livestock improvement project, the coming into being of two organised political parties, a start made on constructing medical staff quarters in permanent materials on outer islands, the completion of a handsome new teacher training college building which will permit the training of more teachers for outer island primary schools, and the improvement of the air service between Fiji and Tarawa to a weekly schedule instead of a fortnightly one.

Additions

"Considerable additions have been made to senior levels in the Education Department; a volunteer Adult and Social Education Officer assumed duty; with the assistance of the Royal Engineers, a start has been made on disposing of live ammunition on Betio; and an increased number of volunteers from the United Kingdom with a wide range of skills have come to work in the Colony.

"Projects from earlier years have continued into 1966, the more important ones being the coconut improvement campaign, overseas medical training, our own nurses' training scheme at Bikenibeu, the dredging of Betio harbour, improvements to telecommunications facilities, and overseas secondary and tertiary education.

"This latter scheme is beginning to have effect and in addition to scholars at secondary schools overseas we now have two undergraduates at universities and one at a metropolitan training college.

£900,000 Grant For Colony

The Gilbert and Ellice Islands Colony is to get £900,000 for development in 1965-1968 from the Colonial Development and Welfare Fund. A development plan, based on this figure has already been drawn up and was approved by the GEIC Advisory Council at its last meeting.

The plan has been sent to the High Commissioner and the Secretary of State for their approval.



Mr. Andersen.

"I am very glad that it has proved possible to bring all students and trainees who have been overseas for more than two years home for a short holiday this year."

Mr. Andersen said that all islands in the Colony had had above-average rainfalls in 1965, which, in a Colony noted for its droughts, boded well for a good copra year in 1966.

However, there had been "two major black spots" in 1965. One was the failure of those concerned to complete negotiations for increased revenue from the export of Ocean Island phosphate.

The second was the Administration's failure to recruit and retain anything like the number of overseas officers for whom there were posts in the Colony.

Educational developments had also suffered some delays through lack of staff; the Colony had been without a surveyor for its only survey post throughout the year; no agricultural officers were at post until the second half of the year; and there was no substantive Commissioner of Works for much of the time.

Mr. Andersen added that the GEIC had not had much overseas publicity since Sir Arthur Grimble's books, *A Pattern of Islands* and *Return to the Islands*, appeared, but a recent visit from a BBC Television team, preparing material for a programme called *Tonight*, should make many more people aware of it.

In addition, Dr. and Mrs. Morey, with the aid of CD&W Funds, had visited the Colony and were preparing what would certainly be an attractive film on its islands, its activities and its people.

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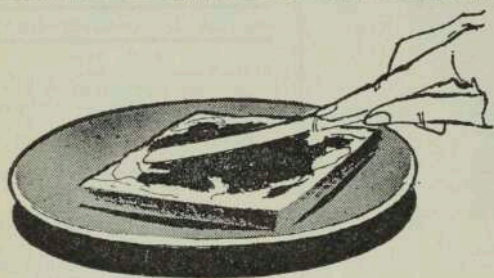
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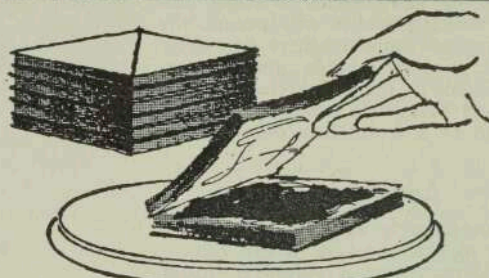
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With Tolala

It was good to have a number of New Guinea and ex-New Guinea friends drop in for a yarn and a spot during the Christmas holiday period.

PERHAPS, reading this in the middle of February, it will seem a bit late to be talking about Christmas but, believe me, the festive season is still very much alive. As I write, 1966 is only a few days old. I can still hear the echo of the captains and the kings departing; the atmosphere is still filled with the fumes of lolly-water, prussic acid or whatever it is they put in festive drinks, so the memories "linger on", untouched as yet by Time.

Grinding out "copy" in early January (with festivities fresh in mind) for an issue in dull, unimaginative February is all part of the cock-eyed system we blokes who string words together for industrious linotype operators have to recognise. (Oh, to hell with split infinitives!!)

An old New Guinean visitor whom I had not seen for some time was E. J. Wauchope; always bright and cheerful in the past, I thought he was a trifle sad, although he had lost none of his charm. I have known him and his no less charming wife, Biddy, since the 'twenties when he was attached to the PHD in Rabaul.

I discovered later that his sadness that day was occasioned by the tragic loss of his son-in-law, W. G. (Ben) Hall, when his Victor Airtourere plane disappeared on a flight from Cairns to Rockhampton in mid-August last

year. Wreckage has been found but no trace of the pilot. It is one of life's tragedies.

And there is Pat, with her 13-year-old daughter, waiting for Daddy to return. Pat is the only child of the Wauchopes and a bonnie lass she was when I knew her years ago; she has grown into a most capable woman living on the Hall property out Orange (NSW) way.

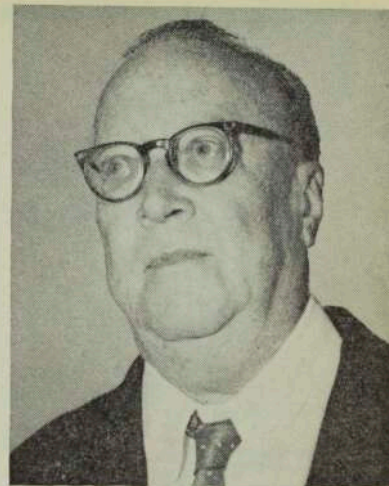
There was little mention in the metropolitan Press at the time. The local paper at Orange (*Western Daily*) carried the story and later a tribute to "Ben" Hall, who had a good civil career and a very fine World War II record as a Coast-watcher, which Eric Feldt in his book mentions on many occasions.

"Ben Hall—Pioneer"

A short while after E.J.'s visit I picked up a copy of the *South Pacific Post* (December 22) and there sighted an interesting story of "Ben Hall—Pioneer" by that discriminating writer Jack McCarthy, who pulled out many of the sympatico stops eulogising Ben's past activities in the interests of the Madang district. And here I learned that Ben had succeeded in tying in knots a United Nations Visiting Mission at a meeting at Madang last April.

'Tis a pity we have to lose men like Ben. We could do with a few dinkum Aussies in NG who have the guts to stand up to this inexpedient gathering of polyglot politicians, whose mentality is clouded as a result of their fanatical hatred of what they are pleased to term "colonialism", a word culled from the Soviet Union.

An item which particularly interested me in Jack McCarthy's story was the fact that Ben's Sepik River Trading Co. was operating the old motor vessel *Balangot* along the Madang coast. This hooker was a well-known craft down Buka way in the 'twenties and 'thirties when Jim Campbell, of Lalahan, owned it. Jim was the man who, in 1912, started the CPL ball rolling down Bougainville way, and a man whom I have



Mr. Wilson.

Samarai's "Spud" Wilson Comes South

Back in Sydney with his wife in January, after 50 years of book-keeping and merchandising in Papua, was Mr. Edward Wilson, known affectionately by everyone in Samarai as "Spud".

He served Whitten Brothers, in Samarai, until that famous old firm sold out after World War II. Then he had long years with Buntings, who extended into New Guinea after the war; and latterly he has been on the staff of Steamships Trading Co. A genuine "old-timer".

The Wilsons did not like Sydney's climate—"too damned cold"—and so are headed north to seek a cosier place of retirement in Queensland.

mentioned in these columns many a time.

Let's drink a silent toast to Ben Hall and give a thought to his widow, Pat and daughter Susan.

THE CLAIM GAME

IT would seem, the way things are going these days, that the bosomy blonde gold-diggers at Sydney's Kings Cross have nothing on some of the Papuan and New Guinean people who have, or pretend to have, the idea that land sold in the Long Before Days has never been paid for in accordance with the people's current idea of inflationary prices in the Islands.

These claims have become so persistent, so widespread, that one cannot but wonder who controls the

SEEING FIJI THE HARD WAY

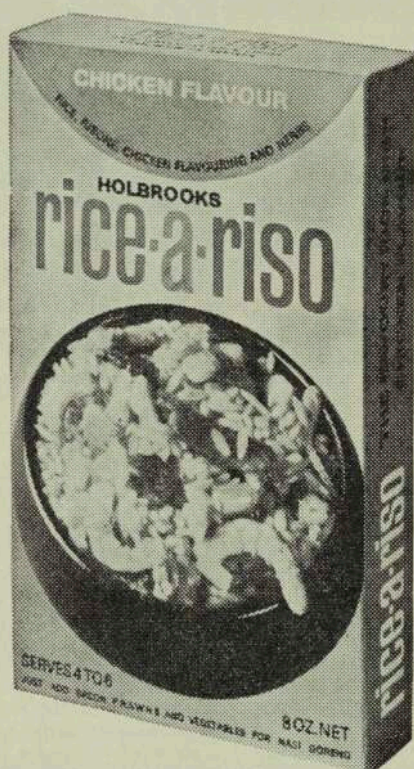
A 20-year-old Fijian, Anare Vuivuda, from Viseisei, near Lautoka, set a walking record over the Christmas holidays that nobody may be in a hurry to break.

He walked round Fiji's main island of Viti Levu—300 miles, along a road which is mainly loose gravel—in just over 111 hours.

He set off from Lautoka on December 20, reached Suva on December 23, left next afternoon and arrived back at Lautoka on Boxing Day.

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master mind behind the scheme. Who is Big Brother?

Why don't they organise a whole-sale claim of all alienated native land and be done with it?

The claim game started with private properties; lately it has shifted to both Methodist and Catholic mission lands; and now, according to the latest Press reports, claims have been lodged against the Administration for land in Port Moresby and Lae.

There must be a weak link along the chain of justice somewhere, which has been discovered by some super-eager legal eagle (probably an expatriate) and it is being worked flat out.

And what are the Land Board Inquiry Commissioners to do, poor things? What with all the yapping pack of anti-colonialist Asians and Africans in the United Nations, what can they do?

Would it be too much to suggest the appointment of a Research Council to unearth old-time documents connected with New Guinea land transactions?

It would be far more profitable than putting a couple of sputniks, satellites or whatever they are into space to prove all sorts of things which won't alter the price of fish one iota. As a starting point for inquiries I would suggest the New Guinea Club in Hamburg (Germany).

Unbelievable

It seems unbelievable that some record of a purchase or sale of land under government supervision is not available somewhere.

Public servants in all countries have an irritating habit of denying the existence of any recorded transaction unless they can actually turn up the documents in their own files.

And what about racial discrimination at these inquiries? Is there none? Is the uncorroborated statement of a non-native accepted as readily as that of a native?

I often wonder, too, if Land Commissioners and people of that ilk realise that land disputes, and claims for fishing and hunting rights are a dominating part in the very life of a New Guinean, and have been since long, long ago.

When life became monotonous and uninteresting: the tuna were not biting, the gardens were planted, all leaky canoes had been mended and most wives were pregnant, then an enterprising villager would start the claim game.

Next thing you knew it was a case of spears and stone clubs and the party was on. . . . Then came captives, tortures, feasts. . . .

And now, as ever, history repeats itself: the captives are the unsuccessful litigants; the torture: extracting the costs of those litigants from the Australian taxpayer, and the feasts: feeding those costs to the super-eager legal eagles.

The claim game will not cease even when the iniquitous Pale Face has folded his wigwam and departed hence.

FIRST PLANES

OF late I have received a number of inquiries from readers as to the date of the first mail-carrying aeroplane in New Guinea. Most of the inquirers are philatelists.

The authority on this particular subject, of course, is Basil Challis, philatelist, photographer and NG pioneer.

Incidentally, Basil and his charming wife have deserted the serene atmosphere of Adelaide for the garish lights of Surfers Paradise, on Queensland's Gold Coast.

The first commercial planes were flying in 1927; but, to my knowledge, the first planes ever to take to the New Guinea air were in 1923, about April or May, I think it was, when the US warships (one, *Milwaukee*) made a goodwill visit to Rabaul. They anchored snugly in its glorious harbour and during the second day sent three or four small planes aloft for experimental purposes, so I was told.

The talk went round that, owing to atmospheric conditions, flying would be OUT in this area—"quite impossible," as the fuel mixture didn't function properly!

Fortunately, someone later on must have blown down the "phuphu" valve and made the mixture right, for a few years later NG planes

Rare NG Item

A rare New Guinea airmail item was advertised for sale for £12/10/- in the December issue of the "Pacific Stamp Journal", published monthly by John J. Bishop Limited, Auckland, New Zealand.

The item is a cover addressed to Salamaua, with stamps cancelled in manuscript, "Mt. Hagen, 30-5-33". The cover is back-stamped "Salamaua 1 Ju 33". A note on the reverse reads, "Flown cover from emergency landing at Mt. Hagen—no postal facilities available so stamps cancelled in ink and signed by pilot and ADO".



YOU DON'T SEE THESE TOO OFTEN

THE item in Tolala's column this month about New Guinea's willow-wielding Garretts has reminded us of another Garrett item that we've been meaning to write about for some time.

It concerns the Fanning Island pound notes that were issued during World War II when Mr. R. G. Garrett was manager of Fanning Island Plantations Ltd., a subsidiary of Burns Philp and Co. Ltd., of Sydney.

There was a shortage of currency on Fanning Island at the time; war conditions made it impossible for Burns Philp to replenish the island's stocks from Sydney; so Mr. Garrett arranged for 1,000 Fanning Island pound notes to be printed in Honolulu—1,150 miles north of Fanning—so that his Gilbertese plantation workers could be paid. The numeration of the notes began at 1,000 or 1,001.

When Australian currency again became available at Fanning Island, the specially-printed notes were withdrawn and all but a few of them destroyed.

How many of the notes remain in existence today, we do not know—but there are only two that we know of. One is hanging in a frame in the Burns Philp board-room in Sydney; the other, which is reproduced above about five-sevenths of its actual size, is in PIM's files.

Mr. R. G. Garrett, whose name is on the notes, is now based in Rabaul, from where he supervises Burns Philp plantations in New Britain and New Ireland. He is not related to Tolala's willow-wielding Garretts.

established world records for carrying aerial freight.

And this reminds me of another dogmatic verdict given in Rabaul in the early 'thirties and which has since been exploded. Automatic telephones, said the Oracle, could never be installed in Rabaul on account of the atmospheric conditions, which would gum up the works in some way.

Rabaul certainly was a bit leisurely in its march along the road of progress. One reason I suspect now (though at the time it did not occur to me) was the tight budget on which the Territory was working during the late 'twenties and early 'thirties. It was much the same as Britain's when Churchill told his Ministers in Cabinet, who were clamouring for more finance: "Same old story, too many little pigs and not enough teats on the old sow".

That was before the days of lavish grants from the Australian taxpayer.

There were certainly not enough teats on the old sow in those days when Treasurers Baily or Townsend worked out a balanced budget each year—even showing a surplus sometimes.

For instance, in Rabaul, until 1932, there was no electricity system. Those establishments able to afford electric light had installed their own individual lighting plants for club, store or private residence. For the majority it was a case of the old-time pressure lamp: the good old Tilley, the humble kerosene lamp and the ubiquitous "lamp walkabout"—usually the old Dietz brand.

This particular brand was placed in the somewhat elaborate street light posts at the corner of the streets in the German time. I remember a German official telling me once the hurricane lamps were not locked to the standards, and yet were seldom stolen.

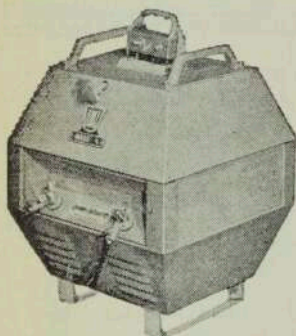
Times change: No native could



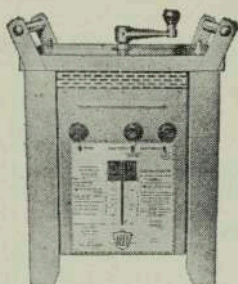
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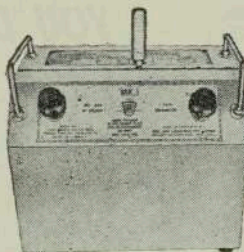
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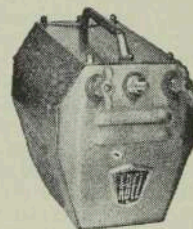
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afford to be so prosperous as to afford a Dietz lantern in German days. And now the lanterns would be just as safe with the present people. Who would be seen with an old "lamp walkabout" when there are torches, fluorescent lighting and electricity to be had, thank you very much? ("You-me all one-time 'long Masta Jones, laka?")

A LINE OF WILLOW WIELDERS

CRICKET fans in the Kokopo area will know that Tom Garrett III is a capable wielder of the willow. Little wonder for it is an hereditary accomplishment.

His father, Tom II hit many a sixer on the pre-war Kokopo sports ground—or for that matter wherever he played.

Tom II was lost in *Montevideo Maru*, worse luck. He was a good cove. He came up for the Expro-board as a plantation man in 1921 and later on acquired Varzin plantation.

But Tom II's father was the daddy of the lot. He played in the first England-Australia match at Melbourne in March, 1877. He was 18 years old at the time. Later in life he became well-known as Public Trustee for NSW.

SAVIOURS OF THE PACIFIC

Sorting out a pile of pamphlets, Government hand-outs and the like the other day I came upon an old issue of the Territories Department's *Australian Territories* of March, 1965 (I received it on December 20, but that is beside the point).

It contained an informative story about the Coastwatchers in New Guinea during World War II, the wonderful work they performed, and "Bull" Halsey's tribute that they "had saved Guadalcanal and Guadalcanal saved the Pacific". The story was written by C. J. Coady, of the Australian War Museum.

Here are some interesting figures he gave: Coastwatchers were credited with causing 5,414 enemy deaths, wounding 1,492, and capturing 74. Thirty seven European Coastwatchers were killed, two were captured and survived; and 20 native helpers were killed and 40 were captured. Coastwatchers rescued 321 shot-down airmen, 280 naval personnel from sunken ships, and 190 civilians. They received 58 decorations, and each one was well deserved, as you well know.

ACTIVITY ON THE CULTURAL FRONT

The Papua and New Guinea Society, which was established in Port Moresby last year with the object of "promoting the study and development of the Territory", is now making an active drive for membership after several months of planning.

MEANWHILE, people in Rabaul are making a new attempt to revive interest in the Historical Society of New Britain, which has done much valuable work over the years in attempting to preserve history in the Trust Territory of New Guinea.

The P-NG Society has the Administrator, Sir Donald Cleland, as its patron. Office bearers are: Mr. J. K. McCarthy, president; Messrs. N. D. Oram and Lepani Watson, vice-presidents; Mr. N. A. White, treasurer; and Mr. I. D. Burnet, secretary. Mr. Burnet's address is PO Box 172, Port Moresby.

The society has already made preparations for the regular issue of a journal. It also plans to have headquarters premises in Port Moresby, and to work in "close co-operation with other societies and as it grows it will make available its facilities to other cultural organisations".

Annual subscriptions are: £1/10/-

for ordinary members, £5 for corporate members, 10/- for associate members, and 2/6 for student members.

The attempt to revive interest in the Historical Society of New Britain began at a meeting of citizens in Rabaul in December. The meeting decided to make a new drive for membership (annual subscription is 10/-) and to put more life and purpose into the society.

Over the years, the society has had a succession of office bearers and its work has been disrupted from time to time by the departure from the Territory of key personnel.

Mr. Max Lees, formerly of Kokopo, and now retired to Australia, and Inspector Max Hayes, of the Royal Papua-New Guinea Constabulary, Rabaul, have kept the society alive, but have not had much help.

At the December meeting, a new committee was elected. Office bearers are: Mr. Jack Thurston, president; Messrs. Vin Tobaining, MBE, and Don Clarke, vice-presidents; Mr. E. Berg, treasurer; and Mr. Sydney Smith, secretary.

Mr. Tobaining is president of the Gazelle Local Government Council, and should be able to give considerable help to the society.

Some other prominent members of the Tolai community were at the meeting and the society is seeking their co-operation in the collection of native artifacts for a museum—an idea for which there is considerable support in Rabaul.

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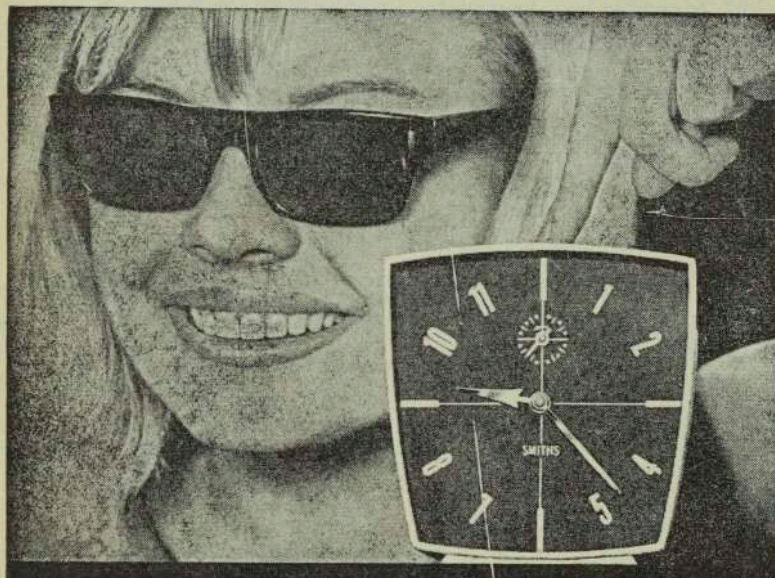
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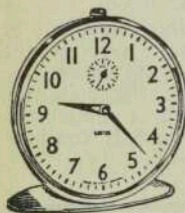
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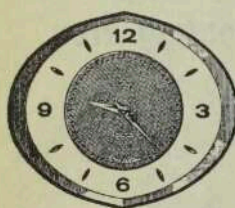
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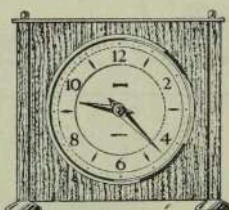
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**Stamp Journal Sounds
Warning for Albert Henry**

DON'T KILL THE GOOSE THAT LAYS THE GOLDEN EGGS!

The story in PIM in November (p. 29) about the Cook Islands Government's plan to finance an old age pension scheme by exploiting the world stamp collecting market got a sour reception in the office of the "Pacific Stamp Journal", a monthly journal for philatelists published by John Bishop Limited, of Auckland, New Zealand.

COMMENTING on PIM's story in its December issue, the *Pacific Stamp Journal* trenchantly criticised the Cook Islands Government and its Premier, Mr. Albert Henry, for planning to raise money at philatelists' expense.

Said the *Journal*: "If the [story in PIM] comes as a shock to collectors, we can only point out that the Cook Islands is following in the footsteps of many emergent nations, almost all of whom see the possibility of large sums of easy money from collectors.

"For our part we had hoped that the Cook Is. would not resort to this expediency to bolster their economy...

"We firmly believe that it is good policy and completely justified for a country to issue a reasonable number of attractive commemorative stamps from time to time as a means of drawing attention to events of national importance both past and present, and also to depict scenic attractions and publicise their country. However, for a country to deliberately and blatantly start out with the intention of financing a scheme such as this one by exploiting stamp collectors is an entirely different matter.

Conservative

"Up to the present, while under the control of the New Zealand Post Office, the Cook Islands have adopted a very conservative attitude with regard to new issues, a little too conservative possibly, but they have in no way sought to exploit collectors.

"Now it appears that this policy is to be completely reversed and if the matter is placed in the hands of the New York agency [which Mr. Henry said had guaranteed an annual profit of £100,000], we can only expect a similar result to what has happened

in Ghana, the Maldives Islands and similar countries, which, under the auspices of philatelic agencies, produce numerous and frequent issues, often depicting events having no relation whatsoever to their own country.

"We earnestly suggest to Mr. Henry that he gives this matter a great deal more serious thought before embarking on this scheme, the result of which can only do irreparable harm amongst collectors throughout the world by degrading the good name that the Cook Islands have enjoyed up to the present.

"If this policy is adopted, and

especially if the issuing of new sets, etc., is placed in the hands of a New York agency, it will not be long before Mr. Henry finds that the old proverb about the goose that lays the golden eggs is only too true."

● Mr. E. F. Williams, Official Secretary on Norfolk Island, has been appointed Administrative Officer of the Mines Branch of Australia's Northern Territory. Mr. Williams, who arrived at Norfolk Island in February, 1964, left Norfolk Island to take up his new appointment on January 18.

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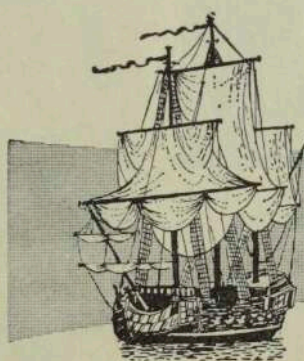
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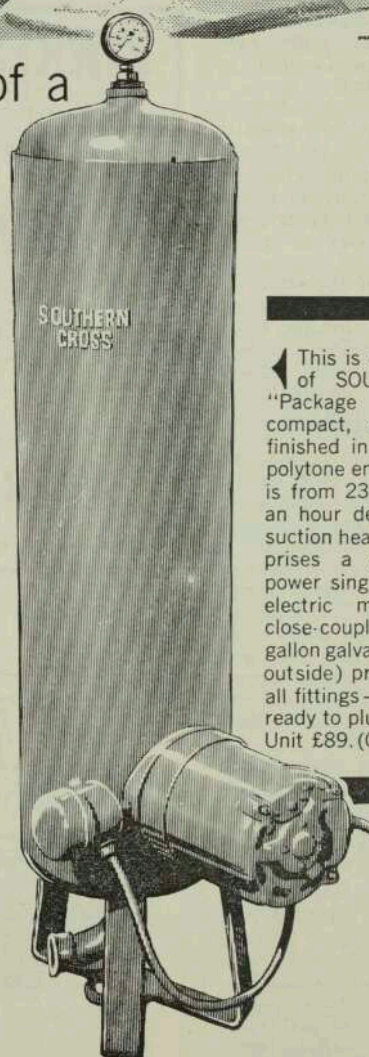
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SYDNEY: 1 Grand Avenue, Granville, N.S.W.

In 1962, Dr. John Gunther, then the only Assistant Administrator of Papua and New Guinea (now there are two) selected a young (aged 27) Papuan named Oala Oala Rarua as his administrative assistant.

THIS appointment of a Papuan to what could well be a key position in the Public Service aroused little interest, except among a few close observers of the Papuan scene. Their impression that the young man selected must have been one of considerable talents has been borne out by his career over the past three or four years.

Since his appointment he has chalked up the following achievements:

- Two attendances at I.L.O. Conferences—one at Melbourne in 1962 and the other at Geneva in June, 1965.
- Served for over a year as an executive assistant to the Committee on Higher Education in Papua and New Guinea.
- Served on the committee organising the Territory team for the Empire Games at Perth a couple of years ago.
- President of the Papua and New Guinea Workers' Association since its inception, earning a high reputation with employers and employees as a negotiator and a conciliator.
- An unsuccessful (and unlucky) candidate for the House of Assembly elections in 1964.
- Formed, last August, the New Guinea United National Party, of which he is the president.

These are unusual achievements for a New Guinea man who only turned 31 last June; and it is no wonder that in the past few months or so he has become the most discussed man in the Territory.

Schooling Interrupted

What manner of man is he? Who are the people who have influenced him and moulded his thoughts and opinions? What does the future hold for him?

He was born in mid-1934 at Pari, a fishing village some 10 miles east of Port Moresby. Many people incorrectly think he was born in Hanuabada. He has many links with Hanuabada through his parents.

He was a bright young boy of seven when Japanese bombs first fell on Port Moresby, and like all his contemporaries his schooling was interrupted during the war. But by 1946, when he was only 12 years of age, he had already impressed his teachers at the LMS primary school

Bright Future For The Man From Pari?

he attended, and he went on to finish at the Sogeri Secondary School, the only place of its kind then in the Territory and where only the brightest pupils were accepted.

He qualified as a school teacher and in all spent six and a half years with the Education Department, including a spell as an instructor at the Posts and Telegraphs Training Centre and a year abroad under the auspices of the Moral Rearmament Movement, which was particularly strong among Protestant Papuans a few years ago.

Now at 31 he is a tall (5 feet 10 inches) sturdily built, open faced man who gives an instant impression of toughness, both mental and physical.

Australian Accent

He is a fluent speaker of English with a pleasant Australian accent, but he is not a word spinner like John Guise or a platform orator like Matthias Toliman.

His manner is quiet and restrained yet there is a distinct impression of hidden fire and energy in his speech and his movements. He is a polite and receptive listener, but there is nothing of the obsequiousness, or "oibe taubada" or "Yes Sir Masta" attitude which characterises many so-called P-NG political and economic "leaders".

He shows definite signs of being able to sort the wheat from the chaff, as witness his realistic assessment of many of the white people who sought to jump on to his band wagon as soon as the new party's formation was announced.

"Opportunists, who have no real interest, save their own, in the development of our country," he

Personality Parade



Oala Oala Rarua.

recently confided to a senior officer in the Administration.

He is a man of dignity of spirit and courage as was illustrated when he gave up his very promising career in the Public Service, because he wanted to devote all his energy and talent to the new party.

Mentors

It is obvious that he owes much to that redoubtable and remarkable man, Dr. Gunther. From him he has learnt the power of command and decision. Like him, he is impatient of red tape and restrictive Public Service procedures. But unlike his mentor, he is patient and he can allow a situation to mature.

He shows signs also, of being a better politician than the doctor (who, incidentally, is very good) and he is determined never again to suffer the humiliation he experienced when, through a split in the Motuan vote, he was defeated by an unknown Goilala for the Moresby open electorate. He is content to wait for the inevitable re-drawing of electoral boundaries before he essays another attempt at membership of the House.

But Dr. Gunther has not been his sole mentor. Several highly placed Australian academics, including, so it is rumoured, Professor Henry Mayer, the political scientist from Sydney University and Peter Hastings, the Sydney journalist and writer, have assisted him. In Port Moresby, he

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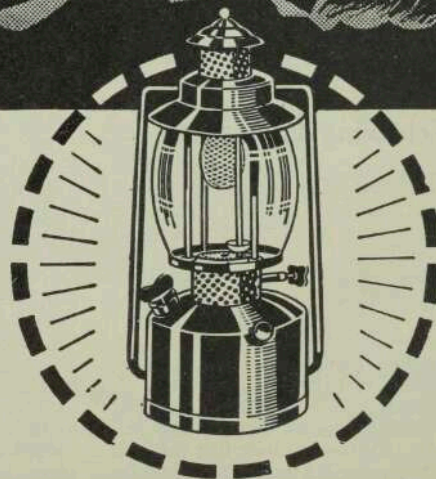
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Home On The Pig's Back

Farmers on Rarotonga have recently hit on a masterly solution to the problem of wandering pigs.

Unwilling to shoot or detain the pigs, they simply catch them and paint the words *AKONO* on the animals' backs in bright blue letters.

When an owner sees his pig again, he gets the message, as does the community—according to the "*Cook Islands News*".

Which proves the old saying, presumably, that it pays to advertise—particularly if your message is driven home on the pig's back.

has been friendly with Australians in the Law Department and the Public Solicitor's Office. The formidable David Fenbury, Secretary to the Administrator's Department, has always been well disposed towards him.

His prospects for the future are bright. He appeals to two very significant groups in the Territory; the young educated elite—the doctors, teachers, public servants and so on; and the workers whose cause he has espoused and for whom he has successfully negotiated substantial wage increases.

His main drawbacks at the moment are threefold: (1) a certain diffidence (which he will overcome) to travel to the other side of the Territory and make himself known to New Guineans, (2) the presence, on the fringes of his party of a few "ratbag" types (both white and brown) which he has not yet got round to getting rid of, and (3) the party's lack of money.

Here an interesting development has been noticed. A number of large and wealthy Territory business organisations have made their own assessment of Oala and they have been encouraged by his good sense and restraint. Following the principle of their Australian counterparts, these firms are seeking to make contributions to the new party, partly as a sort of insurance policy, but largely because they can appreciate, as hard-headed realists, the worth and value of a party such as the one Oala is sponsoring. When these contributions come in, his financial difficulties might be over.

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Career With Trapp Family Brought Him Fame

CONCERT CELEBRITY SWAPS ROLE FOR MISSION WORK

From Beryl Cates in Suva

"I can't say I liked being a celebrity much at all!"

This is how Monsignor F. Wasner — a tall, sparse Austrian, with good-humoured, bespectacled eyes, and lean, ascetic features — sums up his quarter of a century on the concert platforms of the world.

NOW a missionary at Naisalagi, on the north-west side of Fiji's main island of Viti Levu, Monsignor Wasner is again the object of interest as the movie of the famed Trapp family singers, *The Sound of Music*, revives memories of a family whose charm and artistry captured the world.

It was as chaplain, singer and conductor with the Trapp family that Monsignor Wasner found himself in the public limelight.

He travelled with the family everywhere and appeared with it in concerts until 1960 when he voluntarily changed roles and began missionary work in Fiji.

Monsignor Wasner's first contact with the Trapp family was made

when, as a newly-ordained priest recently-returned to Salzburg from Rome, he was asked by a fellow priest to say Mass in a private family chapel.

The chapel was in the home of Baron von Trapp, and after Mass the Trapp family followed a custom of singing hymns, harmonising and improvising as they sang.

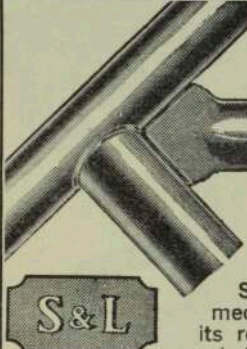
A brilliant pianist and organist, and the possessor of a superb baritone voice—as viewers of the original movie, *The Trapp Family Singers*, will testify — Monsignor Wasner found himself naturally

drawn to participate in the family's vocal devotions.

The baroness, the children and their chaplain began singing as a group, on the radio and at concerts, until eventually they found themselves performing at Salzburg's famous Festival Concert at which were theatrical entrepreneurs from all over the US and Europe.

Offers poured in for the group to appear elsewhere, including the US.

Monsignor Wasner was then actively engaged in Catholic journalism, and as Hitler's rise to power was jeopardising his safety,



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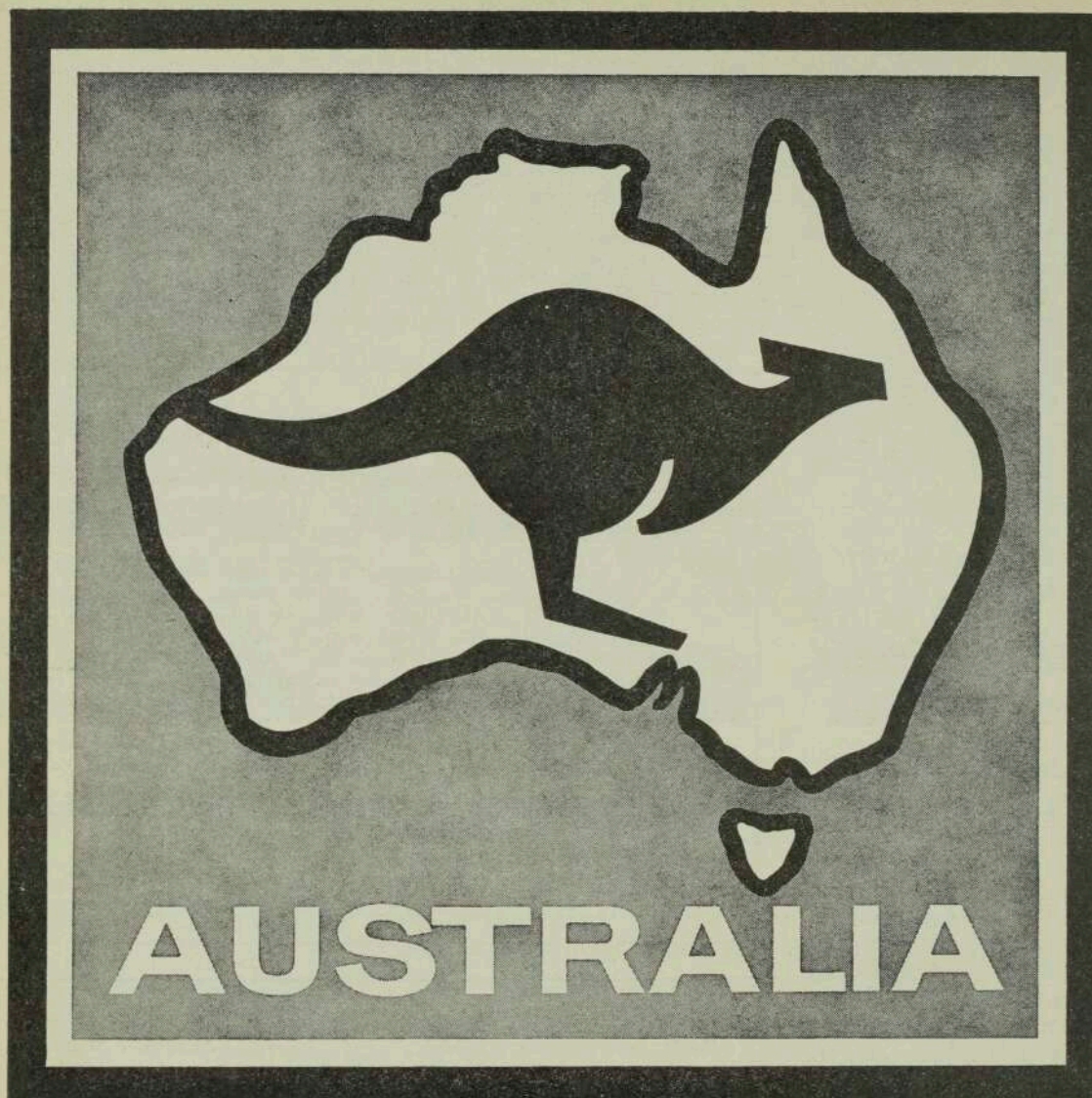
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he was advised to accompany the Trapp family on an American tour.

The tour lasted until 1950, and covered the US, Canada and South America. It made its way back to Europe that year, but shortly afterwards returned to America to tour again with even more success.

In 1955 the singers made their way south and were acclaimed in Fiji, New Zealand and Australia. While in New Zealand they met Bishop Foley and it was through him that they became acquainted with missionary work in the Islands.

Later, in Sydney, the family and its chaplain met Sacred Heart fathers on leave from missionary work in Papua-New Guinea.

As a result, three of the Trapp children decided to forsake their singing careers and volunteer to serve in Papua-New Guinea as lay missionaries for three years.

That term has now expired, but one of the children, Maria, is to return for a second three-year term this year, after leave in the US.

Pacific Visit

Interested in missionary work also, Monsignor Wasner accepted an invitation from the Apostolic Delegate in Australia, Archbishop Carboni, to visit mission stations throughout the South Pacific.

Baroness Trapp accepted a similar invitation and spent eight months touring mission stations in the Pacific.

Both returned to Europe, to go to Munich to advise on the film, *The Trapp Family Singers*. When the film was finished, Monsignor Wasner remained in Europe for a time to do some historical research.

He is held in high repute as a historian and has several books to his credit.

In 1960, he returned to America, and from there wrote to Bishop Foley offering his services as a missionary in Fiji. The offer was accepted, and after four months in the Yasawas, he was stationed at Naisalagi.

With the assistance of a Fijian priest, Father Kavuru, Monsignor Wasner tends the needs of a widely scattered parish, a great deal of which has to be covered on horseback.

Music still occupies part of his time, and he is investigating the use of Fijian and Hindi in the liturgy of the Church.

On one of his infrequent visits to Suva—to see yet again *The Sound of Music*—Monsignor Wasner told what had become of individual members of the Trapp family.

Of the children of the late Baron von Trapp's first marriage—he died

in 1952—the eldest son, Rupert, is a doctor, married, with a family and living at Rhode Island, US.

Werner, the second son, is a farmer in Vermont, US.

Agatha, the eldest daughter, conducts, with a friend, a kindergarten attached to the Catholic Church in Baltimore.

Maria is the lay missionary soon to return for her second term in Papua-New Guinea.

Hedwig lives with and assists Baroness von Trapp, who conducts a ski lodge in winter and a tourist resort in summer in Vermont.

Johanna is married to a professor in Austria; and Martina died in the US.

The three children born of Baron von Trapp's second marriage are all in America. Rosemary is a nurse; Eleanor is married to a professor; and John is in the Army.



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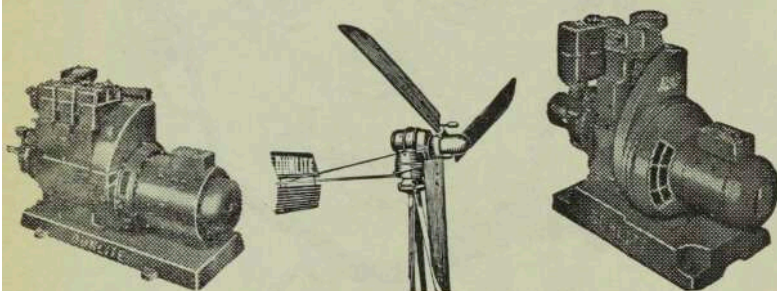
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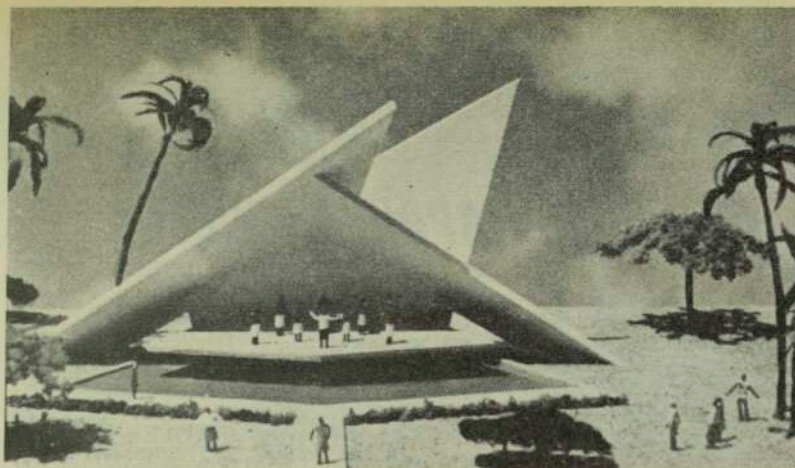


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This modernistic sound shell is to be part of the Suva Civic Centre complex, the construction of which began several years ago. The sound shell will be erected on a "blister" off reclaimed land between Central Street and the Gordon Street extension. Mr. Les. Martin, well-known Suva businessman and leading sports administrator, has given £5,000 to the Suva City Council to build the sound shell.

YES, SHARKS CAN HEAR, FRENCH DIVERS SAY

By a Staff Writer

Experiments into the sense of hearing of sharks in the Tuamotus, a long voyage in a hollow log to the Ellice Islands by a strange lizard, and efforts by a group of New Caledonians to save some of their country's birds from extinction . . .

THESE are among a number of nature stories to come out of the Pacific recently.

The story of the shark experiments was published in the Papeete daily newspaper *Le Journal de Tahiti* under the heading, "Yes, Sharks Can Hear".

It told how a couple of French film-star divers, Foucher-Creteau and Claude Jannel, had been conducting the experiments at Rangiroa Atoll.

These had confirmed what the two men had secretly expected to discover for a long time—namely, that sharks react to sound waves.

In the experiments, the first ever conducted, Foucher-Creteau and Jannel caught various kinds of fish, including trumpeter fish, and registered their cries.

Then the cries were retransmitted into the water, minus the fish, and—hey presto!—along came the sharks.

A trifle confused and somewhat unnerved, the sharks swam round the broadcasting apparatus, then, visibly angry over being disturbed for nothing, they went away again.

Foucher-Creteau and Jannel now

believe that, initially, at least, sharks are not attracted by blood, but by the cries of an injured fish, animal or person. It is only after the cries have drawn their attention that they are guided by the smell of blood.

To prove their theories, *Le Journal de Tahiti* added, Foucher-Creteau and Jannel had taken 3,500 metres (six hours) of film, which they would reduce to a documentary of 1½ hours.

A NEW CALEDONIAN bird club, *Societe Caledonienne d'Ornithologie*, was formed in Noumea recently to try to make New Caledonians more conscious of the good that birds do and of the fact that several local birds are in danger of extinction.

At an exhibition staged in Noumea in December, there was a documentary panel pointing out that two New Caledonian birds had become extinct in the last century, and that five other species were now in danger of becoming so.

The five species include the game pigeons, notou and collier blanc (*Ducula goliath* and *Vitiensis neo caledonica*); the cagou, New Caledonia's emblem; and the Ouvean parrot (*Eunimphicus cornutus ouveaensis*).

"The Ouvean parrot," *PIM's* Noumea correspondent says, "is a most affectionate little creature, which is found only on Ouvea, one of the Loyalty Islands. It is green with blue-edged wings, and a tail capped by a little crest.

"It is the subject of a most detestable traffic which most people would like to see ended.

"Natives coming to Noumea from Ouvea bring the birds to sell for pocket-money, asking up to 3,000 francs a pair (£15).

"I have seen native women come off the plane more than once carrying little bags with a couple of tiny

nestlings inside. Mortality must be heavy.

"No species can stand such abuse for long."

A LIZARD of a type never before seen on the island arrived at Nanumea, the northernmost island in the Ellice Islands recently. An islander, Telongo Olekeni, found it hiding in a hole in a log that had drifted up on the island.

The lizard is said to have been nine inches long, with a hard, scaly body, and long claws.

It was killed at once and thrown into the sea, thus making it impossible for experts to identify it positively and try to establish where it had drifted from.

Reporting these facts, the GEIC newsletter, *Colony Information Notes*, asked anyone finding unusual things in future to keep them for identification for the benefit of "those people who are trying to find out the directions of the ocean currents and winds, and to investigate the ways that the first people might have come to the Pacific Islands".

A glance at the map suggests that Nanumea's lizard probably came from Samoa, Fiji or the Solomons as these groups are the nearest ones to Nanumea likely to produce logs with strange lizards inside them.

Samoa and Fiji are about 800 miles from Nanumea, while the Solomons chain, including the Santa Cruz Group, is from 600 to 1,200 miles away in a due east to south-easterly direction.

● Western Samoa's first two air-mail stamps, which went on sale on December 29, feature a flying fish (2/-) and a tropical bird in flight (8d). They were designed by Mr. L. C. Mitchell, a New Zealand artist.

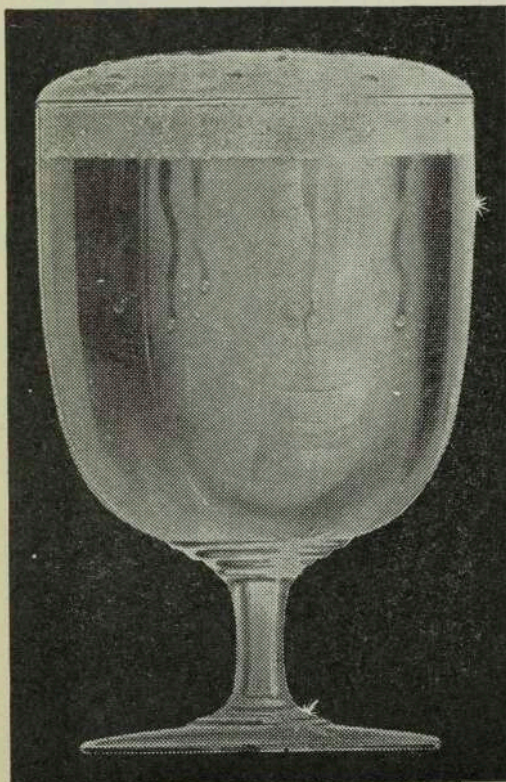
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Unhappy babies can't tell you what makes them cry with pain and discomfort. Even the most attentive mother sometimes is at a loss to know how to comfort her little one. So frequently it's teething trouble that causes crankiness, feverishness and other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

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ASOPA Graduates Receive Awards

The R. W. Robson Prize for General Proficiency and the R. W. Robson Prize for Law were both awarded to Mr. Paul Arthur Seefeld in the 1965 one-year Certificate Course at the Australian School of Pacific Administration, Sydney.

PATROL officers who received ASOPA Certificates were: Bartlett, J. R.; Boreham, C. A.; Buttner, C. A. (credits in Anthropology, Geography, Government and History); Dickinson, H. R.; Gibbs, R. H.; Hatherley, R. E.; Lancaster, P. J. (credit in Government); Lewis, P. E. (credits in Anthropology and History); Melville, A. S. (credits in Government and History); McKenzie, P. W.; Morris, H. W. (credits in Anthropology, Geography, Government and History); Seefeld, P. A. (credits in Anthropology, Government, History, Law); Staples, R. J. (credit in Government); Tomlinson, M. E.; Willard, R. (credits in Anthropology and History).

New Guinea cadet education officers who have completed a two-year course of teacher training at ASOPA and have been awarded Cadet Education Officers' Certificates are:—

Benson, D. V.; Biebel-Tamm, K. J.; Brumby, E. H.; Burke, E. V.; Chan, G. C. M.; Clark, S.; Dummett, S. C.; Duncan, I. A.; Enks, G. W.; Fehlberg, R.; Flower, J. M.; Grant, K. J.; Halpin, J. G.; Jones, D. C.; Parker, A. N.; Patrick, A. C.; Williams, P. R.; Linton, R. Macd.; Maina, W.; Ridding, C. J.; Waterhouse, A. M.; Wilkins, K. S.; Williams, D. R.; Wines, R. B.; Woelke, U. L.; Kelly, A. G.; Sandstrom, A.; Wilson K.

The Camilla Wedgwood Memorial Prize was awarded to Mr. I. Duncan.

• Professor O. H. K. Spate, Professor of Geography in the Research School of Pacific Studies of the Australian National University, has been appointed to the Interim Council of the University of Papua and New Guinea. Professor Spate's appointment brings the membership of the council to 14, and increases the number holding high academic appointments in Australian universities to five.

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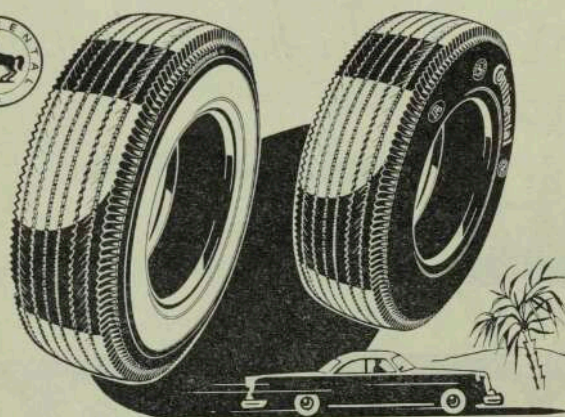
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USE OF CHEMICALS IN LAND CLEARING

THE use of chemicals for killing trees and scrub has become an accepted practice in land clearing. Suckering and basal re-growth have been greatly reduced compared with that occurring after manual or mechanical clearing methods.

Until now, however, chemicals have been either costly and not completely effective, or they have been poisonous and dangerous to both man and animals.

A new herbicide, Tordon, which is also a growth regulator, has had outstanding success as a tree-killing chemical under tropical conditions, and has proven itself not only for its economy and efficiency, but also for its complete safety to man and animals.

Several methods of applying Tordon for tree-killing have been developed—the method chosen being largely dependent on the size of the tree and its accessibility.

For killing standing timber over 3 in. in diameter, the fastest and cheapest methods are the "partial frill method" or one of the "tree injection techniques". These are also effective on seedlings.

Where timber is being felled and suckering has to be prevented, the

"cut stump method" is advised. If trees have suckered badly following ringing, or seedling growth, and scrub has to be killed, the use of high volume or mistblower "overall foliage sprays" is advised.

The "partial frill method" and "tree injection techniques" of tree-killing are based on the principle of placing the chemical directly into the sap stream of the plant. This is done by making a cut into the sap-wood of the tree and placing into the cut a measured quantity of chemical.

Methods

Partial Frill Method: Use an axe or any other suitable cutting equipment to make a series of downward cuts through the bark into the sap-wood. This may be done at any convenient height. Space the cuts evenly every 6-8 inches around the circumference, and into each cut apply a 1 cc. measure of a solution containing one gallon of chemical plus four gallons of water (1 in 5).

Care must be taken to apply this to the cut wood surface and not to waste it on the bark. An automatic vaccinator or similar equipment which can be accurately calibrated to deliver 1 cc. doses should be used.

Tree Injection Techniques: A

number of specially-designed tree injectors are manufactured, and, although relatively expensive, they can be much faster than the "partial frill method". These tree injectors are designed to make a suitable cut into the tree and to deliver a measured dose into this cut. **NOTE:** Injection into trees which bleed profusely is unlikely to be effective.

Complete Frill Method: Where preferred, a complete frill ring can be made by a series of downward axe strokes through the bark into the wood, at the same time turning over the wood to form a ring around the tree. This frill should then be thoroughly wet by spraying or swabbing with a solution of one gallon of chemical in 50 gallons of water. This frill may be made at any convenient height.

Cut Stump Method: Smaller trees can be cut down by axe or chain saw, and the cut surface thoroughly wet by spraying or painting with a



TEA BLOCKS POPULAR

One hundred and seventeen blocks of land offered for lease recently by the Papua-New Guinea Land Board for tea production in the Western Highlands attracted 225 applicants from the Chimbu and Western Highlands areas. The blocks are at Kondopina and Kindeng West, in the Wahgi Valley. They vary from nine to 16 acres. Settlers will be encouraged to plant a minimum of two acres of tea as the main cash crop within the first five years, develop subsistence and sweet potato gardens for local markets, build houses, construct ponds for fish farming, and take a subsidiary interest in poultry farming and pig breeding.

Photo shows farmers preparing the ground for kau kau planting as a means of improving the soil before tea planting.

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solution of one gallon of chemical in 50 gallons of water. This should be done as soon as possible after the trees are cut. Chain saws often leave a coating of oil on the cut surface and the addition of a non-ionic wetting agent to the solution is recommended.

Overall Foliage Spray: This method of application is useful where regrowth, regeneration or suckers are to be controlled. Foliage should be sprayed when 2-4 feet high and making active growth. Spraying after this stage is also effective though more spray will be used. Thorough spraying is essential.

With high volume and medium volume sprayers, spray with a mixture of one gallon of chemical in 100 gallons of water. Wet foliage to the point of run-off.

With mistblowers, mist thoroughly with a mixture containing eight fluid ounces of chemical per gallon of water. Misting should continue until moisture is just visible on the leaves.

Overall foliage spraying should aim at applying no less than one gallon of Tordon per acre of dense growth. **WARNING:** Mistblowers and, to a smaller extent, high volume sprayers must be closely controlled to prevent spray mist drifting on to nearby susceptible crops. Under windy conditions spray drift can be blown for miles.

It is worth recording that 1 gal. of Tordon should be sufficient for making 22,370 injections at recommended rates. The area of timber which can be treated depends on the number of trees per acre and their size.

IRON DEFICIENCY IN PIGS

PIGS are the most susceptible of all domestic animals to iron deficiency, and nowhere is that deficiency more apparent than in tropical regions.

In all parts of the world piglets are born with only a limited store of iron, and unless an external source of iron is made available, they can become severely anaemic during the second to fourth weeks of life.

Iron deficiency is a major factor in piglet farming, and can cause a big reduction in pig-breeding profits. Anaemia leads to stunting, lowered resistance to disease and, in severe cases, to death.

A new-born piglet, weighing 3 lb, has about 50 mg of iron in its body. Piglets grow rapidly, increasing in weight about four times in the first three weeks and 12 times by the end of eight weeks.

To prevent anaemia, a piglet needs at least 7 mg of iron per day and

preferably 10 mg. Sow's milk contains only about 1 mg per day, hence some other way must be found to give iron.

Old methods of trying to give iron to piglets include putting a clod of earth in their pen, feeding oral iron tablets, or smearing teeth or tongue with a paste containing iron.

None of these methods was entirely effective and so immediate success is predicted for a new iron-dextran product which is injected.

A single 2 cc. dose of the iron-dextran, injected into the piglet's ham muscle at three days old, gives each pig 200 mg. of iron. This dose is completely and quickly absorbed. One injection, costing only a few

shillings gives three weeks' iron requirements—enough for complete protection against iron deficiency until supplementary feeding takes over.

NEW WEEDICIDE FOR THE TROPICS

A NEW weedicide, now introduced into the tropics, will—when mixed into the soil before planting a crop—control weeds for some months as they germinate from seed.

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From the Islands Press

BOTH Hindi and Fijian are languages in which, under normal circumstances, gentle and light tones are used, except only by the under-educated, the boorish and the angry, who in their turn are regarded by their fellows as offending seriously against the traditions of the race.

Normally in our parliamentary squabbles in Fiji we have adopted the practice of using smooth and gentle language.

That fact makes it all the more amazing that during the recent Legislative Council session there was such an open display of harsh language and such an open display of ill manners in the council. All races seem equally guilty.—*Letter from H. E. Snell, Suva, in "The Fiji Times"*.

MANY criticisms can be made, but, overall, 1965 has been a year of significant achievement for the Territory [of Papua-New Guinea].

It has seen the House of Assembly, with its majority of native members, complete its first year. And it is evident that it has begun to make an impact on the political consciousness of the people.

The establishment of a select committee of the House to draft a constitution for the Territory will do much to reinforce this consciousness.

In the economic sector a good many of the World Bank's recommendations have been implemented, including the setting up of a developmental bank to provide credit to foster industry and agriculture.

But perhaps the most important of all is the extension of educational facilities—the Territory's first university, an institute for higher technical education, an agricultural college and new forestry school.—*Editorial in the "South Pacific Post", Port Moresby*.

THE death of three children on Tutuila [American Samoa] roads in less than a week calls attention to something that we have noticed for a long time—the presence on the island of many

dangerous drivers. As long as these people have only near accidents, they are permitted to continue driving.

While the roads become more crowded with vehicles and children become more numerous, the loss of life will increase rather than decrease — unless drastic measures are adopted right now to prevent this.

We recommend that the Government organise safe driving classes for traffic violators, and that they be given a choice between attending the classes or payment of their fines.

To build traffic safety on a long-range basis, driver education should be made part of the high school curriculum in American Samoa. Bad driving habits are usually acquired early in life, therefore high school is the ideal place for the teaching of good driving practices.—*Editorial in the "Samoa Times", Pago Pago*.

SMOOTHLY and without fuss, in a model of efficient co-ordination, a United States helicopter yesterday brought a young Fijian patient from Beqa to Laucala Bay, and in another few minutes the boy was safely at the Colonial War Memorial Hospital.

If the oceanographic ship *Seageant Curtis F. Shoup* had not been at Suva, the mercy mission would have been carried out with equal willingness and efficiency, but with more difficulty, by a Royal New Zealand Air Force Sunderland . . .

Fifteen years ago and more, a few people in Fiji were busily emphasising and re-emphasising the possibilities that might lie in the use of helicopters in Fiji . . . Such people were too often regarded as dealers in fantasies.

Yesterday the voice of experience was heard when Dr. L. A. Phillips commented: "We need one of those things. It has a range of 400 miles and is very easy to maintain".

The need for "one of those things" will become urgent when the last Sunderland is withdrawn from Fiji.—*Editorial in "The Fiji Times"*.

of susceptible weeds to germinate and first leaves and roots to form. But it prevents the roots from developing any further. Hence, the seedling dies.

The new weedicide has a marked advantage over earlier weedicides in that it gives positive weed control under any soil and climatic conditions.

It also has another advantage in that it will not leach away with heavy rains, and it stays put under overhead irrigation and furrow watering.

The correct amount of the weedicide should be used for the soil type. Under-application can result in poor weed control. Over-application may cause damage to crops.

The weedicide does not control established weeds and, in most cases, it does not harm crops which are transplanted or already established. For instance, it can be applied or incorporated prior to the planting out of vines, citrus and other orchard trees.

In general, it can be said that any plant with an established root system will be tolerant to the new chemical. Specialists are not so certain about crops growing from cuttings or vegetative pieces.

For instance, although the weedicide is used for weed control in potatoes, it is not placed around a potato set (cutting). If the potato set is placed in treated soil, its growth will be retarded.

Some other crops grown from cuttings or vegetative pieces are sugar cane and pineapples. As yet it is not known how these crops react to the weedicide.

While the new weedicide will control quite a wide range of weeds with excellent results, it will not control all weed species, nor, in fact, will any other selective weedicide.

● Authorities at the Natural History Museum, Vienna, have named a previously unknown species of praying mantis after a New Guinea man, Dr. J. Szent Ivanyi, who discovered the insect a few years ago. Dr. Szent Ivanyi is senior entomologist with the P-NG Department of Agriculture.

The new species has been named *Hierodula szentivanyi*.

During 12 years with the Department of Agriculture, Dr. Szent Ivanyi has had more than 20 species of insects named after him. A new genus of beetle he discovered also bore his name.

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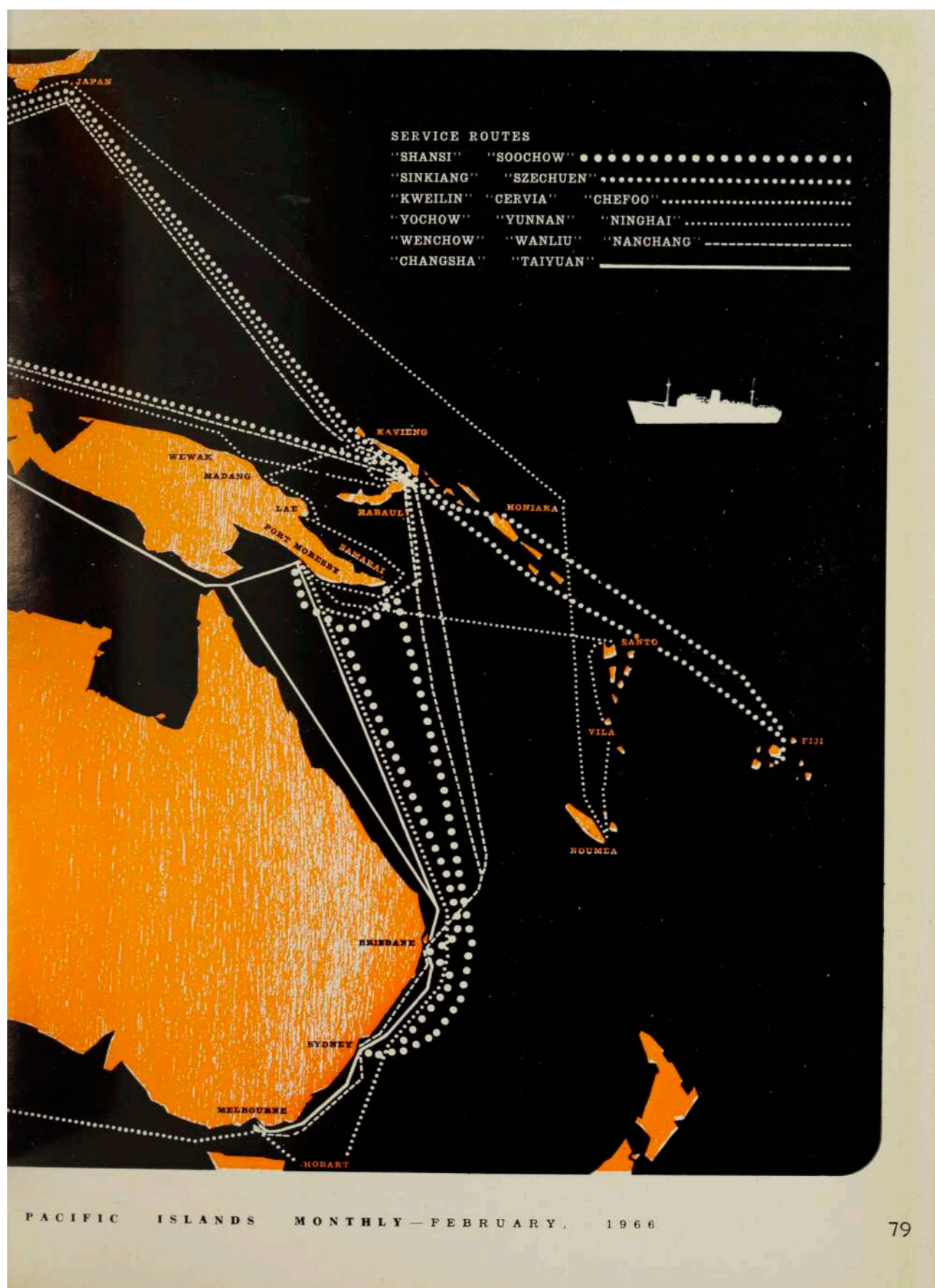
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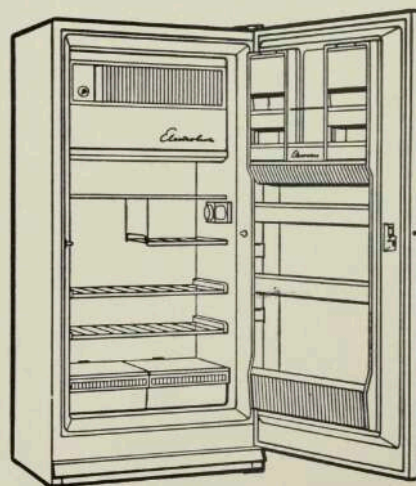
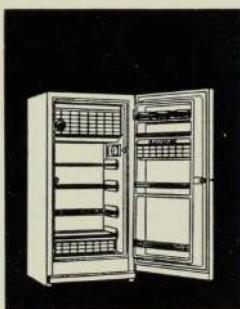
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TRUE LIFE SOUTH SEAS TALE HAD A SOMERSET MAUGHAM ENDING

By a Staff Writer

The death in December of the English novelist W. Somerset Maugham has recalled to Mr. John Earnshaw, of Sydney, how, in 1928, he figured in the grim ending of one of Maugham's short stories—several years after the story was written.

THE story, "German Harry", was one of Maugham's briefer efforts. It first appeared in the *American Cosmopolitan* for January, 1924, and was republished in a book called *Cosmopolitans*.

Maugham gathered the material for the story in 1922 when he was making a leisurely journey from Indonesia to Torres Strait and back.

He heard about German Harry—he was really a Dane called Henry Evolt—when he visited Thursday Island, off the northern tip of Australia. He was so intrigued by what he learned that he resolved to pay Harry a visit.

German Harry was a hermit and the last of the New Guinea beach-combers. For 28 years, he had lived on Deliverance Island, a small cay, some 30 miles from the mouth of the Bensbach River, which divides West New Guinea from the Australian territory of Papua.

Born at Helsingfors, Denmark, in October, 1849, he shipped before the

mast as a lad of 16 and for many years sailed the oceans of the world.

Coming to Newcastle, New South Wales, in the eighties, he joined the Austrian ship *Gibraud* bound for Batavia.

The ship was wrecked on Woppa Reef, Torres Strait, and German Harry finished up in Thursday Island.

There he met an old shipmate, Louis the Greek; bought a half share in his beche-de-mer boat, and fished and traded off the New Guinea coast for the next six years.

The partnership prospered. By 1890 they had established their headquarters on Deliverance Island, to where they could retire from the pest and fever-ridden coast, and also be safe from the fierce Tugeri head-hunters who made periodic forays along the coast from West New Guinea.

For another nine years all went well until another adventurer came to the island to work for them. This

Nearest Island To Indonesian New Guinea

Deliverance Island, the island in Torres Strait where German Harry lived for many years, is the nearest part of Australia to foreign soil.

Although it is about 100 miles from the Australian mainland, but only 25 miles from the coast of Papua, Deliverance Island is part of the State of Queensland.

It is about 35 miles from the mouth of the Bensbach River, which forms the southern part of the border between Indonesian West New Guinea and Papua.

The island was so named by Captain William W. Bampton, of the ship "Shah Hormuzear", who spent 73 nerve-wracked days trying to find his way through reef-studded Torres Strait in 1793 in company with the whaler "Chesterfield". It was at Deliverance Island that the two ships finally reached clear water.

was "Joe Austen", or Joseph Augustin de Paoli.

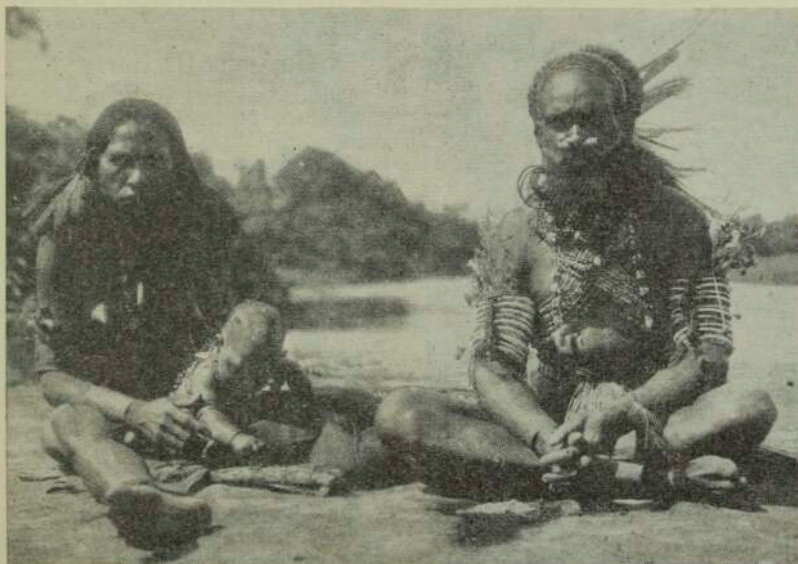
He was a Corsican soldier of fortune who had fought in the Crimean and Franco-Prussian Wars; had joined the Communist uprising in Paris in 1871; and had been arrested and exiled to New Caledonia. However, on the voyage to New Caledonia, he escaped from the transport at Melbourne, and from there began a wandering life in the Pacific which eventually took him to Deliverance Island.

Partnership Broken

His advent at Deliverance broke up the partnership between German Harry and Louis the Greek, for one night he decamped with their boat loaded with turtle shell and other trade, and sold the lot in Thursday Island.

After this bitter blow Louis the

● It was to be out of the reach of wild New Guinea natives such as these that German Harry and his friend Louis the Greek settled on Deliverance Island in 1890. John Earnshaw took the photograph on the Koembe River, west of Merauke, in 1927 when he spent some time with Dick Roche, a bird of paradise hunter.



Greek drifted away, and German Harry was left alone on the island.

Except for a few months spent in Thursday Island in 1912, his solitude was almost unbroken for the next 28 years. In later years his greatest fear was that authority might wrest him from his little island and send him to the frightening care of a home for the aged near Brisbane.

He was therefore always sour and suspicious when strangers arrived at Deliverance, and it was thus that Maugham found him when he reached the island in 1922 in a lugger that he had chartered in Thursday Island to carry him across the island-studded waters of Torres Strait to the Dutch settlement of Merauke.

In writing of his encounter with the old hermit, Maugham also prophesied his end.

"... And then I foresaw the end," he wrote. "One day a pearl fisher would land on the island and German Harry would not be waiting for him, silent and suspicious on the water's edge.

"He would go up to the hut and there, lying on the bed, unrecognisable, he would see all that remained of what had been a man.

"Perhaps he would hunt high and low for the great mass of pearls which had haunted the fancy of so many an adventurer. But I do not believe he would find it; German Harry would have seen to it that none would discover his treasure and the pearls would rot in their hiding place.

"Then the pearl fisher would go



These are Thursday Island pearling luggers in the days of German Harry. It was in such a lugger that Somerset Maugham visited Deliverance Island, en route to Merauke, in 1922.

back to his dinghy and the island would once more be deserted by man."

In March, 1928, some four years after Maugham's story was published, Mr. Earnshaw called at Deliverance Island in company with the late Dick Roche, a well-known bird of paradise hunter, of Merauke.

The time of their arrival was just right for them to play a role in the German Harry story *a la Maugham*. Mr. Earnshaw still vividly recalls the occasion:

He says:

"Dick Roche and I had spent some weeks in the swamps of the Bensbach River where ducks and geese wheeled in their countless thousands and a single shot would always bring two or three tumbling down.

"Deliverance Island, some 30 miles from the desolate mangroves of the

New Guinea coast, was to be our first stop. I looked forward to meeting German Harry, for he was then a legend to everyone from Cooktown to Samarai.

"Roche, on his twice-yearly trips to the civilisation of Thursday Island, had regularly called at the island and for long periods was its only visitor.

"With little kindnesses he had gradually won the confidence and friendship of old Harry and in this way learnt of his early wanderings and long years of solitude.

"It was only after a hard day's plug against the bustling South-East trade wind that we reached the welcome shelter of Deliverance Island.

"The island, half a mile or so in circumference, is ringed with a beach of white coral sand, crowned with coconut palms, and surrounded by a wide fringing reef.

"It looked the veritable coral island from a boyhood adventure book.

No Sign Of Harry

"But on the beach we could see no sign of German Harry—only a white mongrel dog running back and forth in an ecstasy of welcome.

"It was with deep foreboding that we rowed ashore to where a huge solitary fig tree spread its sheltering branches over the several little huts that made up Harry's home.

"With the pink-eyed dog still tumbling at our feet, we walked into the deep shade beneath the tree.

"There, in the open close of a smoke-blackened kitchen, was a rude

● This ramshackle building was German Harry's dining hut. Outside, where he cooked his meals, was a mound of turtle-flipper bones several feet high—the midden of half a life of solitary meals. Photo: John Earnshaw.



table laid in perfect order with the worn utensils for a simple meal which was never eaten. Over this humble array the yellow fig leaves had fallen and lay as in a benediction.

"Nearby was a golgothic mound of turtle flipper bones, like human ribs—the midden of half a life of solitary meals—which gave the illusion of some ancient tomb.

"A sense of finality and the timeless silence of lonely places hushed our inquiring voices.

"Within the nearby hut all was in meticulous order. On a wooden bunk, grey blankets were tucked creaseless, ready for the sleeper.

"High on a shelf a plate of turtle egg and flour scones were neatly piled, from which long fringes of some loathesome green fungus cascaded.

"In an old sea chest were yellowed flannel shirts and trousers, long hoarded against a day that never came.

"All this order spoke of the endless hours of idle occupation. There were no books of consolation for long lonely days.

"A low cry from one of our Malay boatmen brought us to the rear opening of the hut. There, half under the raised floor, lay the poor remains of German Harry.

"Time and hot tropic sun had removed all resemblance to a once sturdy sailor. With outstretched arms he seemed to clutch the soil that had nourished him for so long.

Calendar On Slate

On the nearby wall a hanging slate carried the only message from the dead. A crabbed hand had inscribed January, 1928, with the numerals 1 to 31 beneath.

"This was the old man's calendar on which every figure to 25 was cancelled with a stroke. The last mark was then two months old.

"Although we pondered long on the circumstances, we could not determine how he had died.

"The left hand and right foot were missing from the body.

"This made us think that he may have been attacked by a shark while wading in the nearby shallows; or that he may have been mutilated by his dog after falling ill at his threshold.

"We dug a grave for him in the warm white sand beneath the huge spreading figtree, and while we laid old Harry in his last resting place, the Malays gathered near and murmured words appropriate to their creed. . . ."

COMPANION WAS HUNTER OF BIRD OF PARADISE

DICK ROCHE, who accompanied John Earnshaw to Deliverance Island in 1928, was one of the most successful of the bird of paradise hunters, working out of Merauke, West New Guinea, before World War I. He was a New Zealander, who worked in partnership with one, Tom Jackson.

"In those days," Mr. Earnshaw says, "the countless rivers and creeks that break through the swampy coastline of West New Guinea were unknown and unexplored. The natives were savage and treacherous headhunters, and many times Roche and Jackson



Dick Roche.

Several years later, after Mr. Earnshaw had chanced to read Maugham's story about German Harry, he wrote the novelist a letter to let him know how right his prophecy had been.

Maugham was somewhat tardy in replying, but in mid-1937 a letter arrived from him. It was written on the stationery of the Victoria Palace Hotel, 6 Rue Blaise Desgoffe, Paris VIe, and read:

"Dear Mr. Earnshaw:

"I am sorry to have left your letter so long unanswered, but I have been moving from place to place,

had to shoot their way out of tight corners.

"All travel was by launch, and when Roche and Jackson went on their yearly expeditions into the interior, they had to carry fuel for six months or more. Provisions were eked out by living off the land.

"Apart from obtaining bird of paradise plumes by shooting the birds, their party—which usually included about a dozen Malay shooters and crew—obtained plumes by trading with the natives. This was a nerve-racking business.

"Canoes filled with armed warriors would come out from the riverside villages and encircle the launch anchored in mid-stream, while Roche would display the trade goods they so avidly desired.

"After a period of cautious waiting, a canoe would approach and a native would extend his spear, eight or 10 feet long, paddle-bladed and elaborately carved, on which the plumes were offered.

"With the point of the spear a foot or so from his midriff, the trader would offer various wares until by sign language a bargain was struck, and the exchange effected on the spear blade. Meanwhile, the rest of the party covertly held their guns ready for an emergency.

"When the demand for bird of paradise plumes ended with a change of fashion after World War I, Roche remained on at Wendoe, a small coconut plantation he owned a few miles up the Merauke River. I stayed with him there for several months in 1927.

"Four years later, he disappeared while making a canoe trip along the coast to the west of Merauke."

with much to do and very little time to spare.

"It was extremely kind of you to write to me, and I read your letter with great interest. As you can well imagine, I am glad to know of the end of the character on whom I wrote my little story. Your account of his end is a story in itself. I do not think anyone could read it without finding his imagination stirred."

Maugham signed the letter "yours sincerely (and very faithfully), W. Somerset Maugham."

Now, he, too, is dead.



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- A few more houses may have gone up in the town of Goroka since this picture was taken four or five years ago, but the wide, fertile valley in which the town is situated has certainly had no snow.



WHEN SNOW FELL IN THE GOROKA VALLEY

By R. J. Giddings

The presence of fallen snow is part of the natural physical order in many parts of the world at certain times of the year. Although we tend to associate snow with the temperate and frigid zones, it is known to fall in the tropics, but generally only at very high altitudes.

SNOW falls each year on Mt. Kenya (17,058 ft.) in equatorial Africa; and the highest peaks of the Andean mountains, which straddle the equator in South America, are perpetually covered with it.

On the New Guinea mainland, occasional snowfalls occur on some of the highest peaks, notably on the Carstensz Peaks (16,000 ft.) in West New Guinea and on Mt. Wilhelm (15,400 ft.) in the Trust Territory.

However, it is said that "every rule has its exception", and this

would appear to have been the case when snow fell in the Goroka Valley about 50 years ago.

Undulating Grasslands

The Goroka Valley forms part of the Eastern Highlands District of central eastern New Guinea. The valley floor has an elevation of just over 5,000 ft and it comprises rich, undulating grasslands drained by the large Bena and Asaro Rivers.

The valley is encompassed on all

***Natives Have
Vivid
Memories
Of Rare
Phenomenon***

sides by mountain ranges rising in places to over 8,000 ft.

The town of Goroka that lies within it is the thriving commercial and administrative centre of the New Guinea highlands.

Many of the natives who witnessed the snowfall in the Goroka Valley as children are still alive today, and their reminiscences about it agree on the major points.

Furthermore, they all claim that there is no tradition of snow having fallen in the valley before then, and certainly none has fallen since.

As the event took place some 20 years before initial penetration of the area by Europeans, there is no official record of it, although hail has fallen on parts of the valley sides in recent years.

One of the old men who described the snowfall to me is Emenuke, of Namaro hamlet, who was a child of about 10 when the event occurred.

He said that early one morning, before daybreak, the people were awakened by the sound of hailstones on the thatched roofs of their houses. Although hail was known to have fallen in other parts of the valley,



In a latitude of 40 or more degrees north or south of the Equator, a town with an altitude of 5,200 feet expects to get snow regularly. But Goroka is only 6 deg. south of the Equator.

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One place in the tropics which has a mantle of perpetual snow is this 14,300-ft mountain in the Star Mountains of West New Guinea. In the Dutch times, it was called Mt. Juliana. But since Indonesia took over West New Guinea, it has undoubtedly been renamed.

they had not seen it fall over their land before.

After the hailstorm had finished, snow began to fall, and this continued on until daybreak. At dawn the sky was overcast and heavy with dark, grey clouds. Many of those sleeping in their houses expected the dawn to be heralded by shafts of sunlight filtering inside, but as everything was dark some slept on well into the morning.

The sky is said to have been so dark that many of those venturing out of doors had to light torches to see their way. This may be a slight exaggeration, but, by the same token, the atmospheric conditions must have been exaggerated for snow to have fallen at all.

No Word For It

When the menfolk first ventured outside (they confined the women and children to their houses), they were astounded to see the countryside covered with what they called white "powder", as they had no word for "snow" in their language.

They also noticed that the tall kunai grass growing on the plains had been beaten down—no doubt by the hailstorm.

On making their way to their gardens, they saw to their horror that the leaves of their staple food plant, the sweet potato, were withering under the intense cold, as were the leaves of their other food crops.

The people were understandably perplexed, not knowing what to do, or expect, next. Some thought that the end of the world had come for them, while others envisaged their entering an age of tremendous social and physical hardships.

At some hamlets in the northern end of the valley, the people sacrificed white and tan-coloured pigs in

supplication to the spirits whom they believed protected and guided their lives.

The selection of these colours, as opposed to sacrificing the common black pig, possibly had a symbolical meaning—the white pigs representing the snow and the tan pigs representing the desired return of heat.

For two full days, snow lay in the valley, and during that time the sky remained dark and foreboding.

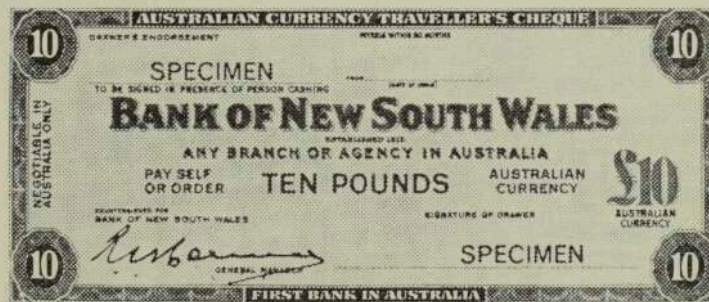
On the third day the sun broke through the clouds and the snow melted. The women and children were then allowed to leave their houses and the people set about replanting their gardens. A severe food shortage resulted from the depredation of the gardens caused by the intense cold of the snow.

Stories about the time the snow fell are still told by the old people and they pass on to their grandchildren the lessons they learnt from their harsh experience.

Recently a councillor from the southern end of the valley told his constituents that they should save their money and bank it. They would need it, he said, to buy food if "something" should destroy their gardens in the future. No more needed to be said; the rest was implied and the whole meaning understood.

His words were another reminder that one day, quite unexpectedly, "powder" could fall from the sky and destroy their gardens and so bring about another time of hunger and hardship.

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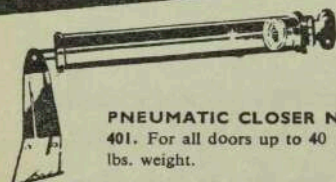
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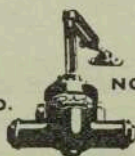
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● The Nauruans have come a long way since this picture, apparently of a dancing group, was taken—some time between 1888 and 1914, when Nauru was administered as part of Germany's Marshall Islands Colony. Thanks to their island's phosphate deposits, the Nauruans are now the richest islanders in the Pacific. Their own Legislative Council has just been inaugurated (see elsewhere in this issue).



Yesterday

When "PIM" for February, 1946, went to press, World War II had been over for six months, but its aftermath was still being felt in the South Pacific, as some of the items from that issue of 20 years ago show.

CONSIDERABLE progress had been made by the Australian Administration and the British Phosphate Commissioners in the rehabilitation of Nauru following its occupation by Japanese forces from August, 1942, to September, 1945. Phosphate shipments were expected to be resumed by July 1, 1946. Meanwhile, arrangements were being made to repatriate the Nauruans whom the Japanese had deported to Truk.

INVESTIGATIONS by Australian and British forces on Ocean Island had revealed that six Europeans and hundreds of Islanders had died on the island during the Japanese occupation. The Europeans were: C. G. F. Cartwright, Government Secretary; R. W. Third, Government radio operator; H. A. Mercer and a Mr. Cole, members of the British Phosphate Commission; Father Pujebet and Brother Brummell, Roman Catholic missionaries.

THE Australian Minister for Territories, Mr. E. J. Ward, had refused *PIM's* editor a permit to visit Papua-New Guinea, but had stated that the ban would be reviewed in six months. This prompted the editor to comment

that although a visit to the Territory was unlikely in 1946, *PIM* would visit it "many, many times after Minister Ward, and the quaint Socialistic structure he has erected in the Territories, have been consigned to the limbo of forgotten politicians".

FOOD crops and orange trees throughout the Cook Islands had been severely damaged by a cyclonic storm that swept through the group in January, 1946. Later in the month, several villages were washed away by torrential rains in the northern and eastern districts of Fiji's main island of Viti Levu.

WHARF labourers on Rarotonga had been on strike for better pay. They demanded 8/- a day, and 2/- an hour for overtime; 10/- a day on Sundays; increased food rations; and no work in rough or wet weather. Existing wages were 4/6 a day and 9d an hour overtime. When the demands were laid before the Union Steam Ship Co. and the Administration, a counter offer of 6/- a day and 1/- an hour overtime was made. This offer was turned down, and a deadlock existed until leading local traders

agreed to make up the difference so that the *Maui Pomare* could be unloaded.

ALL wartime emergency liquor restrictions had been repealed in Fiji and one could again drink from 10 a.m. to 10 p.m.—so long as supplies held out.

THE choice of Honiara as the capital of the Solomon Islands had been acclaimed "by those who like room to move around and build", but it had not been well received by shipping interests, who preferred the old capital of Tulagi. The Bishop of Melanesia, Dr. Baddeley, was also a sharp critic of Honiara. It was the depth of absurdity, he said, that in a group where there were many excellent harbours, the new capital should be placed on what was practically an open beach.

PAPEETE'S new mayor, Mr. Alfred Poroi, had started a town-cleaning campaign, paying particular attention to food shops in the market place.

PAN AMERICAN AIRWAYS' service between the United States and Auckland, via Hawaii, Canton Island, Fiji and Noumea was expected to resume in a few weeks. But the "dithering" Australian and New Zealand Governments had made little progress with their plans for a British trans-Pacific service.

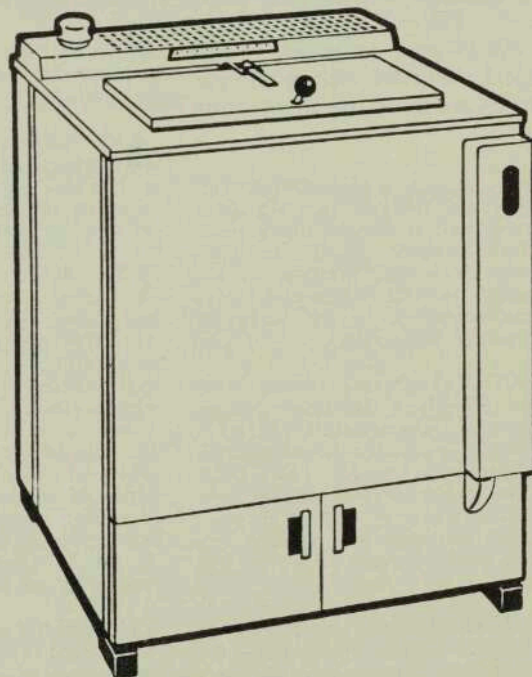
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THE MONTH'S NEW READING



To Sydney, From A Writer And Photographer, With Love

Few mistresses have been as lovingly presented as the fair city of Sydney in a glossy production of the same name produced by the partnership of Gavin Souter (writer) and Quinton Davis (photographer).

EVEN those who usually abhor picture books will be hard put to it not to find merit in this one.

The black-and-white photographs are good, even if the half dozen colour plates give the city some unearthly hues. Nonetheless much of the excellence of the book stems from the narrative which sings with the siren-song of a nor-easter on a summer day; or backs swiftly like a robust westerly to sweep up the leaves, the fish and chip papers, the discarded ice-cream buckets and the odd-ball characters that are as much a part of the city as its rambling streets.

Gavin Souter is a feature writer

on the *Sydney Morning Herald*, sometimes an author of books (*New Guinea—The Last Unknown*). He has never written better than about the city of his birth; nor has Sydney ever been better written about.

With a penetrating eye but with tolerance for its sins or shortcomings, Souter and his photographic partner sift through the paradoxes of the 670 square miles of city sprawl and come up with something that is pretty near its essential character.

There are the Pink Pussy Cat, Hasty Tasty and Stripperama of King's Cross ("In 1897 the City Council bestowed the name of Queen's Cross on the junction of

William St., Darlinghurst Road, Victoria Street and Bayswater Road and eight years later it removed any confusion with Queen's Square by changing the Cross's sex. Sex has always been somewhat equivocal at the Cross.").

There are the terrace houses of Glebe and Waterloo and Paddington; the red brick and tile of Bondi Junction and Dover Heights; the slabs of concrete and glass of the city proper; and the affluent suburbia of Vaucluse and the right side of the Turramurra tracks.

There is the bush, never far away even from the heart of this city, and its summer corollary, the bushfire. And always there are the harbour and ships, the surf, the sand and the white, lace-edged Pacific Ocean.

There are the people. Bikini-clad beach girls, metho. drinkers from around Railway Square; old age pensioners who play endless games of draughts in Hyde Park; the arty artists of re-discovered Paddington; the suburbanites in red-brick bungalows "with septic tank and unmade roads" 40 minutes by train from their places of business; the fruit barrowmen ("Six for a bob the navels! Two for two bob the melons;").

There are the Rosaleen Nortons who raise hell and witches at the Cross; octogenarian Arthur Stace, reformed metho-drinker, who rises at 4 a.m. to scrawl "Eternity" in copperplate script and white chalk across the footpaths of the city; and Mrs. Winter who cuts up 30 pounds of meat a day in her Rushcutters Bay home and drags it in a shopping trolley into parks, timber-yards and junk lots in the inner city to feed stray and starving cats.

All these things are distilled to produce *Sydney*. Messrs. Souter and Davis have worked to such purpose to do it that all resident Sydneysiders will look upon their city with new affection while expatriates will cry tears of nostalgia into their foreign beer.—JT.

(SYDNEY, Angus and Robertson. 75/-.)

THIS WILL DO FOR THE DUKE

"*The Duke of Bedford's Book of Snobs*", which the Duke writes in collaboration with George Mikes, is designed for laughs, we think. But like the Mitford rules of *U* and *Non-U*, it may be used as some sort of a guide-book on how to break into the top echelons of contemporary society—English society, that is. Much of it has no application to the Colonial or Dominion variety.

Although many of the Duke's pearls of snob wisdom fall flat on their faces you may be interested to know that the word itself is supposed to have derived from the Latin, "*sine nobilitate*" which, in the Middle Ages, Oxford and Cambridge universities used to distinguish undergraduates of non-noble birth from those who were. This was abbreviated to "*s. nob*" and hence the word snob was born. According to the Duke.

And, in the unlikely event of your owning a tiara or a set of silver fish knives, you will no doubt be pleased to learn, although the reasons may escape you, that the former is never worn in an hotel; and the latter never used at all by those whose breeding is above reproach.

The Duke, who has managed to hang on to the ancestral acres by allowing the proletariat to prowl around them at 2/6 a time, probably has had more opportunity than most for observing his fellow man in all social aspects. Being a Duke has proved, in his case, to be a career as well as a social distinction and, as he goes to some pains to point out, he thoroughly enjoys the experience.

(BOOK OF SNOBS, Ure Smith. 27/6.)

Yet Another View On The Future Of New Guinea

It is unfortunate that Sir A. Grenfell Price's new book, *The Challenge of New Guinea*, has been published just now when there is a spate of New Guinea books in the shops.

IF published several years ago it may perhaps have served the purpose of drawing the threads of New Guinea's development together in a way that had not been done for a decade. But published today, especially so close to Osmar White's *Parliament of a Thousand Tribes* (reviewed in January, p. 59), *The Challenge of New Guinea* says little that is new, and does not fill any particular need. And it is an expensive book for only 180 pages.

Like White's book, it is largely another compilation which might well have been shortened to a long article for the *New Guinea* quarterly.

Much of the information can be found in Gavin Souter's *New Guinea: The Last Unknown*, a book on which Grenfell Price draws heavily (with generous acknowledgement).

The author says his book is designed "to examine in the light of history and present events, one of the few surviving examples of philanthropic colonialism, the Australian occupation of Eastern New Guinea". But it is not so much an examination as a competent, scholarly record of events. He describes New Guinea's early colonisation and the colonials, the people themselves and the territory's general development, particularly its development since the war.

He is very much a Government man. He believes that Hasluck's post-war policies have been right, except for the failing of over-centralisation, and that what Papua-New Guinea needs is time, and no interference from the troublemakers at the UN.

He says the Hasluck regime of 1951-63 was a "happy and progressive period" and there was a splendid growth of the "best type of philanthropic colonisation". Wardship began to evolve into partnership, while Papuan political independence and management began to loom larger.

"The world should recognise," says Grenfell Price, who is in his seventies, "that the recent Australian development of the Territory has been so spectacular and philanthropic that the United Nations should seek to remedy the really grave harm they have done and trust the Aus-

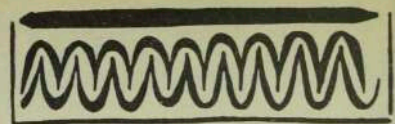
tralian-New Guinea partnership to proceed as both parties wish on the present co-operative lines.

"This will enable them to decide together the date for New Guinea independence, or, if the partners prefer, the admission of the territory to the Australian Commonwealth as a seventh state, smuggling its copra, cocoa, coffee, tea, timber and other tropical products in to the Australian economy."

The one great weakness in the compilation is the lack of information on what the New Guineans themselves are thinking and doing, and perhaps this is due to the fact that this information can't be got easily from books, or from the men in Canberra or Port Moresby.

While everybody would like to see things turn out as the Government and the author hope they will, it is probably attitudes within the territory that will largely influence the results.—SI.

(THE CHALLENGE OF NEW GUINEA. Angus and Robertson. 40/-).



AYERS ROCK IN COLOUR

FOR people over 12 years old who like to look rather than to read, *Journey to the Red Rock* might strike the right note. Narrative and pictures—a large proportion of them in full colour—are by Bruce and June MacPherson.

The red rock is Ayers Rock in Central Australia and it is seen through the eyes of Gail, the teenage daughter of the MacPhersons. The Rock has been photographed and written about in all its moods but this book is able to capture at least one new angle—the Rock during and after two inches of rain, something that happens only every half dozen years or so.

There is also a great deal about it in sunny periods and a lot about life in The Centre as well.

For the audience that it seems designed to serve, the story is in unnecessarily frugal and simple style—nonetheless it is still an attractively produced book.

(JOURNEY TO THE RED ROCK. Collins. 26/-).

JOURNALISTS WRITE ON THEIR TRADE

IT'S taken a long time for them to get round to it, but Australian journalists have finally produced a guide book to their trade. Called *The Journalist's Craft*, it is published by Angus and Robertson Ltd., with material supplied by more than two dozen members of the Australian Journalists Association—all experts in their particular fields.

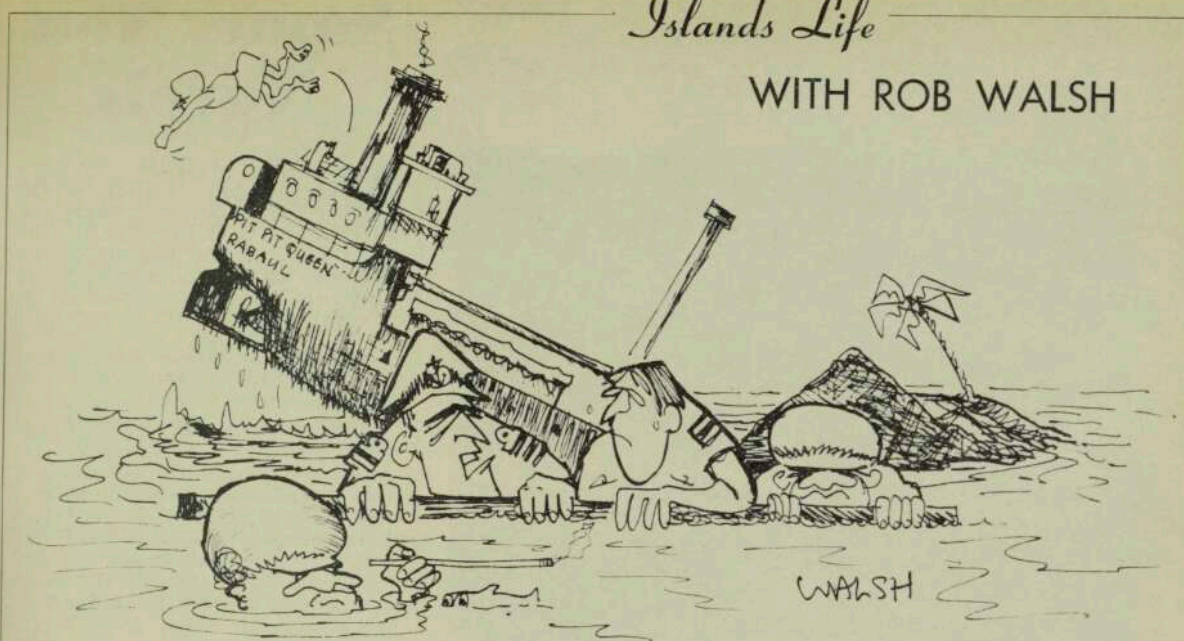
The sections deal with such matters as sub-editing, reporting, feature writing, radio and television news, public relations, and the technical matters of production. Although the editors of the book have a highly competent team of specialists at their command, the few weaknesses which show up are due mainly to the fact that a journalist who is undoubtedly top notch at, say, interviewing or reporting sport or police rounds, is not necessarily so highly skilled at passing on his methods in a book.

No doubt some of these matters will be rectified in subsequent editions, but meanwhile every journalist or would-be journalist in Australia, New Zealand or the Islands will find it a valuable work.

(THE JOURNALIST'S CRAFT. Angus and Robertson. 55/-).

Islands Life

WITH ROB WALSH



"Just a cockroach mark on the chart, eh?"

PARLIAMENTARY SYSTEM IN DECAY

By coincidence, three books just published in Australia give the background and the pattern of the political structure which bedevils Australia and New Zealand.

THEY suggest also the hopelessness of our parliamentary systems in coping with the international developments which now threaten our standards of life, if not our very existence in the South Pacific.

The three books are:

- **LIVING WITH ASIA**, by Dr. J. F. Cairns, MP, published by Lansdowne Press. 39/6.
- Dr. Cairns is so far around to the Left that he has been accused of Communist associations. He flatly refuses to see the menace of the growing Communist thrust in current events in South-East Asia, and employs his unquestioned talent in arguing his case against America and the use of armed strength, and in favour of establishing "peaceful, friendly relations with the emerging nations to our north".
- **POWER IN THE LIBERAL PARTY**, by Katherine West, published by F. W. Cheshire. 52/-.
- Enormous research and some clever, forthright writing have gone into the compilation of the wearisome history of the various movements which now appear to have coalesced in Australia's seven Parliaments as the Liberal and Country Parties. It is a valuable record which shows, with tragic clearness, how and why the system, in the last 30 or 40 years, has produced only one real statesman of international status (Menzies, of course).
- **EDDIE WARD**, Firebrand of East Sydney, by Elwyn Spratt, published by Rigby Ltd. 45/-.
- A very well-written and readable account of the life and political career of one of the most fanatical Socialist fighters ever seen in the chief Australian Parliament. It is of particular interest to older New Guinea planters and traders, because of Eddie's activities as Territories Minister during World War II, his allegations about "the Brisbane Line", his attempt to turn the Papua-New Guinea Administration into a completely Socialist establishment after World War II, and his dramatic involvement in the New Guinea Timber case.

Up to 50 years ago, the "democratic system" (one adult, one vote) usually put into Parliament the Community's best available men, and they usually grouped themselves as liberals and conservatives.

Their chief aim then was not salaries and perquisites, but service to their country. That system produced statesmen.

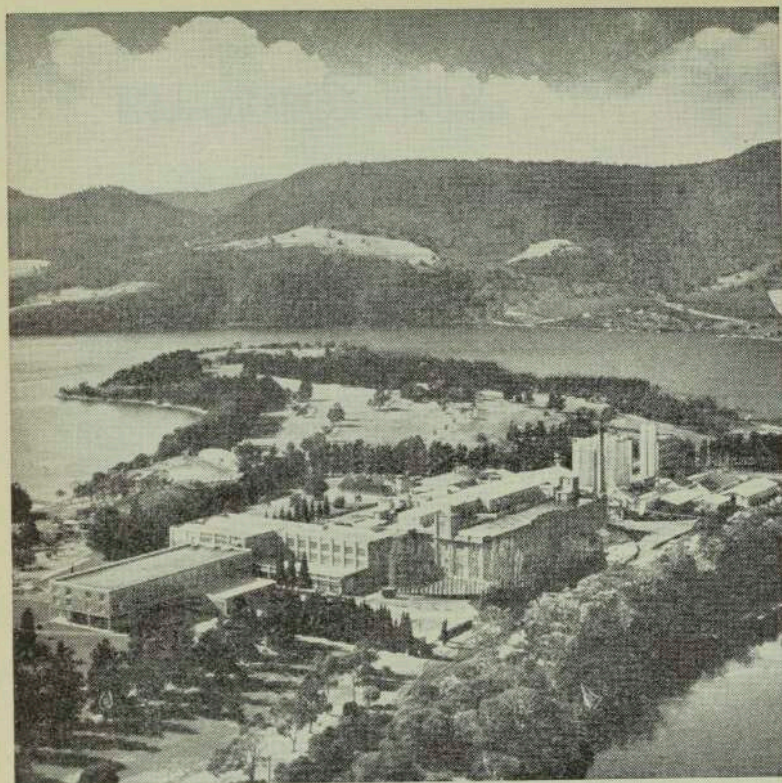
The system fell into increasing decay when there appeared the professional politicians, who based the political Labour Party on the newly-formed trade unions, and compelled all unionists to subscribe to party funds.

To combat this, the non-Labour political parties were obliged to go to the trading and finance institutions for their fighting funds—a system just as vicious as that of the Labour Party, and just as completely a negation of the principles laid down in the original "Mother of Parliaments". From then on, popular respect for the system declined, and fewer and fewer of the country's most able men entered the Parliaments.

Today, our legislatures are filled mostly by professional politicians, concerned mostly with their perquisites and privileges, many of them semi-literate and very few capable of constructive thought. The proof of it can be seen in Hansard—and much of the reason for it can be found in the three books reviewed here.—RWR.

PACIFIC ISLANDS MONTHLY — FEBRUARY, 1966

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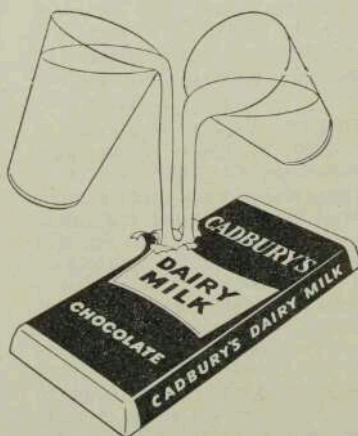


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Some New Novels

A SUMMER AT HOME, by Susan Gillespie; WHISPER OF DARKNESS, by Margaret Lynn; and RETURN TO GLENSHAEL, by Mary Elgin are all light novels, the first one concerning a migrant family in Australia which return "home" for a visit.

(Published by Geoffrey Bles at 20/-; Hodder at 23/-; and Hodder, 23/-).

THE SMELL OF BREAD and other stories, by Yury Kazakov. This author is regarded as one of the non-political writers of contemporary Russia a number of whom have emerged since the "thaw" and are now published abroad as well as in the Soviet Union. He writes with a sense of irony and a penetrating observation and in doing it provides a small window through which the Western reader can view the Russian scene.

(THE SMELL OF BREAD. Harvill Press. 31/6).

THE WATERS UNDER THE EARTH, by John Moore is a nostalgic affair concerning the culture clash between the new and the old England. The current Seldons, whose ancestors have occupied the Manor for 400 years, see a parallel in the fact that the red squirrels which for even longer have lived in their oaks, are being driven out by the more vigorous grey squirrels. If the Seldons are red, then the children of their gardener, Fenton, are the grey. Tough, ambitious, pushing, intelligent and socialist, they leave little room for the Seldons.

According to the way you look at it, new hope for the future, or the fall of the last bastion of Old England, results from the union of the daughter of the "red squirrels" with a son of the "grey".

(THE WATERS UNDER THE EARTH. Collins. 35/-).

PETTICOAT FARM, by Sally T. Ollivier. A pleasant story about New Zealand farming life that must be partly autobiographical. Mrs. Ollivier was one of six daughters who helped their parents run a dairy farm in the Bay of Plenty. Her fictional farmers have five daughters and many of the same problems.

(PETTICOAT FARM. Collins. 35/-).

MANUSCRIPT ON PATROL WORK ACCEPTED

NEW GUINEA Deputy District Commissioner Jim Sinclair (pictured on patrol) has recently had a book accepted for publication, and is now hard at work on a new one. The first, to be issued by Melbourne University Press, is on New Guinea patrol work. It is tentatively titled *Beyond the Ranges*, and will be illustrated with plenty of the photographs which Jim Sinclair is justly renowned for—(Some of them were published in *PIM* in January).

Beyond the Ranges gives detailed accounts of Sinclair's work in uncontrolled areas, particularly among the Kukukuku, and the people around Mendi. It's a readable book, with plenty of valuable information.

Since 1963 Jim has been stationed at Wau. He is now collecting material for a book on the colourful pre-war Papuan patrol officer, Jack Hides. On leave in Sydney recently he tracked down much original material, but wants more. Anybody who can supply him with information on Hides, the man and his work, should get in touch with him at the District Office, Wau.



THE DEVIL'S STEPS, by Arthur Upfield.

This is a reprint—the story was originally published in 1946. But as Upfield is now dead all his stories about the part-aborigine Detective-Inspector Napoleon Bonaparte become rather museum pieces. Although Bony usually operates in the Australian bush, for this story he is assigned to Melbourne and (in view of the period in which it was written) it is not surprising that his assignment involves a German who has left his Fatherland sometime before the collapse of the Third Reich. (THE DEVIL'S STEPS. Angus and Robertson, 19/6.)

THE OTHER GIRL, by Lucy Walker.

According to the long list of titles to her credit most of Lucy Walker's novels have concerned "love" and the "heart" (and one is entitled *The Loving Heart*). The present story however concerns two girls driving around Australia on a working holiday. When the car breaks down they team up with a shearing gang. The story goes on to prove that shearers have loving hearts too. (THE OTHER GIRL. Collins, 21/-.)

New Thrillers

Latest from the hard cover editions:—

THE GLOVED SASKIA, by William Colt MacDonald. This is a somewhat complicated plot in which a picture that looks like a Rembrandt that should have been in the museum in Dresden turns up in auction rooms in a Californian town. Several people covet the picture and this leads to murder. (Hodder and Stoughton; 20/-.)

THE WINDY SIDE OF THE LAW, by Sara Woods. In this Crime Club selection, Peter Hammond wakes up one morning in a strange hotel room with no clue to his identity and no memory of what has happened previously. Before he can do much about it, he is arrested on a drug-smuggling charge, finds that he has a fiancée whom he is on the point of marrying, and is quickly embroiled in a couple of murders. Antony Maitland, who has figured in some of this author's other books, and is a sort of British Perry Mason, undertakes his defence. (Collins; 19/-.)

DEAD AGAINST THE LAWYERS, by Roderic Jeffries. Radwick Holter is a successful and

ruthless criminal lawyer before he is caught up in something he cannot control and is forced to watch the processes of the law from the other side. A man is found murdered in Holter's office and he is arrested for the crime that he knows he did not commit. (Collins Crime Club; 19/-.)

MURDER ON THE NIGHT FERRY, by Bryan Edgar Wallace. The author is the son of the late Edgar Wallace and his life has been packed with travel and interesting and exciting jobs. Only in recent years has he turned to writing thrillers—in between restoring a chateau in France in which he and his American wife now live. In his current novel, a French student in Paris discovers the sinister purpose behind some planned anti-American demonstrations. He sets out for London to inform the British Secret Service but is murdered before he gets there. The investigation of his murder leads to the uncovering of an international plot to change the balance of world power. In this current world of ours, good credible stuff! (Hodder and Stoughton; 20/-.)

IS THERE A TRAITOR IN THE HOUSE? by Patricia McGerr. This is about a female spy, Selena Mead. The place is Washington, DC, and the victim is a rabble-rousing Congressman, Jeffrey R. Stone. This is rather a frantic piece but it is

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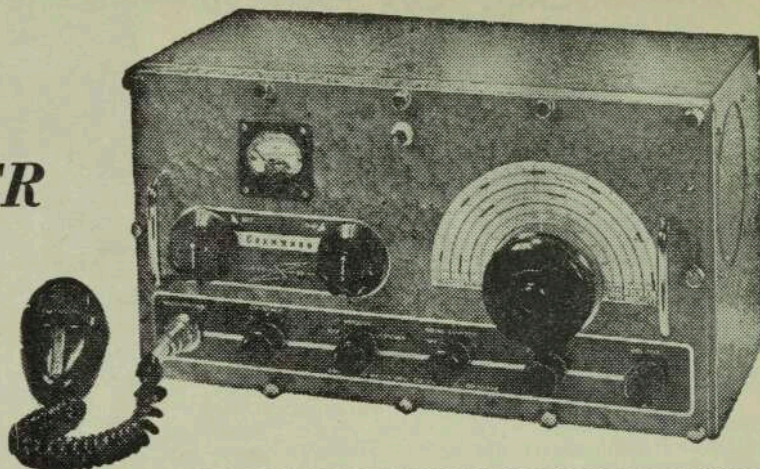
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IF YOU MUST HAVE ONE—LEARN TO LIVE WITH IT!

Learn how to live with your coronary if you cannot avoid having one. That is the message of "Heart Disease and Common Sense", by Reg Townley. For the price of the book—17/6—the advice seems to be a bargain.

Mr. Townley is a chemist not a doctor; he is also a member of Tasmania's State Parliament and the radio spokesman for Australian pharmacists. During World War I he was Assistant Director-General of Medical Services.

But perhaps his best qualification for writing about his subject is that six years ago he suffered a bad coronary occlusion.

His book is in non-technical language and is reassuring for anyone who has had or is threatened with one of the prevalent diseases of middle-age and modern living.

(HEART DISEASE AND COMMON SENSE. Angus and Robertson. 17/6.)

interesting to see how girls, spies and otherwise, live in the national capital. (Collins Crime Club; 19/-.)

THE GREEN DRIFT, by John Lyminton. If you don't suffer from hallucinations before you read this book you will after. It's science-fiction—we think. It concerns houses that hover, big spiders that drop on the earth from outer space and people who appear to live in a fifth dimension. (Hodder and Stoughton; 20/-.)

THE BERLIN MEMORANDUM by Adam Hall is a Book Society Choice. It is a novel of espionage and psychology, played out against a background of Berlin, 1965.

In it one man, Quiller, pits his wits and his life against a resurgent Nazi organisation and, in particular, against its master-mind whom he had met in a Nazi concentration camp 20 years previously. (Collins; 25/-.)

DEATH IN A SLEEPING CITY is by John Wainwright, a newcomer to crime writing.

Wainwright is, in real life, a policeman, and his clinical, brutal and ruthless story of how a police department went after a gang of imported gunmen is a new slant on what are usually regarded as the friendly British police. (Collins; 18/6.)

A NEWCOMER IN THE PAPERBACK FIELD

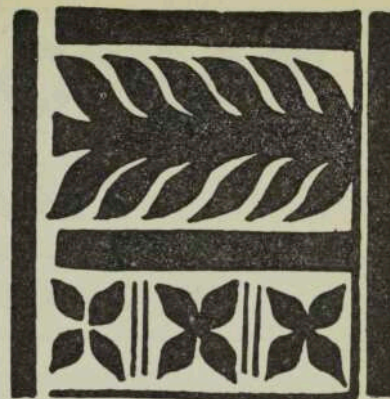
Horwitz Publications, once best known as publishers of low-cost, pulp thrillers, have now entered the better-class Australian paperback field—one that is already pretty crowded with local and overseas claims to mass-readership. The Horwitz books cover originals as well as reprints.

AMONG the latest of the productions are:

DRAGON ARMY, by Colin Mason, a well-known commentator on Asian affairs. He is a New Zealander, but in 1956 became Australian Broadcasting Commission correspondent in Singapore with a field of operations that stretched from Burma east to Japan.

In 1963 he was seconded as Australian adviser to the Thai Government on broadcasting—his main job being to use radio to combat a major Peking attempt to subvert Thai villagers by the same means.

He has thus had great opportunity to study Asian Communism on the march—the force that conquered China was behind the emergency in Malaya, the French retreat in Indo-China and the years of unrest in Indonesia, Burma, Philippines and Korea—and the force we are still fighting today in Vietnam. An original (7/6).



THE ASTRONAUTS, by Anthony Some. An account of the pioneers of the Space Age from Yuri Gagarin in April, 1961, to Gordon Cooper and Charles Conrad in August, 1965. An original (5/-).

IMAGES IN ASPIC, by Charmian Clift. This is a selection from her articles which have appeared in the *Sydney Morning Herald* and *Melbourne Herald* since she returned to Australia in 1964 after 14 years in Greece. Edited by her husband George Johnston. (7/6).

NAKED UNDER CAPRICORN—a novel, by Olaf Ruhen. A story of survival and success—and disillusion—in the stony heart of Australia's Centre. First published in the US in 1958; republished as a Corgi book in 1959. (6/6).

(Published by Horwitz Publications Inc. Pty. Ltd., Sydney. Distributed by Gordon & Gotch).

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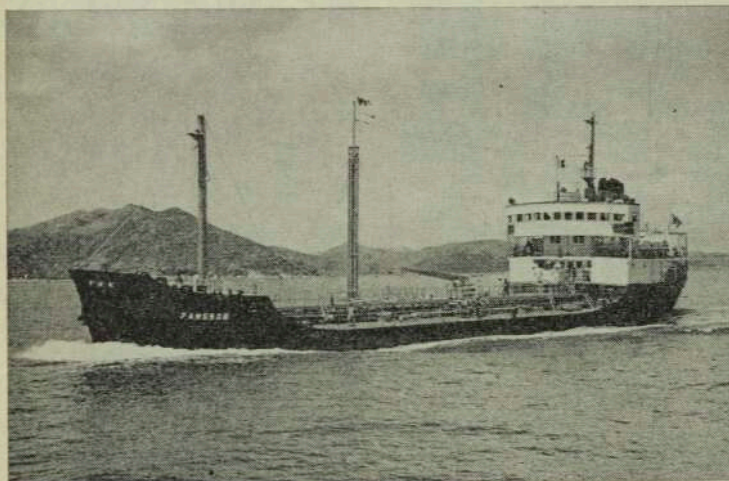


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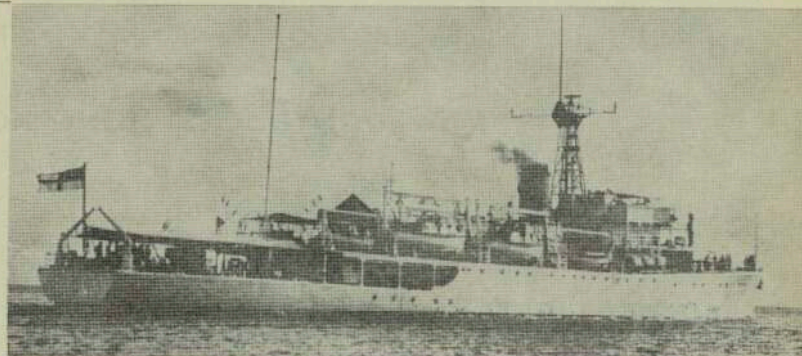
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Suva Visitor

The Royal Navy survey frigate "Dampier", which has taken over the South Pacific survey work of HMS "Cook", paid a visit to Suva over the Christmas-New Year holidays. A feature of her Suva stay was a party on board for about 70 children, during which one of the sailors walked the plank at the point of a sword.

Photo: BSIP Information Services.



Drastic Action Needed On Fiji's Shipping Problems

An over-supply of tonnage in certain regions, wasteful practices in cargo handling, high labour and repair costs, a deteriorating fleet of small vessels, and a chronic shortage of capital for modernisation at present characterise the shipping side of Fiji's inter-island trade, according to Mr. A. D. Couper, of Canberra.

MR. COUPER, a master mariner with 10 years' experience, is now a research scholar at the Australian National University.

For the past couple of years, he has been investigating the small ships trade of the Central Pacific for his Ph.D thesis. But he interrupted this task recently to make a special report on the problems of inter-island shipping and trade in Fiji for the Fiji Government.

Mr. Couper says in this report that of the 32 ships in Fiji's inter-island fleet in February, 1965, all but three were either overdue for replacement or due for replacement in the next six years.

Mass Obsolescence

But the economic condition of the industry did not hold out hope for suitable replacements; and there was a danger of mass obsolescence if a systematic programme of replacement was not initiated soon. Meanwhile, demands for cargo and passenger

space in the inter-island vessels would continually increase.

"By 1970," Mr. Couper says, "copra production may have reached 50,000 tons [compared with about 40,000 tons at present]; cocoa production in Tavenui and Koro may be up to 1,000 tons; with, in addition, higher demands for local timber, beef cattle and fresh produce.

"As the economic, social and educational life of Fiji advances, and with an increase in population, the demand for passenger space will continue to increase."

Mr. Couper goes on: "Development plans envisage a rate of growth in the national income of above 4.5 per cent per annum. Transportation will play an important role in achieving this growth rate. Increased copra production, diversification of agriculture, and other opportunities for earning money in places outside Viti Levu is increasingly dependent on efficient transportation.

"A rising living standard in the

In The News This Month

Adi Keva	Matoma
Altair	Montoro
Anzana	Morag
Apanui	Nam Sang
Arcturus	Nina
Arrowetta	Norfolk Whaler
Canopus	Rannah
Crestbank	Ratu Bulumakau
Dampier	Rehu Moana
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Harris County	Signus A
Hihifo	SRM-Y17
Hing Chai	Tangiri
Holmburn	Taveuni
Inspire	Tui Cakau
Karoro	Tuvalu
Koyo Maru No. 18	Waimate
Kusarawa	Wanderlure II
La Lorientaise	Westwood
Mahurangi	William Barenz
Marlin II	Wind Wagon
Maravut	

islands will undoubtedly be reflected in a demand for a greater share in the social, educational and economic facilities which have tended to concentrate at the main centres. This demand can be met in part by providing a safe, scheduled service to each area.

"Transport can, however, affect not only the extent of economic development, but also its direction by concentrating on parts of an island.

"In this way, the economic activities of certain villages can be increased to that of local marketing centres, and the spread of some urban facilities to these islands made possible.

"There is a case for the centralisation of trading activities throughout the regions of the archipelago. In the long run this would benefit shipowners and shippers.

"The feasibility of providing access

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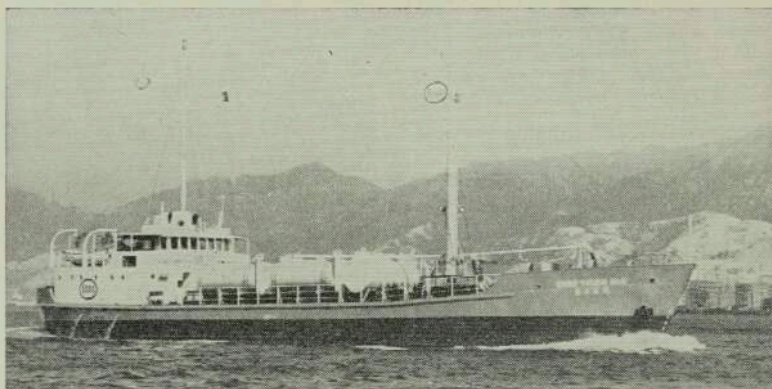
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Length Overall		170 feet 3 ins.
Breadth Moulded		36 feet 0 ins.
Depth Moulded		12 feet 0 ins.
Draught		9 feet 9 ins.
Deadweight		890 tons

The hull is of all welded construction. The hull is shotblasted and pointed and the internals of the cargo tanks are shotblasted and treated with epoxy resin paints. Mounted on deck are five 4,000 gallon tanks for the carriage of special fuels or oil. The interior of these tanks being treated in the same manner as the cargo tanks.

Main propelling machinery comprises two Cummins LTR-6-M Marine Oil Engines, each 325 B.H.P. @ 900 r.p.m. coupled to 3.04:1 reduction gearboxes to give a propeller speed of 300 r.p.m. A trial speed of 9½ knots was obtained in the fully loaded condition.

Two identical marine auxiliary sets are installed, each comprising a Gardner 6LX marine oil engine directly coupled to a 35 K.W. 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 and immediate change over arrangement at helm for emergency transfer to hand hydraulic operation.

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roads and using a tractor and trailer method to reduce road haulage costs requires further investigation. In some regions, small coastal craft would be best suited to operating a service between villages and local market centres.

"To be economic, feeder services must be used to meet the needs of people for coastal travel; for building up copra at the local centre, and distributing cargo from the centre; and for making regular contact with the scheduled services of the core fleet in the carriage of fresh produce.

"On small islands, sufficient continuity of use would not be attained by a feeder service. There, packhorses would seem more economical."

In a list of recommendations for improving Fiji's inter-island transport system, Mr. Couper says that the Department of Marine should have the right to assume wider controls over such matters as freight rates and the utilisation of shipping resources.

Competition

"The limiting of competition and the protection of operators who are prepared to run scheduled services is essential," he says.

"The Department of Marine could supervise this in the same way as the Transport Control Board does for road services.

"Vessels should state their area of operation, and a sufficient number should be licensed to provide a limited over-supply of tonnage in the area.

"The Department of Marine should have powers to prevent 'pirating'.

"Owners who have been granted licences for an area must agree to provide a scheduled service to all islands in their area.

"In operating a service under licence, the shipping companies and owners must agree to carry all inward and outward cargoes without discrimination against commercial rivals operating stores in their zones.

"Shippers and island people should have the right to appeal to the Department of Marine if services are inadequate or inefficient."

Mr. Couper says there does not appear to be a case for a shipping subsidy under the present conditions of inefficiency, although a vessel operating a scheduled service to Ono-i-Lau might warrant some support. A small subsidy might also be necessary during a period of change-over to more efficient arrangements.

The long-term aim of the authorities should be the consolidation of trading places with proper storage

(Continued on p. 112)

Protest Cruise Against Nuclear Test

A 48 ft ship is to be sailed into the French nuclear testing area in the Eastern Pacific this year as a protest against the explosion of atomic weapons, according to a report in the *Otago Daily Times*, of Dunedin, NZ.

The vessel, which was said to be still under construction at a secret site in Sydney, is to be sailed by five Australians and probably six others from Singapore, France and other countries.

Two crew men already selected are Mr. Bob Smith, a Sydney waterside worker, and Mr. Edward Stantion, a Quaker farmer of Kurrajong Heights, NSW. Mrs. Eloise de Ville, a Frenchwoman in Sydney, has offered to join the crew, and the sponsors are also considering recruiting three other women.

The paper quoted the president of the Committee Against Atomic Testing, Mr. Tim Hornibrook, as saying that the sponsors of the protest cruise hoped that the crew would be arrested, thus creating an "incident" which would focus world attention on the protest, and shame France into abandoning the tests.

The vessel, named *Marlin II*, is scheduled to call at New Zealand, Fiji, Tonga, Western Samoa, Cook Islands and Pitcairn before proceeding to the uninhabited islands near the blast site on Mururoa Atoll, where she is expected to be joined by two boats from New Zealand and one from Chile.

According to the *Otago Daily Times*, Mr. Hornibrook says the sponsors believe that under maritime law it would be piracy for the French to force the ships out of the area.

SERVICE TO NORFOLK ISLAND TO BE REGULAR

Holm and Company Ltd., of New Zealand, which last year inaugurated a passenger-cargo service between New Zealand and New Caledonia, via Norfolk Island, with the 1,800-ton vessel *Holmburn*, has announced that its service will be placed on a permanent basis this year.

The company expects to make nine trips a year at five or six-weekly intervals. More frequent trips may be made if more cargo is offering.

BIG BUILD-UP OF CARGO IN PORT MORESBY

The urgent need to ease the strain on Port Moresby's wharf space and cargo storage facilities was again emphasised early in January when more than 8,000 tons of cargo were stacked on the main wharf and in the two main cargo sheds, and 22 ships were due in the port by the end of the month with large cargoes.

Shipping authorities expected that January would see the worst congestion in the port on record.

The build-up of cargo on the wharf and in the cargo sheds early in the month was partly the result of a big inflow of cargo over the Christmas and New Year holidays, and partly due to wet weather, which slowed down the movement of it.

Port Moresby's main T-shaped wharf, which is 700 ft long, was built

in 1953-54 when the total amount of overseas cargo handled in the port was 72,192 tons.

Since then, there has been an increase of several hundred per cent in the inflow of cargo, but despite repeated complaints from shipping men, there is still no definite plan to build more facilities.

JAP FISHER SINKS AT LEVUKA

The *Koyo Maru No. 18*, a Japanese fishing vessel, overturned and sank at Levuka, Fiji, in December while refuelling from a bulk storage tank.

Two of the three men on board jumped ashore when the ship started to list, and the third dived into the water and swam ashore.

The fisher started to list while fuel was being pumped into the forward port tank.

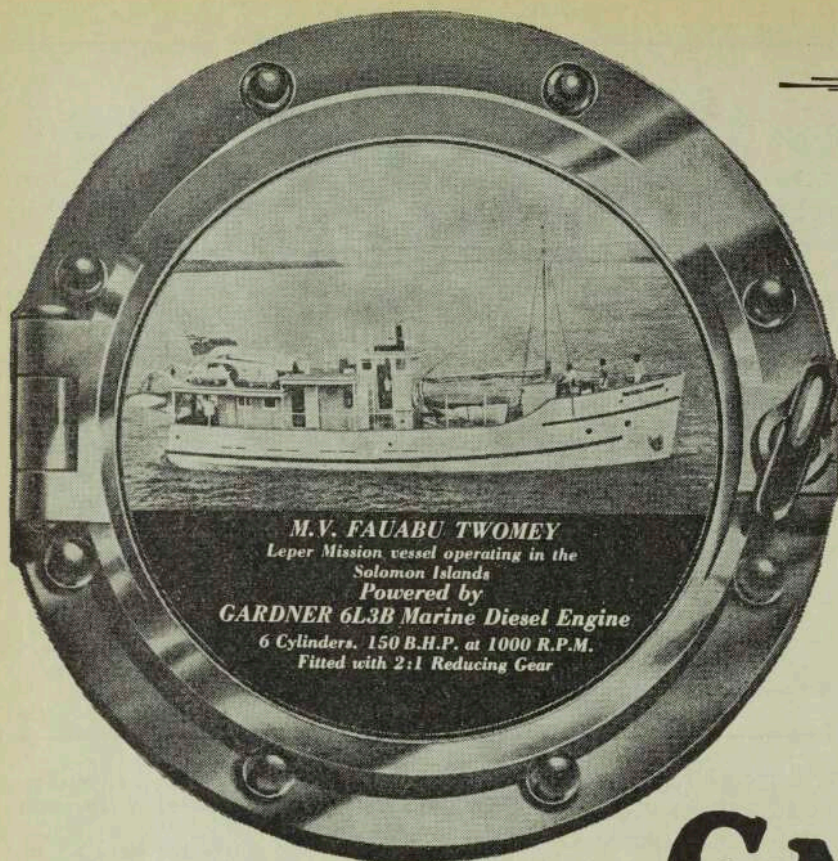
She turned turtle while efforts were in hand to correct the list.

An hour after high tide the stern was completely submerged, and only a small part of the forward part of the keel was above the surface.

"WAIMATE" HITS SUVA WHARF

The USS Co's freighter, *Waimate*, on her December visit to Suva, made a deep gash in the face of the King's Wharf when she did not stop on approaching it at about four knots.

The captain ordered an anchor



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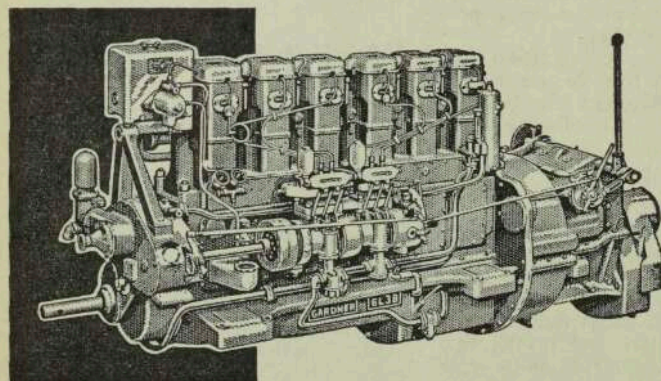
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overboard when she failed to stop out the manoeuvre was unsuccessful. The *Waimate's* bow was dented, and damage was estimated at £1,000.

RECRUITS FOR P-NG NAVAL PATROL BOATS

Thirty-five natives are to be recruited in Papua-New Guinea to man the naval patrol boats which will soon be based in the Territory.

The first recruits have already been chosen and sent to Manus Island to prepare for their initial training course, which will start this year.

The initial fleet of five patrol boats will eventually be increased to 20.

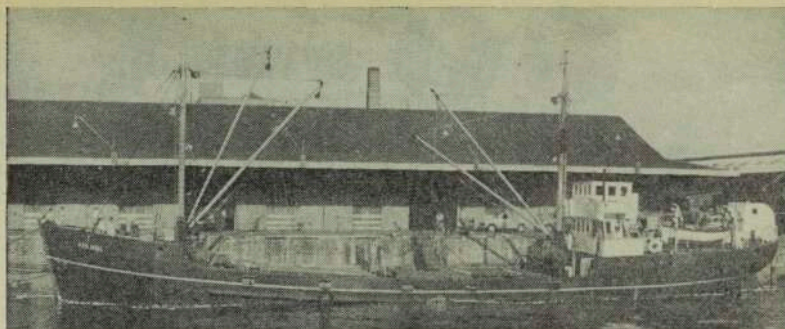
S SHIP ON SURVEY ASSIGNMENT

A United States Military Sea Transportation Service ship, the *Harris County*, has arrived in the South Pacific to help to establish a mapping survey post.

The *Harris County* is a converted tank landing craft, modified by the addition of a raised landing deck from which a US naval helicopter operates in support of the Pacific programme being undertaken by the United States Air Force.

One of the first tasks of the *Harris County* was to make her helicopter available to ferry men and materials to Castle Rock, a high landmark near Lautoka, Fiji, where a survey station has been established.

The *Harris County* carries a complement of 70 Navy, Army and Air Force men and civilians, and is under the command of Captain L. G. Smith.



The 296 ton Cook Islands trading vessel "Apanui", which was sunk with explosives off Rarotonga in December, was the first vessel in class with Lloyds to enter the inter-island trade in the Cook Group. That was in 1961.

CONVERTED TRAINING VESSEL ARRIVES IN MORESBY

The 217-ton training vessel *Arcturus*, which will be used to produce the future officers and seamen of Papua-New Guinea's merchant service, arrived in Port Moresby in the second half of December.

The *Arcturus* was formerly the whaling and survey vessel *Norfolk Whaler*, and was bought and converted by the P-NG Administration for £90,000.

The refit was done at Ballina, New South Wales.

The *Arcturus* sailed from Ballina on December 5 under the command of Commander J. S. Hill, officer-in-charge of the Administration Nautical School at Napa Napa, near Port Moresby. Also on board were 15 Papuan and New Guinean trainee

seamen, a Papuan marine engineer apprentice, and two European officers.

On arrival in Port Moresby, Commander Hill said cadet officers for coastal vessels would undergo a three to four-year training course, using the vessel's facilities.

EXPLOSIVES END CAREER OF COOK ISLANDS TRADER

The 296-ton steel-hulled motor vessel *Apanui*, which was used as a trader in the Cook Islands for several years, was towed out of Rarotonga's Avatiu Harbour on December 24 and sunk about half a mile off the reef with two 10 lb demolition charges.

The vessel had been owned by Mr. D. C. Brown, well-known Rarotonga businessman and former Leader of Government Business.

She had been declared unfit for

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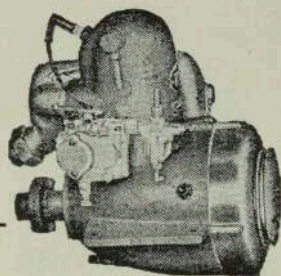
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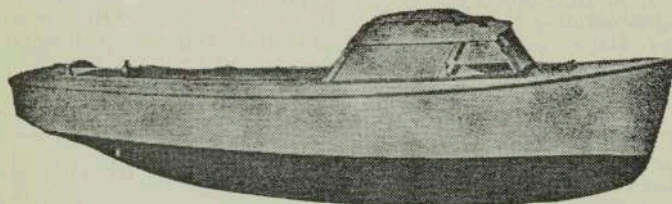
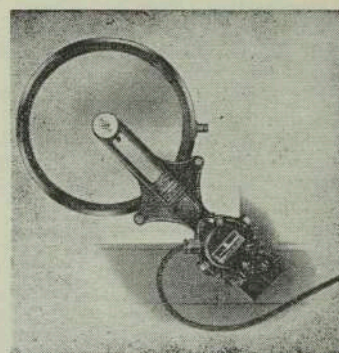
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sea about 18 months ago. Since then she had remained moored in Avatiu Harbour, leaking and badly rusted.

The *Apanui* was built in Hamburg in 1938 and was known as *Gold-inder* before being renamed.

In February, 1961, Captain Hugh Williams, of Rarotonga bought her from the Northern Steamship Company, of Auckland, and converted her to take 16 passengers and 385 tons of cargo.

A few months later, when he decided to retire to Sydney, Captain Williams sold the ship to Mr. Brown.

W. H. Percival reports from Rarotonga that the *Apanui* is the sixth ship that Mr. Brown has lost. The others were the motor ship *Caroro*, which was wrecked in bad weather on a reef at Aitutaki in 1949; the Fairmile launch *Mahurangi*, which foundered in the passage at Aitutaki in February, 1954, after arriving in a leaking condition; the *IV Rannah*, which was wrecked in a storm at Avarua, Rarotonga, in November, 1954; the ex-Brixham trawler *Inspire*, which foundered in Avatiu Harbour in 1958 and was later blown up as a navigational hazard; and the ketch *Taveuni* which foundered in Avarua and was later blown up for the same reason.

FISHING BOAT IN MORESBY FOR REPAIRS

A Queensland fishing boat, *Arrowetta*, which broke down about 25 miles south of Port Moresby on January 3, was temporarily repaired at sea and then sailed to Port Moresby for further repairs.

The owner-skipper, Captain C. Latter, said at Port Moresby that the gear box on the propeller shaft over-heated and seized.

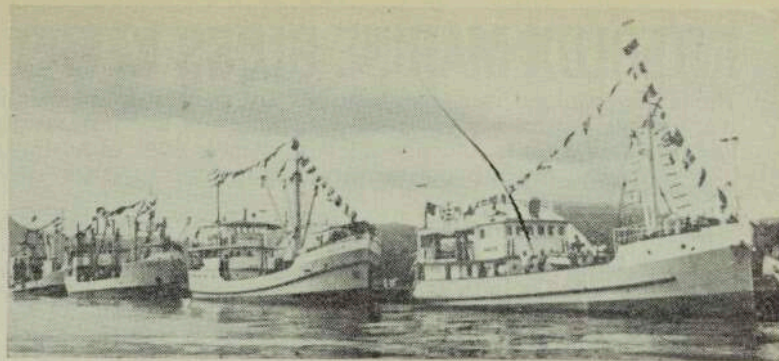
The anchor failed to hold in deep water and the ship drifted dangerously close to a reef under the influence of a strong wind.

Captain Latter and the crew of seven worked all night to clear a dozen oil pump, and make temporary repairs before setting out for Port Moresby.

MORRIS HEDSTROMS BOW OUT OF SHIPPING BUSINESS

Morris Hedstroms have given up their inter-island shipping service in Fiji. This has been transferred, along with the company's remaining vessel, the *Adi Keva*, to Island Industries Ltd., a subsidiary of W. R. Carpenter and Co. (Fiji) Ltd.

Morris Hedstrom Ltd. is owned by W. R. Carpenter Holdings Ltd. Several months ago the company sold the *Tuvalu* to Captain Athol Rusden of the New Hebrides, and



NOW THERE IS NONE: The crew and officers of these four ships of Morris Hedstrom Ltd., Fiji, had a celebration in November, 1964, when all were in Suva together. Now Morris Hedstrom does not own any of them. The "*Tuvalu*" and "*Altair*" (left) and "*Tui Cakau*" (right) have been sold to Captain Athol Rusden, of the New Hebrides, and the "*Adi Keva*" (second from right) has been transferred to Island Industries Ltd., a subsidiary of W. R. Carpenter and Co. (Fiji) Ltd. (See below).

towards the end of last year, Captain Rusden also took the *Tui Cakau* off Morris Hedstrom's hands.

That transaction left the company with only one ship, the *Adi Keva* which, as the *Morag*, was bought from a Dutch company a year ago last December.

The *Adi Keva* has now been transferred to Island Industries Ltd. which will handle all the local shipping for the Carpenter group of companies.

With the acquisition of the *Tui Cakau*, Captain Rusden now has three former MH vessels, the *Altair*, *Tuvalu* and *Tui Cakau*.

FORMOSAN MASTERS FINED IN SOHANO

The master of a Formosan fishing ship, *Hing Chai*, has paid a fine of £300, imposed in the court at Sohano, Bougainville, for fishing illegally for clams inside the reef at the Carteret Islands, east of Buka.

The ship was held for about two weeks, till money arrived from Formosa to pay the fine.

The *Hing Chai* left Sohano soon afterwards.

But late in December another Chinese master was in similar trouble at Sohano. He had been fined £250, and like the master of the *Hing Chai*,

had to send to Formosa for money to pay it.

Formosan fishing vessels have been constantly in the news in the past few months for poaching in P-NG waters (*PIM*, Dec., p. 105 and Jan., p. 105).

The *New Guinea Times-Courier* reported early in January that a strange fishing trawler, believed to be Formosan, had been seen several times fishing within the three-mile limit off Aitape.

NEW VESSEL FOR P-NG ADMINISTRATION

The P-NG Administration has taken delivery of the second of six general purpose vessels that it intends to buy.

The new vessel is the 58 ft *Anzana*, which arrived in Port Moresby from Bundaberg in December.

The first vessel, *Maravut*, was delivered last July and was allocated to the Department of Public Health to extend health work.

NEW WHARF AT LAMBOM

A new wharf has been opened at Lambom at the southern end of New Ireland. It was built by the Lambom people, with the help of a grant of £150 from the P-NG Administration.

BETTER CONDITIONS SOUGHT FOR P-NG WATERSIDERS

The Port Moresby Workers' Association is seeking holiday pay, sick pay, and a general improvement in conditions for waterside workers.

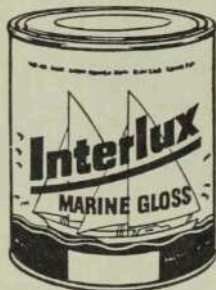
It has served a log of claims on the Employers' Federation of Papua-

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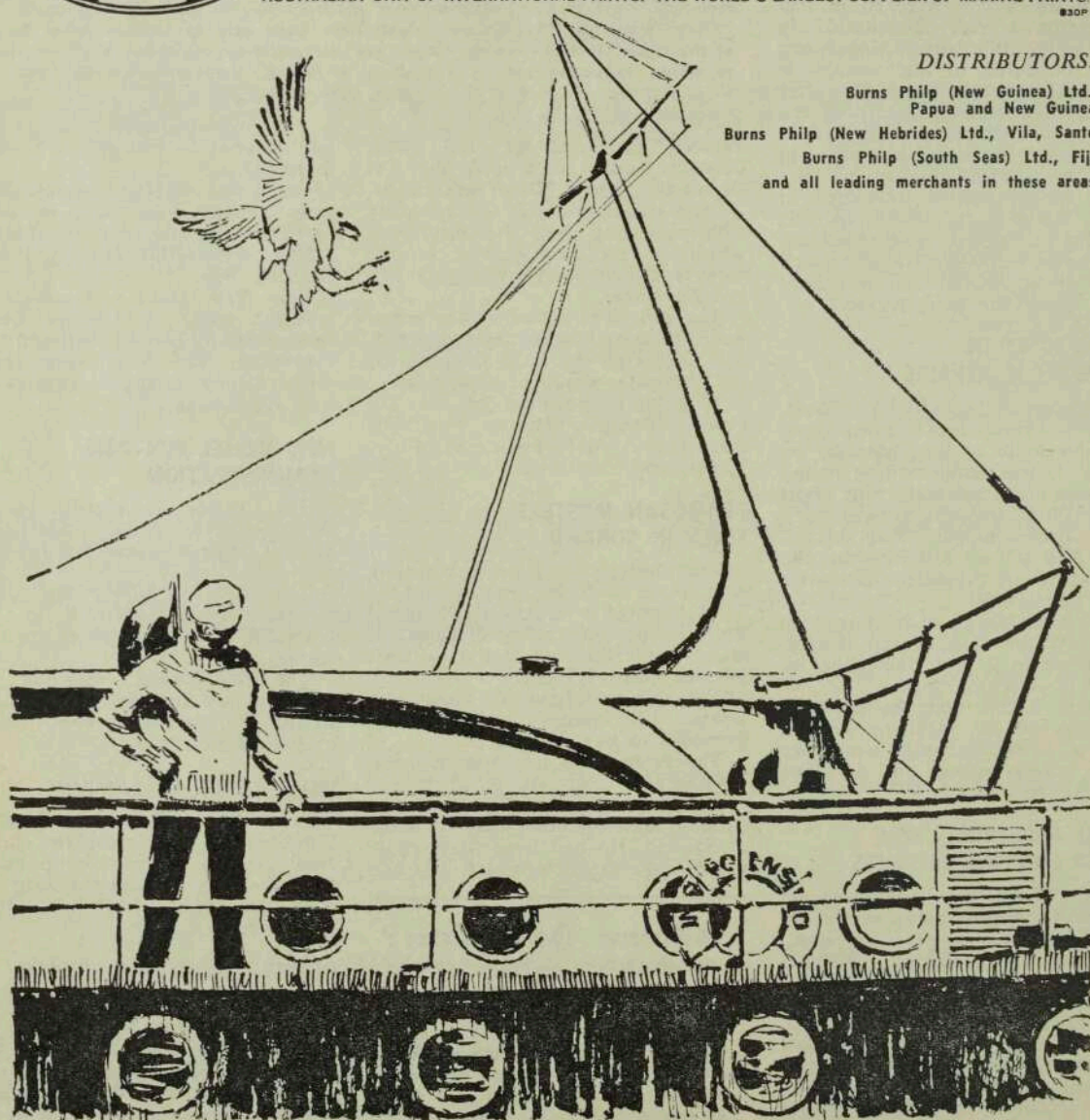
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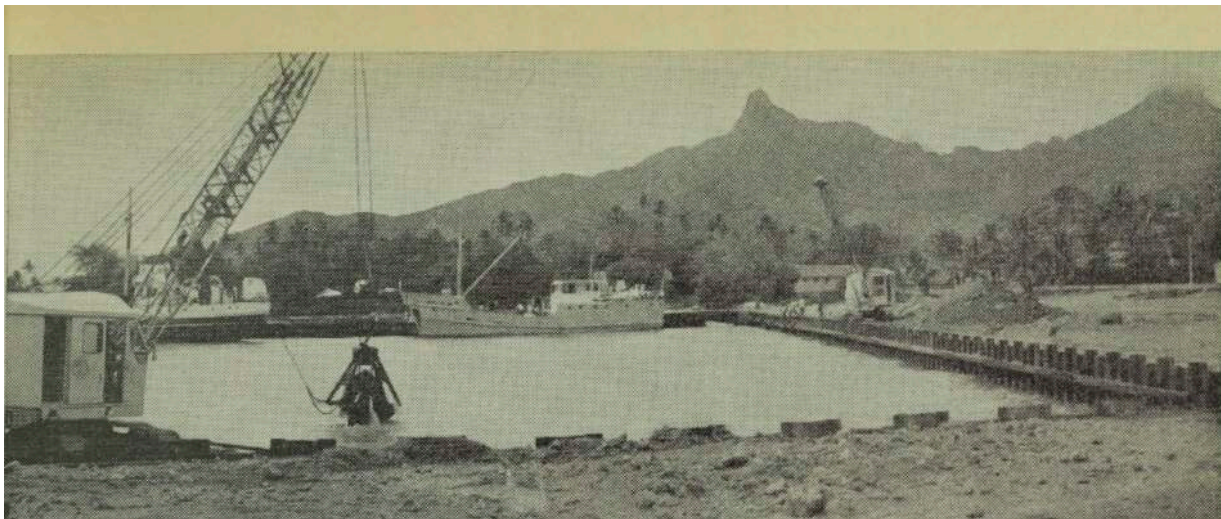
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New Guinea seeking annual leave of two weeks on full pay after each completed 12 months of service; recreation leave on a pro rata basis for employees who complete periods of service of other than a year; six days' sick leave a year on full pay, with the right to accumulate sick leave not taken; and 20 days of sick leave recognised as service within a completed year of service.

Other claims include the issue of safety equipment, helmets, gloves and boots; morning and afternoon tea breaks; and a week's notice, or payment in lieu, in the case of dismissals.

The association has asked the Federation to discuss the proposed claims.

FINANCIAL AID SOUGHT FOR COOK ISLANDS HARBOURS

The Cook Islands Government has asked the New Zealand Government for two loans, totalling £76,500, for work on harbours at Mangaia and Avatiu, Rarotonga.

"Over the past few months it has become apparent that these harbours are a key to economic development," the Cook Islands Premier, Mr. Albert Henry, said in a radio broadcast in December. "If we produce more agricultural products for export to Rarotonga and overseas, then we must ensure proper facilities are available for freight produce from our islands."

Mr. Henry said that there were extensive pineapple plantings on Mangaia and that these would be increased in the next few years as Island Foods Ltd. had told the Government that it would accept 80,000 cases of pineapples a year of equal quantities from Mangaia and Rarotonga.

But at present, Mangaia was experiencing heavy losses because in-

adequate harbour facilities delayed loadings.

To expedite the building of a larger harbour to accommodate inter-island vessels, the New Zealand Government had been asked for a loan of £41,500.

Mr. Henry said that if the cargo handled at Mangaia did not exceed 10,000 tons a year, an increase in dues from 5/- to 10/- a ton should be sufficient to repay the loan over 15 years.

On the question of Avatiu Harbour, Mr. Henry said this had been much improved over the past year, but shoaling through flood and wave action had shallowed it, and unless further and prompt improvements were made, inter-island vessels would be unable to use it.

The estimated cost of the required improvements was £35,000, and the New Zealand Government had been asked to make this amount available by way of loan.

To repay the loan and leave something over for maintenance and minor capital improvements, the Government was prepared to increase the levy on cargo (except possibly pineapples from Mangaia) from 2/6 to 5/- a ton.

CERTIFIED SHIP "ENTIRELY UNSEAWORTHY"

The Fiji Marine Board does not rate very highly at present with Mr. Dan Costello, of Lautoka, the proprietor of Fiji Meats Ltd., for only two months after buying a ship carrying a Marine Board certificate of seaworthiness, the ship was condemned as "entirely unseaworthy".

The ship is the *Ratu Bulumakau*, previously the CSR Co. tug, *Kusarawa*.

Mr. Costello ran the ship com-

● Although Avatiu Harbour at Rarotonga has been much improved over the past year, shoaling and wave action have shallowed it, and the Cook Islands Government is now seeking a loan from New Zealand to make prompt improvements (see this page).

mercially between Lautoka and the Yasawas, carrying passengers.

The ship was built in 1910 and a few years ago it was bought from the CSR Co. by Mr. T. A. Puddefoot, of the PWD at Lautoka.

She is 64 ft overall, and has a beam of 13.6 ft.

When Mr. Costello bought her in October, 1965, she carried a current Marine Board certificate of seaworthiness, issued the same month.

The certificate was due to expire in March, 1966.

Mr. R. L. Snell, a PWD executive engineer at Lautoka, signed an initial full survey report when he made a survey in August, 1965.

He reported that the *Ratu Bulumakau* was "in order as seen", and his final recommendation was, "I recommend that this vessel be permitted to sail on inter-insular voyages and that a certificate for six months be issued".

At the end of November, after several voyages to the Yasawas, Mr. Costello was told verbally by a Marine Board officer that the ship was not seaworthy.

He withdrew her from service immediately and sent her to Suva for a survey.

Mr. S. H. A. Lee, a Marine Board surveyor, surveyed the ship, and said in a memorandum that "the vessel in her existing condition is entirely unseaworthy".

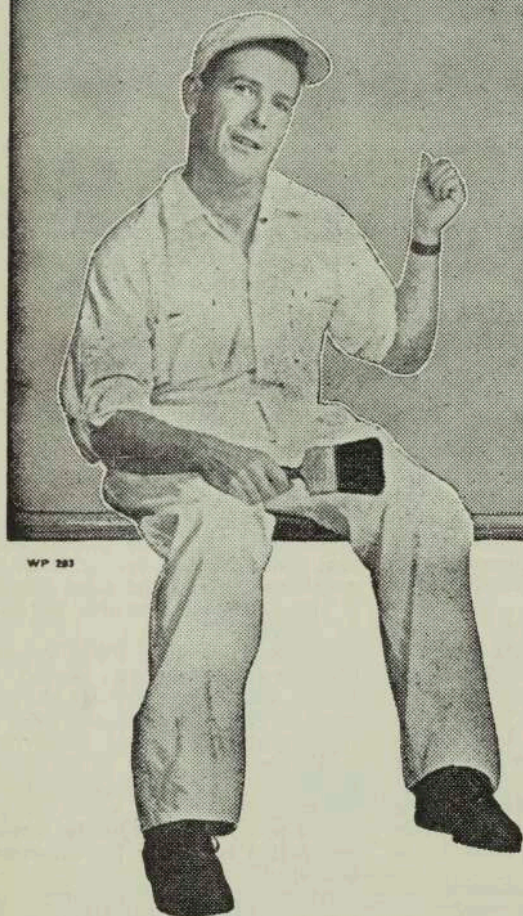
In a comment on the report of the August survey which said that the lifeboat was capable of carrying 11

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Russian Ships In Suva

Two Russian research ships, *Canopus* and *SRTM-Y17*, visited Suva in January.

The *Canopus*, which is doing research work in the equatorial area, called at Suva to pick up supplies, and is expected to call again in mid-March to take in more supplies before heading for her home port of Vladivostok.

The *SRTM-Y17*, left Suva on January 11 after about a week in port to collect stores.

The *Canopus*, is commanded by Captain S. Ivan and has 26 people on board, including members of a research party led by Mr. Rigenko Victor.

A crowd of spectators gathered to watch the crew of the *Canopus* throwing a soccer ball around the main deck, but when a *Fiji Times* photographer appeared the crew had a hurried consultation, then disappeared.

They resumed the game when the photographer left.

persons, Mr. Lee said he found it capable of carrying only five.

Among numerous defects in the ship, he found several instances of dry rot in the timber, inadequate bolting of the engine beds, lack of seating accommodation for the 26 passengers shown in the original certificate, and lifejackets in a poor condition.

Mr. Costello is reported to have said that he is not so much concerned with being saddled with an unseaworthy ship as with the fact that, unwittingly, he could have brought about another *Kadavulevu* disaster.

WEATHER STATION SET UP ON RARELY VISITED ISLAND

The French Navy, the Army and New Caledonian labourers collaborated recently in an expedition to rarely visited Surprise Island to install an automatic meteorological station.

Surprise Island is a sand spit just beyond the maze of reefs which marks the end of the island of New Caledonia.

It is almost on the 163rd degree of East longitude, and about halfway between the 18th and 19th parallel.

The island is inhabited by vast colonies of sea fowl—a fact that members of the expedition did not appreciate much physically.

The expedition, comprising 20-odd

soldiers and officers, and 12 Belep Islands labourers, who were picked up en route, were taken to the island in the French Naval patrol boat *La Lorientaise*. The Navy also had the task of taking the expedition off the island three weeks later.

The automatic weather station was set up and put in working order two days ahead of schedule, despite a number of trials. These included:

- Heavy seas which made the landing of material and supplies difficult and sometimes dangerous.

- The teeming colonies of birds, which, although interesting optically, filled the air with frightful odours and transmitted to the expedition numerous irritating ticks.

On the other hand, the expedition greatly appreciated the talents of the Belep Islanders in underwater fishing and in bringing up splendid collections of shells.

Before leaving the island, the expedition planted 120 young coconut palms.

"CRESTBANK" SAILS AGAIN AFTER GROUNDING

The Bank Line freighter *Crestbank* sailed for Brisbane on December 31 after having gone aground on a reef outside Gizo, Western Solomons, on the 19th.

The ship was carrying 3,000 tons of lead and 2,000 tons of copra when she went on the reef. Her position for some time seemed desperate.

The Burns Philp ship *Montoro*, en route to Honiara, tried to assist, but could do nothing to shift her.

Then the salvage tug *William Barenz*, from the Philippines, was called in.

The *Crestbank* was finally towed off the reef by the British Solomons Trading Company ships *Philanne* and *Tangiri* on Christmas Day.

Representatives of the Bank Line and the insurance underwriters, who had come by plane to the Solomons, praised the service rendered by the British Solomons Trading Company under the control of Captain Thorens.

About 40 tons of copra, 50 tons of lead and two tons of Gizo cocoa were jettisoned, as they were oil-soaked. All fresh water was pumped overboard, and 200 tons of cargo was removed to the Trading Company sheds at Gizo.

Two divers helped make repairs to the *Crestbank* in Gizo harbour. These were made while the cargo was being discharged.

The salvage tug from the Philippines stood by and later sailed for the United States.

MAIDEN VOYAGE FOR ORE CARRIER

A new ore carrier, *Noumea Maru*, arrived in Noumea, New Caledonia, in early January, on her maiden voyage.

The ship, which is owned by the Daiicho Chuo Kisen Kaisha line, stayed two days in Noumea, then went up the coast to load 15,000 tons of nickel ore.

The *Noumea Maru* is 460 feet long, has a beam of 65 feet and draws 29 feet. She can load 15,800 tons and has a speed of 14 knots.

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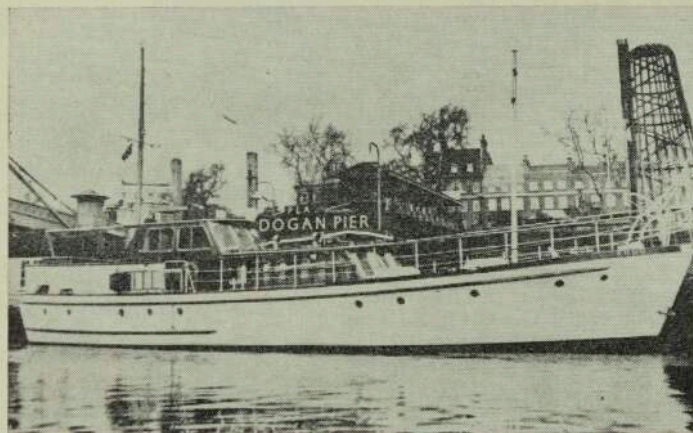
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ACTION NEEDED ON FIJI SHIPPING

(Continued from p. 101)

and loading facilities so that the long periods that inter-island ships now spend on voyages, through calling at many small loading places could be reduced, thus increasing the earning ability of vessels.

Mr. Couper suggests that there should be two stages in the consolidation of trading places.

In the first stage, consolidation should take place in those areas where inter-island vessels now load small quantities at several villages. Stage II should see the extension of the consolidation policy to the big producers.

"Zoning and centralising," Mr. Couper says, "will reduce the number of vessels required for inter-insular trading. If the Safety at Sea Commission recommendations are introduced during this stage, then many old vessels will be made redundant without hampering movement of passengers.

"In view of the bad record of island-based craft, the Department of Marine should encourage owners of old or uneconomic vessels to seek employment in the island feeder services.

"With less exacting surveys and other requirements such vessels may find profits as feeders at Vanua Balavu, Wainunu-Savusavu Bay, Udu Point-Labasa, and Natewa Bay.

"A replacement and modernisation programme should be introduced during Stage I [of the consolidation of trading places]. It is difficult, however, to envisage real improvements in the passenger and cargo vessels of the small ship sector without additional capital becoming available.

Suggested Fleet

"It is worthwhile, therefore, considering the suggestion of the 'Summary of Submissions to the Safety at Sea Commission', namely that 'a small fleet of approximately six vessels of an approved type be built and leased out to approved owners...'

"Vessels of a standard design could be built locally, and/or overseas with government assistance."

Mr. Couper says that with a 25 per cent. increase in copra production, and with Stage II of the consolidation of trading places completed, Fiji's transport task could probably be carried out with:

- Four modern cargo vessels of about 250 tons net, two with freezer space and tourist accommodation, to operate Vanua Levu, the Lau Islands and Rotuma.

- Four steel landing craft or wooden-hulled vessels, of 40 to 80 tons, operating scheduled services to Lomaiviti, Kadavu, Western and Southern Lau.

- One transporter of the landing craft type to carry road vehicles, cargo and passengers between Ellington and Nabouwalu.

- One transporter of the landing craft type, operating Lautoka-Yasawa Islands.

- A coastal and feeder fleet of

small cutters, steel-hulled launches or small landing craft.

Scheduled services would concentrate on centres where, if possible, access had been improved to allow trading vessels to enter, a jetty constructed and cargo sheds built.

Alternatively, beach or reef flat locations suitable for the operation of landing craft should be chosen.

At these trading centres, local labour would be employed for cargo working, a copra grader located, and vessels cleared for safety requirements.

The centres would be connected to other villages and estates by access roads.

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Cruising Yachts

● **RENEGAAT**, 32 ft New Zealand yacht owned and skippered by 28-year old Ted Dosch, of Holland, arrived in Sydney from New Zealand in early January on the first leg of a 3½-year round-the-world cruise.

Also on board were Pamela Cranmer and Nigel Lang from Britain, and Jennie Rhys-Jones of Lindfield, New South Wales.

Lang, a student, is to remain in Sydney, but the three others plan to continue to Noumea, Fiji, Hawaii and through the Panama Canal to Europe, after about five months in Sydney.

Ted Dosch, a boatbuilder, built *Renegaat* during 5½ years in New Zealand.

● **WIND WAGON**, 53 ft ketch from San Francisco, arrived in Auckland on December 14 from Rarotonga, Cook Islands, with Mr. and Mrs. R. Connelly and Mr. P. Munch.

They are making a world cruise from San Francisco, whence they sailed in April, 1965.

● **MATOMA**, 46 ft schooner, was scheduled to leave Port Moresby on December 19 on a three-month cruise taking in Samarai, the Calvados Chain in the Louisiade Archipelago, the Solomons and the GEIC.

Five P-NG yachtsmen were to make the trip.

They are the owner-skipper, Ron Devereux, of Posts and Telegraphs; Keith Strachan, of Steamships slipway; George Putsay, Stores and Supply; Graham Shuttleworth, of Burns Philp; and Horst Grochau, of Nova Constructions, Madang. The first four men are from Moresby.

● **NAM SANG**, 62 ft ocean racing cutter, arrived in Auckland in mid-December 10 days after leaving Tahiti with owner-skipper John W. Thompson, and crewmen Ray Jones, Vern Todd, Denny Denison and Charlie Dole, plus Dr. Anthony Crossley, a British biologist going to a post at the Australian National University, Canberra, and Mrs. Crossley.

Nam Sang won the 130-mile blue-water race in Hawaii in July and came fifth in the annual Trans-Pacific race. Since her conversion from a ketch in 1957 she has won the Trans-Pacific race twice—in 1957 and 1961.

The cutter was to remain about three weeks in Auckland before con-

tinuing to Sydney, New Guinea and the Philippines.

● **HIHIFO**, 42 ft sloop from Melbourne, with owner-skipper Stan Field, Ron Fineman and Neil Cook, was making an extended tour of New Zealand in late December before heading for the Pacific.

The three men planned to leave Auckland about mid-March and head for the Pacific—possibly Tahiti.

Hihifo, built in 1947, won the Sydney to Hobart yacht race twice under her original name of *Westwood*. *Hihifo* is Tongan for *Westwood*.

● **REHU MOANA**, 40 ft British catamaran owned and skippered by New Zealander Dr. David Lewis, arrived in Auckland from Rarotonga on December 14, and was greeted with a blaze of publicity in the NZ Press.

Using only the navigation methods of the ancient Polynesians—studying the stars, wind and current directions

and watching the habits of seabirds—Dr. Lewis had sailed his craft right across the Pacific from Tahiti.

At the end of the last 1,600-mile leg from Rarotonga, Dr. Lewis was only 40 miles too far east.

He was accompanied by his wife, daughters Vicky and Susan, as well as a woman friend, Miss Priscilla Cairns.

By arrangement, Miss Cairns plotted the course of the *Rehu Moana* but was not to inform Dr. Lewis of the catamaran's position unless danger threatened or they passed their objective.

At one stage during the cruise from Rarotonga Dr. Lewis abandoned the old Polynesian methods of navigation when he saw two aircraft, which he supposed were flying north and south between Auckland and Nadi. By the time he discovered his error *Rehu Moana* was 200 miles off course.

After a stay of about four months in New Zealand, Dr. Lewis plans to return to Britain by way of Australia and the Cape of Good Hope.

On this leg of the cruise, he will use radio, modern navigation instruments and charts.

● **WANDERLURE II**, 75 ft steel motor yacht, with Americans Mr. and Mrs. Carl Heintz was due to leave Acapulco, Mexico, soon after Christmas, on a trip round the world—the first leg being across the Pacific.

The yacht is designed along the lines of a tuna fishing boat, but the layout and mass electronic equipment on board is reported to be the last word in cruising comfort.

She is powered by a pair of 180-hp GM diesels and has a range of 5,000 miles, cruising at 10 knots.

Mr. and Mrs. Heintz completed a three-year cruise around the world in a smaller motor sailer in 1964.

● **SIGNUS A**, 35 ft trimaran, which began a world cruise from England in June, 1964, arrived in Sydney on Christmas Day. Skipper is V. Radhakrishnan, of India. Crew members are David Morris, of Great Britain, and Sid Shaw, of San Francisco.

Signus A entered the Pacific via the Panama Canal in July and called at the Galapagos, Marquesas, Tuamotus, Societies, Cooks, Samoa, Fiji and Noumea.

● **NINA**, 34 ft ketch, arrived in Sydney on Christmas Day from New Caledonia and Fiji, with Phil Fraser and Nick Stephenson. Our last report on *Nina* was from Nukualofa (Dec., p. 115). From Fiji she sailed in company with *Signus A*.

Good Field For NZ-Suva Race

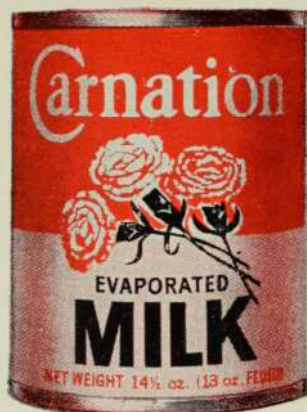
TO the end of December there were 19 firm entries for the Royal Akarana Yacht Club's second ocean yacht race from Auckland to Suva, starting on April 30.

The entrants are: *Fidelis*, 61 ft cutter (J. Davern); *Cutty Sark*, 60 ft cutter (W. R. Bradley); *Red Feather*, 50 ft ketch (D. L. Hazard); *Ngatua*, 47 ft cutter (T. K. Atkinson); *Tamahine O'Hau*, 44 ft yawl (E. Persson); *Aronui*, 43 ft yacht (J. Seabrook); *Taonui*, 40 ft sloop (J. Lidgard); *Caprice*, 39 ft 11 in. sloop (N. Dimock); *Stella Neus*, 38 ft 6 in. sloop (R. K. Jones); *Fandango*, 38 ft sloop (I. Titchener); *Rival*, 38 ft sloop (J. L. Murray); *Tamure*, 37 ft sloop (R. Nell and G. Chaillet); *Princess Persephone*, 37 ft sloop (L. Rothschild); *Vega*, 36 ft 6 in. ketch (H. Smith); *Wolf*, 36 ft ketch (H. Pope); *Arewa*, 35 ft cutter (K. Bassett); *Roulette*, 31 ft sloop (F. Andrews); *Black Rose*, 29 ft 6 in. ketch (B. Goodhue and B. Devine); *She*, (28 ft 6 in. ketch (J. C. Duckett).

More than 25 entries were expected by the time entries closed on January 30.

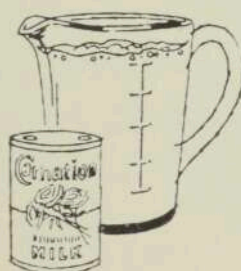
The Royal New Zealand Navy vessel *Endeavour* will act as escort in the race.

MILK



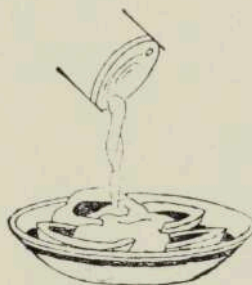
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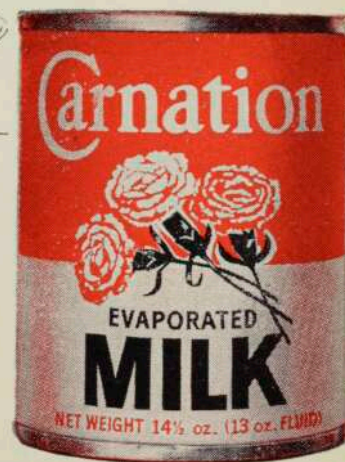


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PACIFIC ISLANDS MONTHLY — FEBRUARY, 1966



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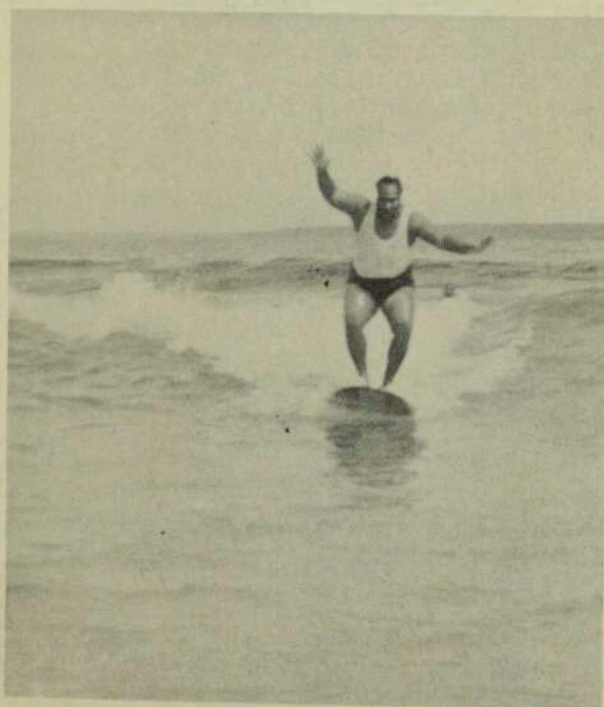
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FEBRUARY, 1966 — PACIFIC ISLANDS MONTHLY

travel

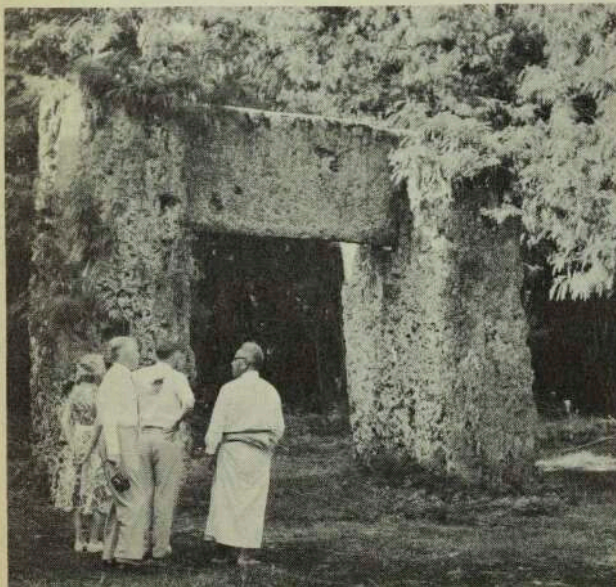
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REPORTING NEWS OF SOUTH
SEAS TOURISM AND TRAVEL
FROM THE INSIDE



Royal Tonga



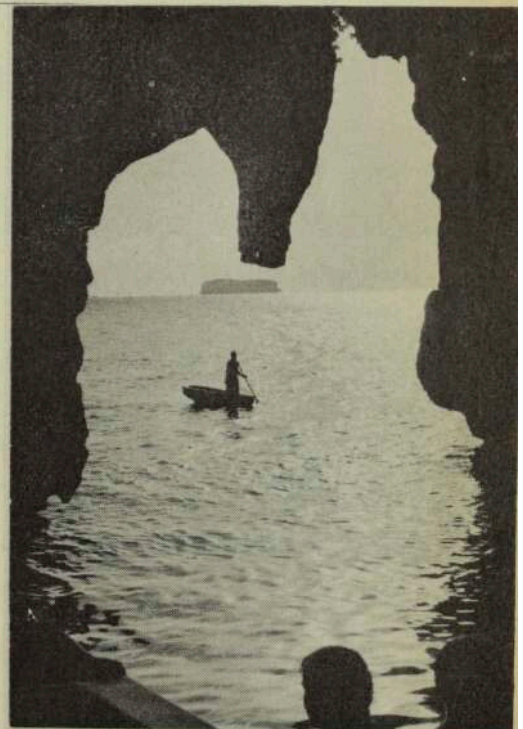
BECAUSE Tonga is in mourning to mid-year, the Kingdom's plans for a splashy entry into the travel trade have been dampened. But by year's end there will be a coronation and it will be time for Tongans to rejoice again. King Taufa'ahau wants visitors in his capital, seen here from the air, for Nukualofa is the best spring-board for many of Tonga's attractions. These include the surfing beach of 'Eueiki Island, where the King himself, left, is competent to show the common folk the art of board riding. He owns his own board, imported from Honolulu. He is also a good man with the aqualung, and has used one to follow the underwater entrance into



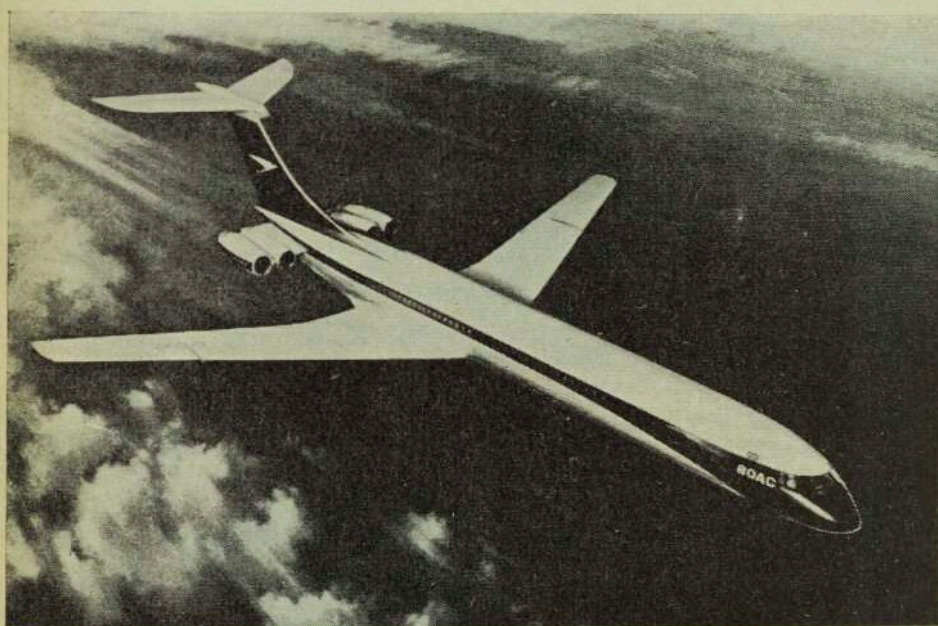


Mariner's Cave, off the northern island of Vavau. Vavau is also the scene of the Swallow's Cave, which may be entered by boat (seen on the right). But back on the main island, within a few miles of Nukualofa, may be seen the attractive marine landscape of the Houma blowholes (above), where the Pacific rollers expend their energy on a rugged coastline, and the Ha'amonga coral rock trilithon (left), the purpose of which is lost in history. And there are also to be seen the sacred flying foxes of Tonga, which swarm on the iron wood trees at Kolovai, and which none but a member of the Royal family may kill. And of course Tongan dancers make an attractive picture at any time of the year.

In the past accommodation has been a problem in Tonga, but some time in the next few months the Government-owned Dateline Hotel will be opened on the waterfront at Nukualofa, and there will be room for everybody. You may reach Tonga by regular Union Company ship from New Zealand or by Fiji Airways aircraft from Fiji. Polynesian Airlines also operate a weekly service from Western Samoa. The money is on a par with Australian.



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FEBRUARY, 1966 — PACIFIC ISLANDS MONTHLY

NEW BA HOTEL WILL BE OPEN IN FEBRUARY

Fiji's newest hotel, the Ba Hotel, in north-western Viti Levu, just completed for Northern Hotels Ltd., will open to the public in early February. It replaces the old hotel which the Ragg family acquired in 1922 and which became part of the Northern Hotels chain in 1938.

THE new hotel, built adjacent to the old site, has a public bar, lounge bar, bottle shop, coffee shop and a large function room, which will be available for dancing or for conversion into a beer-garden as required.

Guest facilities will include a dining-room, private lounge and house bar on the ground floor; and, on the bedroom floor, another small lounge.

All bedroom accommodation is individually air-conditioned. There is one suite, with bath, shower and toilet (£F5 double, £F4 single per day); five double rooms with bath, shower and toilet (£F4 double, £F3 single per day); and seven single rooms with shower and toilet (£F2/15/- per day).

A fresh water swimming pool is being built and will be open at the end of February.

The new hotel was built by Narain Construction Co. Ltd.

The licensee and manager is Mr. G. S. Bourke who is assisted by Mrs. Bourke.

The hotel will provide Ba with facilities to suit the most discerning visitor, although Ba itself remains a sugar town and not a tourist town.

However, the Ragg family has been anxious to give Ba a first-class hotel for sentimental reasons as well as an investment. It was there, in 1922, that the founder of the firm, the late Sir Hugh Ragg, acquired his first hotel.

Korolevu Accommodation

Two new units of eight rooms each, to replace *bures* destroyed in the fire at the Korolevu Beach Hotel in August, were completed early in January and handed over to the owners, Northern Hotels Ltd.

The units were built by Reddy Constructions Co. Ltd., who are building two further units of eight rooms at the same site, which are expected to be completed soon.

travel

When all four units are completed, Korolevu will have accommodation for 64 more guests, as all 32 rooms will be doubles. All have a view of the beach and have their own *lanai* (patio). Two are large enough for family use.

Work has also been in progress recently enlarging and improving other hotels in Fiji owned by Northern Hotels.

In a statement issued in late December, the managing director, Mr. David P. Ragg, said that when the current work programme was completed in February, his company would have 80 more beds available for tourists than it had before the Korolevu fire.

Sixteen of these would be at Korolevu, 24 at Nadi, 20 at Ba, and 20 at Lautoka.

Nadi Hotel

Mr. Ragg said: "To bring the Nadi Hotel up to a standard to accommodate overseas travellers, we have spent a considerable amount of money on updating our original accommodation and providing three other first-class rooms, one of which includes a garden flat overlooking the swimming pool, while there is a unit of eight bedrooms which has just been completed.

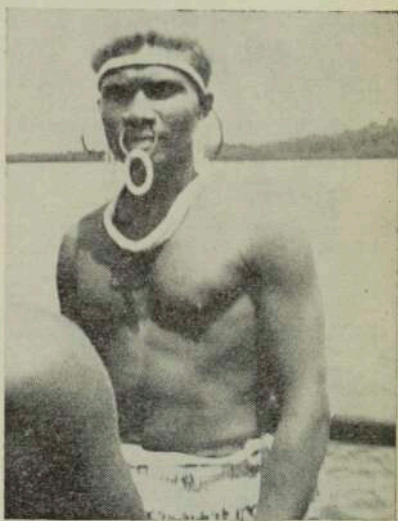
"Like the Korolevu units, they will be doubles. However, the eight new rooms in this unit at Nadi will have air-conditioning and this also goes for the three new rooms which have been added.

"A fresh water swimming pool has also been provided, while the reception and dining room areas have been updated.

"The accommodation at Lautoka has been extended by the provision of air-conditioning of the Namoli House. Hitherto there were 10 bed-sitting rooms, but with air-conditioning, these have been changed into 20 doubles, each with its own shower and toilet.

"Tavua Hotel has been improved to cater for overseas travellers. A fresh water swimming pool will be operating early in the new year. This hotel serves the Tavua district in which is located the Vatukoula gold mines."

IN the first ten months of last year Fiji had 32,312 visitors—more than the total for the whole of 1964. October visitors numbered 3,458 which was 33 per cent more than in October, 1964.



THEY'RE READY NOW: The people of the island of Malaita, Solomon Islands, need no preparation for the tourist boom—they're ready now, according to Captain Stan Brown, of Suva, who took these pictures recently when he visited Malaita with members of a Royal Society expedition. "The pictures do not portray warriors readying themselves for battle," he says, "but vendors showing off their goods to members of the Royal Society expedition. Soon after the pictures were taken, all trinkets and ornaments had changed hands for cash".



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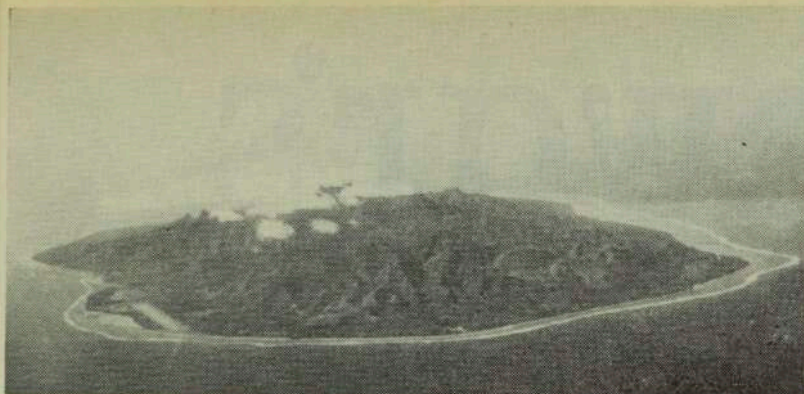
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● This aerial photograph of Rarotonga shows clearly that the airstrip there cannot be lengthened without either extending it over the sea or cutting into some of the little available coastal land.

COOK ISLANDS MAY LOSE AIR SERVICE SOON

Unless light, four-engined aircraft can be obtained as a temporary measure it seems certain that the Cook Islands will again be without air services with the outside world after the end of June.

AT present Polynesian Airlines maintains a weekly service from Apia, Western Samoa, to Rarotonga via Aitutaki. It uses a DC3 aircraft which, after June 30, will become subject to the "90-minute rule" that will limit it to being no further than 90 minutes from an airstrip at any time. (It is calculated that 90 minutes is the maximum time a DC3 can be maintained in the air with safety after the failure of one of its two engines).

The present hop from Apia's airport of Faleolo to Aitutaki takes five hours with no land in sight except for Palmerston Atoll near the end of the journey. It is the longest scheduled DC3 service left in the South Pacific that is all over sea and has no alternative airports for use in an emergency.

Possible Solutions

Reports that the 90-minute rule would be applied on the Faleolo-Aitutaki service began circulating in Rarotonga last June, and various ways of solving the Cook Islands air trans-

travel

port problem have been discussed since then.

One solution is to widen, tar-seal and lengthen the present Rarotonga strip by 500 feet at the seaward end by filling in a lagoon.

This work, which would have to be financed and undertaken by New Zealand, would take 18 months and would cost about £NZ500,000. The strip would then be capable of taking prop-jet Electras.

Another solution is to bring the Aitutaki strip up to jet standards—at an estimated cost of £NZ2½ million—and use a smaller aircraft for the 140 miles between there and Rarotonga.

If a jet strip were built at Rarotonga, it would take up a large slice of land now used for dwellings and gardens. This idea is unpopular and the Government is adamant that it should not be put into effect.

Even widening the strip for Electras would require the removal of some coconut trees and dwellings.

It was promised in December that the people concerned would be consulted about this as soon as possible.

If an Electra strip were built, it would bring Auckland within 4½ hours of Rarotonga and fares also could be reduced.

At present, the airstrip to Auckland is spread over three days—DC3 to Apia where passengers stay two nights, and a flight to Pago Pago next morning to join Air New Zealand. The fare is about £NZ72.

As the distance from Rarotonga to Auckland is about 1,600 miles, there

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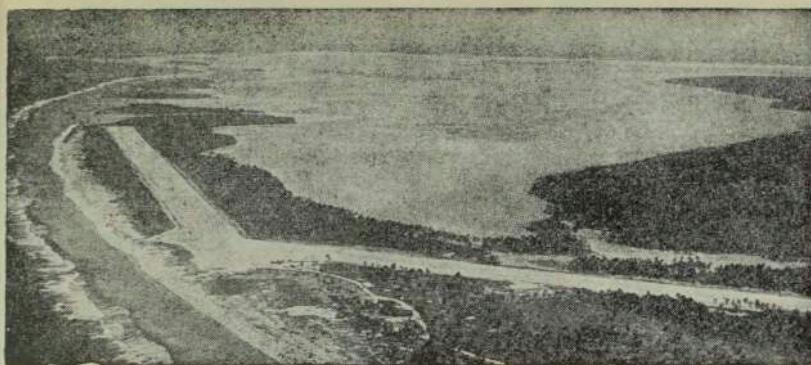
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● Although Aitutaki is only seven square miles in area, there is ample land for its airstrip to be lengthened and widened for jet aircraft. The airstrip was built by American forces stationed on the island in World War II.

is room for a reduction in fares for a direct flight, providing the Electras could get good loadings both ways.

Such a service would probably speed up the migration of Cook Islanders to New Zealand, but could bring in more tourists if somewhere could be found for them to stay and if Cook Islands prejudice against tourism could be overcome.

At present, it is felt that Rarotonga would be spoiled by an uncontrolled industry.

Although it now seems fairly certain that Rarotonga will get a bigger airstrip and a better service 18 months after the final decision is taken to go ahead, no plans seem to have been made to cope with the interim period between the time the DC3 service finishes and the Electra service begins.

Something like the four-engined Heron which Fiji Airways uses on its long Pacific flights might fill the bill.

The Cook Islands got their first air services after the war when they were run by the RNZAF. These were later taken over by the NZ domestic airline, NAC.

When TEAL (now Air New Zealand) began operating flying-boats to Tahiti, NAC withdrew and TEAL called at Aitutaki. The rest of the 140-mile journey to Rarotonga was made by local small ships.

When TEAL withdrew its flying boats in 1960, the Cook Islands air service went with it. The Group got only irregular Government charter aircraft until Polynesian Airlines began the present DC3 service in 1963.

travel

NEW HOTEL FOR PORT MORESBY WELL UNDER WAY

Work is now well advanced on the construction of Papua-New Guinea's first luxury hotel—the £250,000 Gateway Hotel at Port Moresby international airport.

IT should be completed before Christmas. Originally, the owners, Tourist Development Pty. Ltd., planned to build the hotel in stages, the first being the bar. But recently it was decided to go ahead and finish the entire job.

The Gateway will be fully air-conditioned and will give 24-hour room service—something that no hotel in the Territory now offers. There will also be a swimming pool.

Shops will be built alongside the hotel, which is about seven miles from the town area of Port Moresby.

Tourist Development Pty. Ltd., is a wholly-owned subsidiary of Papuan Airlines Pty. Ltd. It has a paid-up capital of £154,000—all of it raised locally.

Patair's managing director, Mr. C. R. Jackson, says he is satisfied that the Gateway will be a "long overdue requirement for international standard accommodation in the Territory."

Most regular travellers to P-NG will not challenge this statement. With one or two exceptions Territory hotels are mediocre.

At the airport, the Gateway will be well placed for the time when Qantas operates an international service through Port Moresby between Sydney and the Far East. But the owners are satisfied that in the meantime there will be guests enough to keep the hotel filled.

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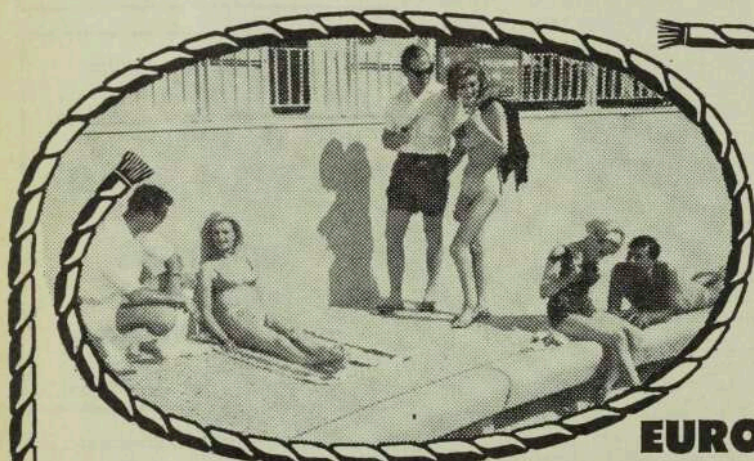
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NOT EVERYONE LIKES TO TRAVEL IN LE TRUCK

By a Staff Writer

Some buses which take cruise passengers on tours in some Islands ports came in for criticism in a Sydney daily newspaper recently.

ONE man, who made a half-day tour of Tahiti in "comfortable utility-type trucks with the interior converted with seating," said he still had vivid recollections of the punishment he took on that occasion.

He said, too, that apart from three stops early in the trip, the whole thing was carried out non-stop at 45 mph; and that when the passengers asked the Tahitian driver to stop at scheduled places they were ignored.

In short, he was not amused by the traditional, Tahitian style of transportation *le truck*—which some people think is romantic.

Another reader said that, by contrast, he had travelled in a luxury bus in Tahiti, with an English-speaking driver who stopped at all beauty spots and historical sites and even went off the main road to take in more.

This reader's complaint was about Tonga where he had fallen for hard, converted truck-type travel.

Both readers came to the conclusion that if they had got together with three or four others, they could have hired a drive-yourself car or a taxi for the same cost.

So they could, of course. But with the exception of Viti Levu, Fiji's main island, there is not an inexhaustible supply of taxis anywhere in the Islands, and drive-yourself cars are even harder to come by.

When a cruise ship, carrying 1,000 to 1,200 people descends on any of these places, transport resources are strained to the limit and it is inevitable that someone will have to travel in *le truck*.

It is one of the penalties of mass travel that you must now make arrangements long in advance. This takes some of the spontaneous joy out of discovering new places, but for those who don't want to be disappointed, it is the only way.

In The GEIC, You Must Be Prepared To Rough It !

A roneoed leaflet issued recently by the Information Office at Tarawa on tourism in the Gilbert and Ellice Islands Colony, makes it clear that travellers should not expect rigid schedules and the finer luxuries when they visit that Colony.

THE leaflet makes no bones about the fact that travellers may "get stuck" in some places for weeks at a time; and that in some circumstances they should take their own bedding, and even food, with them.

"The only regular scheduled commercial contact is by weekly flights of Fiji Airways Herons," the leaflet says. "They fly from Nausori (Suva) to Nadi and then to Funafuti, where they stop overnight before flying on to Tarawa in the morning; south-bound they only call at Funafuti for fuel.

"A Suva-Tarawa round trip costs £A200/10/-; the Suva-Funafuti round trip costs £A95.

"Ships of the British Phosphate Commission call regularly at Ocean Island, but connections to Tarawa are infrequent and unpredictable, averaging one every two months.

"Columbus Line ships call at Tarawa every five or six weeks en route from Australia to the West Coast of America; Rotterdam Lloyd ships call three times a year direct from European ports and UK; the Bank Line call every two or three months to collect copra from Tarawa and the Line Islands.

Internal Travel

"All internal travel is by four or five small ships that ply as required and not to a schedule, so that it is impossible to plan trips long in advance.

"The nine northernmost Gilbert Islands are quite well served, though it is possible to get stuck for a month or more. But the rest of the Colony is served very infrequently and irregularly."

The leaflet says that all intending visitors to the Colony should send inquiries to the Principal Immigration Officer, Betio, Tarawa (Telegrams:

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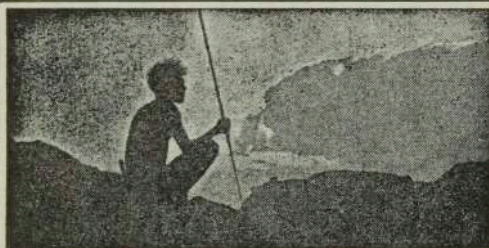
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"There is a 12-bed licensed hotel/rest house at Funafuti and another at Tarawa," the leaflet goes on. "They were built when the air service started and are chiefly intended for the use of passengers and aircrew. Full board charges are £A4/2/6 per day.

"On each island there is a government rest house of local design which visitors may use, but travellers will need their own equipment, as most rest houses have no furniture other than fairly rudimentary beds.

"On outer islands mosquito nets are essential. Travellers to outer islands will need to take plenty of food from Tarawa, not only to cover their planned stay, but also in case of lengthy shipping delays.

"Co-op. stores on the islands carry the barest essentials demanded by the islanders."

Bus Service

Referring to Tarawa, the headquarters of the Colony, the leaflet says the main government departments are on three separate islets in South Tarawa—Betio, Bairiki and Bikenibeu.

"Bairiki and Bikenibeu are connected by causeways, but Betio, the port area and scene of a bitter struggle between American Marines and Japanese defenders in November, 1943, lies two miles west of Bairiki and is served by hourly launches," the leaflet says.

"There are no shops except for three large and two small general stores and some small co-operative stores, and virtually no services.

"A very few people have cars and there is a bus service along South Tarawa.

"Both Betio and Bairiki have licensed private clubs that are usually open to visitors; the hotel is at Bikenibeu."

MR. BRUCE MACKENZIE, a Norfolk Island electrician, is to supervise the demolition of the Murrayville power station in South Australia and arrange for its shipment to Norfolk where it will be used to generate power for the new South Pacific Hotel.

The South Pacific Hotel, a refurbished version of the old Paradise Hotel, is owned by the Norfolk firm of K. A. Prentice and Co., which successfully tendered for the purchase of the Murrayville power station.

The station is powered by two 80 hp crude oil engines.

K. A. Prentice & Co. recently bought 79,000 gallons of crude oil from the liquidator of the Norfolk Island Whaling Co., and this oil is expected to provide power for five years.

MR. KEITH GRANVILLE, deputy-chairman of British Overseas Airways Corporation, was due to visit American and Western Samoa at the end of January. According to Mr. L. F. (Peter) Wood, BOAC's New Zealand and Fiji manager, the airline is now negotiating for a new route into the South Pacific through

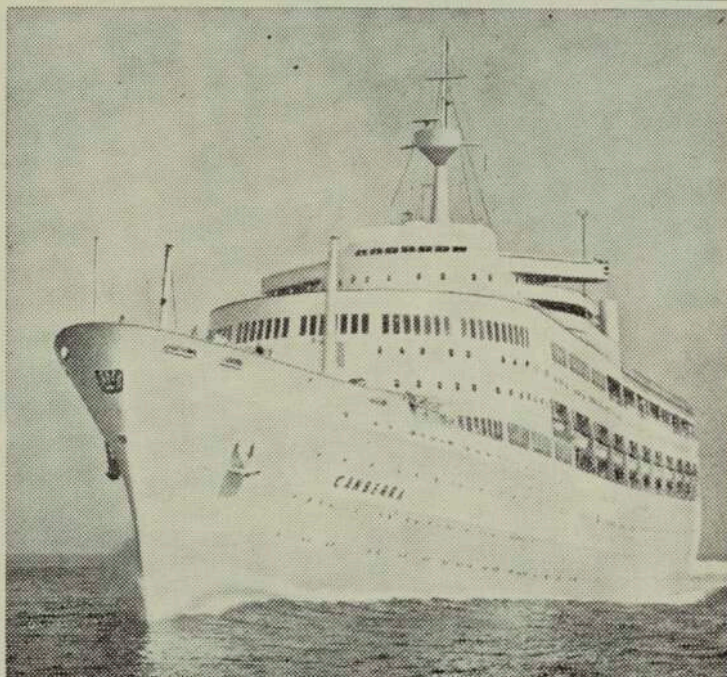
Fiji. It is also interested in studying other South Pacific regions.

A TOP Australian architect may be invited to visit Papua-New Guinea soon to design the Territory's first hotel under predominantly native ownership in Rabaul.

An interim board of five New Guineans and four Europeans has been formed to act as trustee for capital being raised from native groups and villages.

Mr. G. R. Rissen, solicitor for the board, said in January that the hotel would be mainly for tourists.

About £75,000 capital would be sought.



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P and O-Orient

1966

"Arcadia": February: Sydney Feb. 14, Auckland Feb. 17, Pago Pago Feb. 20, off Niuafoou Feb. 22, Suva Feb. 23, off Norfolk Island Feb. 25, off Lord Howe Is. and Ball's Pyramid Feb. 26, Sydney Feb. 27.

"Orsova": March-April: Sydney Mar. 27, Nukualofa Mar. 31-Apr. 1, Suva Apr. 2-3, Noumea Apr. 5-6, Hayman Island Apr. 9, off Lord Howe Is. and Ball's Pyramid Apr. 11, Sydney Apr. 12.

"Chusan": May-June: Sydney May 25, Auckland May 28, off Rarotonga May 31, Papeete June 2-4, passing Bora Bora June 4, Lautoka June 9,

Suva June 10-11, passing Norfolk Is. June 13, passing Lord Howe Island and Ball's Pyramid June 14, Sydney June 15.

"Himalaya": Sydney July 21, off Norfolk Island July 23, Pago Pago July 25, off Niuafoou July 27, Suva July 28-29, Nukualofa July 30, off Kadavu July 31, off Balls Pyramid and Lord Howe Island Aug. 3, Sydney Aug. 4.

"Arcadia": Sydney Aug. 30, off Balls Pyramid and Lord Howe Island Aug. 31, Honiara Sept. 3, Lautoka Sept. 6, Suva Sept. 7, Noumea Sept. 9, Sydney Sept. 12.

"Arcadia": December-January (1967): Leaves Sydney Dec. 20, off Lord Howe Dec. 21, off Norfolk Dec. 22, Suva Dec. 24, Bay of Islands Dec. 27, Auckland Dec. 28, Picton Dec. 30, Sydney Jan. 3.

Toyo Yusan Co.

"Oriental Queen": 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, Leaves Sydney July 13, Auckland July 17, Noumea July 20-21, Suva July 23-25, Auckland July 29, Sydney July 30.

China Navigation Co.

1966

"Kuala Lumpur": Leaves Sydney Aug. 2, Wellington Aug. 6-8, Noumea Aug. 12-14, Vila Aug. 15-17, Suva Aug. 19-21, Auckland Aug. 25, Leaves Auckland Aug. 26, Noumea Aug. 30-Sept. 1, Vila Sept. 2-4, Suva Sept. 6-8, Auckland Sept. 12.

Sitmar Line

1966

"Fairstar": Sydney Apr. 2, Suva Apr. 6-7, Pago Pago Apr. 9-10, Sydney Apr. 15.

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.

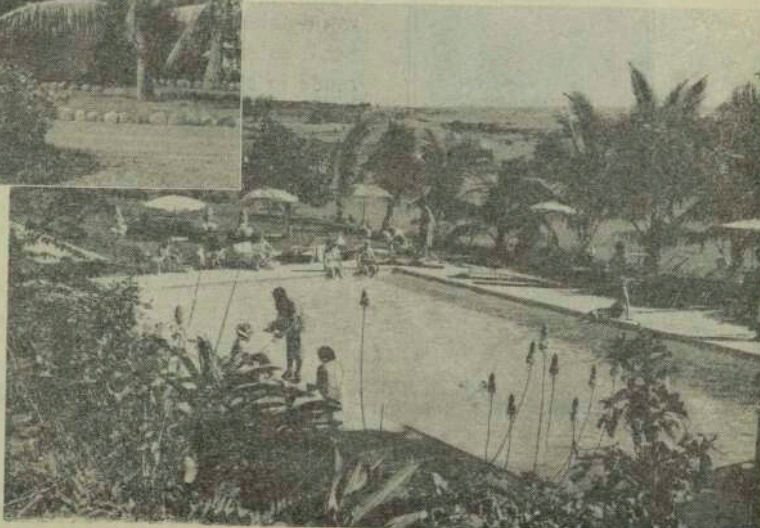


FIJI

Mocambo

HOTEL

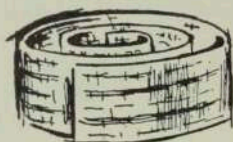
Located on Namaka Hill, overlooking the Pacific Ocean with its coral islands and colourful valleys of sugar cane.



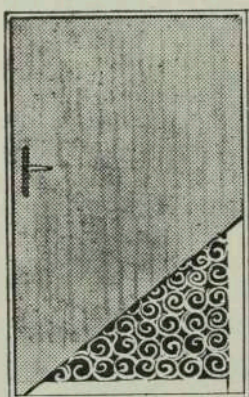
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PAPUA: Burns Philp (N.G.) Ltd.—all branches. Steamships Trading Co. Ltd.—all branches. Island Products Ltd., Port Moresby.

PACIFIC ISLANDS: Morris Hedstrom (Aust.) Pty. Ltd., Apia. Burns Philp (South Sea) Co. Ltd., Fiji. Burns Philp (New Hebrides) Ltd., Vila. W. S. Tait & Co. Pty. Ltd., Santo.

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KPDpi52

Pacific Commerce and Produce

£1M. DEVELOPMENT PLAN FOR WESTERN SAMOA

Details of a £1 million, five-year development plan for Western Samoa were announced in the territory's Parliament in December by the Minister of Finance, Mr. G. F. D. Betham.

THE plan provides for the expenditure of £260,000 in 1966. Of this agriculture has been given top priority with 46 per cent.; visitor and secondary industry projects have been allocated 22.2 per cent., and Public Works will get 22.5 per cent.

Just how far available finance falls short of needs was illustrated by Mr. Betham when he revealed that the £1 million programme was pruned from detailed priority projects totalling £7½ million put forward by the various economic development committees.

Increased Production

"An acceleration in the development of roads, water supplies, extension and upgrading of our health, education and social services, telecommunications, electric power supply, transportation and visitor support facilities, public buildings and other structures, as well as other development necessarily calls for very heavy investment far in excess of what our slender purse can purchase," he said.

Agricultural development schemes approved include subsidies, incentives, the supply of planting materials, research, and increased extension activities aimed at achieving a fairly rapid increase of production of copra, cocoa, bananas and other small crops.

Also included are two land settlement schemes, which, if successful, could set the pattern for more effective use of the land and lead to much higher production figures than is generally the case throughout the country at present.

Tourism, or as the Economic Development Department prefers to call it, the visitor industry, is

featured prominently in the 5-year plan.

Consultants from Hawaii reported in November that the first resort hotel should be built at Cape Lefatu, about nine miles beyond the airport at Faleolo and about 30 miles from Apia. They recommended a 100-room hotel costing £600,000.

Mr. Betham told Parliament that the Government did not have enough money to finance this project by itself, so it was important to induce private capital to invest in it.

The Government, however, was investing in the hotel to assure hotel investors that the Government fully supported the development of the hotel and would do everything to ensure its success, and so that the Government could be represented in the directorate and in that way "exert its influence on hotel policy".

Mr. Betham said that the Government also recommended that the Samoan people should have an opportunity to invest in the hotel.

He said the Government proposed to invest £40,000 in the hotel in 1966, and £60,000 in 1967, and that it was hoped to open the hotel in 1968.

Savaii Timber Plan

Meanwhile, the giant US firm of Potlatch Forests Inc. has made a proposition to the Samoan Government, involving the expenditure of up to £3 million over the next five years, in developing the timber industry on Savaii, Western Samoa's largest island.

Besides exploiting the timber potential of that island, the investment would include the development of power and water supplies for the proposed new town of Asau, and the upgrading of Savaii roading to facilitate transport of timber and other export products to the Asau wharf.

The investment proposal follows exhaustive tests made last year in the US by Potlatch on about 26 species of Samoan hardwoods.

The firm now wants to build a modern mill in Savaii capable of handling 50 million super feet of timber annually on a sustained yield basis, with a comprehensive replanting scheme.

Vice-president K. L. Floan, of Potlatch, was expected in Apia in



ERROMANGA GIANT: Savaii, Western Samoa, is not the only place in the South Pacific where a large-scale timber industry may start soon. Mr. J. C. Rouleau, of Vila, New Hebrides, also has hopes of starting an industry this year on the island of Erromanga, where there are some remarkable stands of kauri and tamanu. Mr. Rouleau has had his eye on these stands for quite a few years, and he once stated that more than 150 million super feet of timber had been surveyed on the island. The photograph is reproduced from a Christmas card he sent to PIM.

late January for discussions with Government officials.

Prime Minister Mataafa, who visited Potlatch installations in the States several months ago after recuperating from medical treatment in Hawaii, is enthusiastic about the proposals.

"I believe this is a wonderful opportunity to make a major step forward in economic development aimed at improving the lot of our people," he says.

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Norfolk Island . . . Martin's Agencies

Apia . . . E. A. Coxon & Co.

New Store for BP In Vila

BURNS PHILP (New Hebrides) Ltd. is planning to build a new store in Vila at an estimated cost of more than £A100,000.

The firm's Vila manager, Mr. John Stegler, said recently that building might begin at the end of 1966. Consulting architects are Messrs. Warren and Mahoney, of Christchurch, New Zealand, who have designed the new British Secondary School in Vila and the new hospital to be built at a cost of some £A95,000 at Lenakel, Tanna.

Rarotonga Looks At Copra Again

AFTER producing virtually no copra for many years, several Rarotonga planters have recently shown interest in taking advantage of the high prices now being paid to producers in other parts of the Cook Islands.

Most Cook Islands copra comes from the Northern Group—mainly Manihiki, Aitutaki and Penrhyn—and is shipped to Abels Limited, Auckland, who operate the only copra-crushing mill in New Zealand.

Abels pay Islands producers on the basis of the average London price for the previous three months, less handling charges. The prices for the first quarter of 1966 are £NZ67/0/4 for first grade, and £NZ65/15/4 for standard grade. Both prices are f.o.b. Rarotonga.

The most important products grown in Rarotonga in recent years have been oranges and other citrus fruits, tomatoes and bananas.

Two prominent planters have stated that they intend planting out extensive areas in coconuts for copra production, and that they are interested in a new compact copra dryer designed by Mr. Dick Thomson, which is cheap to operate.

Other planters have expressed interest in 5,000 *uto* (young coconut) seedlings which the Department of Agriculture plans to make available.

Fiji's Ready-Mixed Concrete Factory

FIJI will have a ready-mixed concrete factory about the end of March. The factory, costing about £50,000, is being built for Certified Concrete Products (Fiji) Ltd.

The company's managing director, Mr. R. T. McCahill, expects that the factory will offer employment for about 100 men.

In future, instead of mixing concrete on the site, builders will be able to order it from the factory and have it delivered ready to pour.

The company also plans to manufacture vibrated concrete blocks, prestressed concrete beams, concrete piles and decorative concrete panels.

Vibrated blocks are made on a machine which vibrates the block to give it better texture and strength.

The company's factory is at Lami, a few miles west of Suva.

Bright Outlook For P.I. Mines

SHAREHOLDERS in Pacific Island Mines Ltd. can feel happy with the latest annual report and also that the company is linked with Cultus Explorations Ltd., of Canada.

The report, which covers the 12

months to October 31, 1965, says that Cultus have received advice from their consulting engineer that proven ore reserves in the Umuna lode, Misima Island, had a gross value of \$9,300,000 Canadian (£A3,877,100 or \$A7,754,200), and that ore could be mined and milled to recover a profit of more than \$C5 million (£A2,084,462 or \$A4,168,924).

Cultus intends to proceed with the development of the Umuna lode by deep adit early this year.

The report says that recent evaluations of the prospect have warranted Cultus considering a more extensive development programme, the planning of which required a minor postponement of the target date to start development.

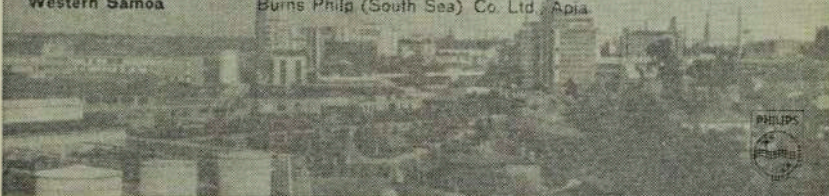
Pacific Island Mines shares have been steady round the 4/3 (42c) to 4/6 (45c) for some weeks.

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Fiji Islands	Fiji Trading Co. Ltd.; Suva
	Thaw & Weaver Ltd., Duty Free Shop; Nandi Airport
Guam	Kirby Co. of Guam; Agana
	W. George Bourland Co.; Agana
Marshall Islands	Marshall Isl. Imp. & Exp. Co.; Majuro
Nauru Island	The British Phosphate Commissioners
New Caledonia	Etablissements Ballande; Noumea
New Guinea and Papua	B.N.G. Trading Co. Ltd.
	Burns Philp (New Guinea) Ltd.
New Hebrides	Burns Philp (New Hebrides) Ltd.; Vila and Luganville
	Comptoirs Français des Nouvelles Hebrides; Vila and Luganville
Norfolk Island	K. A. Prentice & Co.
	Burns Philp (South Sea) Co. Ltd.
Ocean Island	The British Phosphate Commissioners
Tahiti	Société Franco-Océanienne; Papeete
Tarawa Atoll (Gilbert Islands)	Gilbert & Ellice Islands Colony Wholesale Society; Betio
Tonga Islands	Government Stores Department; Nuku Alofa
	Burns Philp (South Sea) Co. Ltd., Nuku Alofa, Haapai and Vavau
Wake Island	Wake Island Imports Ltd.
Western Samoa	Burns Philp (South Sea) Co. Ltd., Apia



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See also advertisement on page 32.



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Banana Production Recovers

FOR the first time since Fiji was struck by a hurricane and floods in February, 1965, a near-normal shipment of bananas has been sent to New Zealand. The Union Steam Ship Company's vessel *Tofua* loaded nearly 8,000 cases for Auckland in late December.

During that month, nearly 10,500 cases were exported from Lomaivuna, Fiji's first large-scale land settlement scheme.

Mr. S. Hunter, general manager of the Fiji Development Company which manages the scheme, said that December shipments indicated a complete recovery from the hurricane and floods.

In Western Samoa, banana exports for 1965—481,541 cases—were the lowest for 10 years, and more than 200,000 cases fewer than in 1964. The 1964 figure was 645,776 cases.

Samoa Eyes Asian Bank Loan

WESTERN SAMOA'S Prime Minister Mataafa announced in December that the New Zealand representative, Mr. D. W. Barker, had signed the charter of the new Asian Development Bank on Samoa's behalf. Samoa's joining the bank is

subject to parliamentary approval, but officials in Apia are confident it will be forthcoming.

Western Samoa's share capital has been set at .01 per cent. or \$60,000—a very small outlay for what the country is likely to get in development loans in return, according to Mataafa.

"This is an important step forward for Western Samoa especially bearing in mind the need for overseas finance for the implementation of development projects over the next few years," he said.

Copra Expected To Stay Firm

MARKET prices for copra are expected to remain firm for the time being, according to a report in late January from the chairman of the P-NG Copra Marketing Board, Mr. Ian McDonald.

"Philippine FM copra has remained fairly steady during the month—around £79 sterling per ton c.i.f. delivered UK/Continent," he said.

"This is better than the December, 1965, average by almost £3 sterling per ton.

"Imports into Europe have recently shown a slight decline, although this decline has been taken up to some extent by increased imports of coconut oil. No particular reason has been advanced for this trend, hence it can probably be put down to irregular shipping schedules.

"Copra production in P-NG rose to 122,340 tons during 1965, an increase of 7 per cent. on 1964, or almost 33 per cent. more than the highest recorded pre-war figure.

"World consumption of oils and fats is expected to increase by at least one million tons this year compared with last year's consumption. However, production is not expected to catch up with this consumption figure, consequently, stock piles will have to be drawn on to make up the difference.

"As a result, market prices may be expected to continue firm."

NG Cocoa Growers May Federate

THE president of the New Guinea Cocoa Growers' Association, Mr. A. G. Price, is trying to form a federation of growers so that they may speak with one voice. At present there are many small groups, each of which puts its own point of view.

Mr. Price said in January that his association was writing to all interested groups, and hoped, in February or March, to have a meeting to discuss the possibility of a federation.



PEARLS, PEARLS, PEARLS!

Mr. C. D. George, a Sydney consultant on pearl culture, told PIM he thought there were "wonderful opportunities" for pearl farms in the South Pacific when he brought these giant cultured half-pearls—more than 1,000 of them—into our office in January.

The pearls were grown in Western Australia and processed for jewellery by Mr. George, who later exported them for use by overseas jewellers. He is at present inquiring about possibilities in the Cook Islands for a combined operation.

He believes a pearl culture industry could earn more than the Pacific's pearl shell industry of the past.

Meanwhile, many small cocoa growers in the Gazelle Peninsula, New Britain, are struggling after a continued drop in production.

Many of them have been receiving very little income from cocoa.

Hot high winds and scorched trees in recent months have resulted in no setting of cocoa.

£8m. Adverse Trade

FIJI'S adverse trade balance in 1965 was £8,049,000, according to provisional figures. The total trade, imports and exports, at £50,065,000, was £3,644,000 below the record established in 1964.

The 1965 exports were down by £5,075,000, when compared with 1964, chiefly because of lower values for the two main exports of sugar and coconut oil.

Trading Notes

BULOLO'S PROFIT HIGHER: Bulolo Gold Dredging Ltd., New Guinea, almost doubled net profit to \$305,900 Canadian (after providing \$67,700 for tax) in the six months to November 30. In the previous corresponding period the net profit was \$164,000. Dividend and interest income for the six months was \$360,000.

Commonwealth New Guinea Timbers Ltd., which is owned 50 per cent. each by the Commonwealth Government and Bulolo Gold Dredging, earned £319,167 in the year to June 30, an increase of £39,689 on the previous financial year.

The directors recommend an increase in dividend of 5 per cent. (from 10 to 15).

NEW PAGO PAGO CO.: The Amerika Samoa Fishing Corp. was formally launched in Pago Pago early in January at a meeting at the home of Mr. E. R. Meredith, who is vice-president of the company. Other office-bearers are: Mr. Leonard Randall (president), Mr. Mike Tuilosega (treasurer) and Mr. Marcus Langkilde (secretary). The corporation will issue 5,000 shares at \$10 each.

NEW DIRECTORS: Mr. L. E. Clayphan, of Rabaul, and Mr. C. W. Batten, of Mount Hagen, have been appointed to the board of directors of Coconut Products Limited, in the W. R. Carpenter group of companies.

Mr. Clayphan is manager of Coconut Products Limited's coconut and cocoa plantations, and of the Toboi crushing mill. Mr. Batten is manager of Coconut Products Limited's tea estates in the New Guinea Highlands.

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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. Jan. 24 prices were: HAD £F63/15/-, M £F61/5/-.

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 Jan., were: 1st grade, £80; 2nd grade, £78; 3rd grade, £73 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 was approximately £47/10/- (9,500 Pac. francs). French price in Jan. was 1,060 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 Jan. 26 these were approx. £Stg.177/6/- per ton, c.i.f., Sydney.

On Jan. 24, Quote No. 1: In store Rabaul, export quality £165 per ton, ex-wharf Sydney, £185. Quote No. 2: Best quality, ex-wharf Sydney, £185-£190, in store N.G. ports £159 (for UK, continent and USA shipments).

W. SAMOA:—Nominal prices quoted in Sydney, Jan. 24, were: Grade 1,

£Stg.225; grade 2, £Stg.190, f.o.b., Apia.

COFFEE.—P.-N.G.: Jan. 26, 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 Jan., that the high market prices and lack of actual transactions did not warrant the publication of overseas coffee prices.

PEANUTS.—P.-N.G.: Sydney agents reported Jan. 24—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 Jan. 20 was: Feb. shipment 69½ Straits cents per lb (24.19d Aust.), Mar. shipment 69½ Straits cents per lb (24.69d Aust.), prompt 69½ Straits cents per lb (24.15d Aust.).

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, reported Jan. 24: White and yellow label processed, standard packs, 51/6, green label 50/6, 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 Jan. 24 by Sydney independent shell agents were: Sound £825, D £590, E £335, EE £235 (in store Sydney). Cook Islands: Penrhyn £NZ400 (approx.), f.o.b., Rarotonga.

TROCHUS.—Sydney buyers indicated ducers: Jan. 24, 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: Jan. 25, 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 Jan. 20 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, Jan. 21, Philippines, in bulk, \$221 US (equal to £Stg.98/8/11) per long ton, c.i.f., UK/Nth. European ports, Malayan 1% c.i.f. UK/Nth. European ports, UQ, NEW YORK: Jan. 21, Philippines, c.i.f., Pacific Coast ports, \$194 US, CEYLON: Spot, 1,210 Rupees per ton, f.o.b.

COCONUT OIL: LONDON, Dec.-Jan. shipment, Ceylon, 1% in bulk, £Stg.130/10/-.

RUBBER: LONDON, Jan. 20, Feb. shipment c.i.f., 20½d Stg. lb; Spot 20-7/16d Stg. lb; Apr. shipment 20½d Stg. lb.

(£1 Australian is equal to about 2.2 US dollars or 10½ rupees.)

The Stock Market

SYDNEY

	Dec. 21	Jan. 24
	Seller	Seller
Bali Plantations . . .	5/3	5/-
Burns Philp . . .	76/-	79/6
Burns Philp (SS) . . .	b39/6	b39/6
Carpenter, W. R. . .	25/9	27/-
Choiseul Plntn. . .	48/-	b49/9
C.S.R. Co. . .	61/-	63/-
Dylup Plantations . .	6/-	6/3
Fiji Industries . . .	b18/3	b18/9
Hackshall's . . .	12/7	14/-
Kerema Rubber . . .	3/-	3/3
Koitaki Rubber . . .	13/-	12/11
Lolorua Rubber . . .	6/-	6/6
Makurapau Plntn. . .	3/8	4/9
Mariboi Rubber . . .	4/9	4/2
Pacific Is. Timbers . .	4/6	4/5
Plantation Holdings . .	3/5	3/9
Queensland Insurance	b80/-	b84/6
Rubberlands . . .	2/6	b1/3
Sogerl Rubber . . .	6/3	b5/9
Sthn. Pac. Insurance	b21/-	21/9
Steamships Trading . .	9/9	10/1
Watkins Consolidated	3/3	3/-

OIL AND MINING SHARES

	Dec. 21	Jan. 24
Emperor . . .	s4/9	s4/8
Loloma . . .	b18/-	s23/-
Bulolo G.D. . .	s82/-	b75/-
N.G.G. Ltd. . .	s4/1	s4/2
Oil Search . . .	s1/4	s1/6½
Ent. of N.G. . .	b½d	s1½d
Pac. I. Mines . . .	s4/6	s4/3
Papuan Apin. . .	s1/5	s1/3
Placer Dev. . .	s240/-	s248/-

Sydney Stock Exchange share price index for "Ordinaries" on Jan. 24 was 325.39, on Dec. 21, it was 316.00.

EXCHANGE RATES

FIJI.—Through BANK OF NSW, ANZ BANK, BANK OF NZ and THE BANK OF BARODA LTD. Australia on FIJI, basis £100 Fiji: Buying, £A111/2/6; Selling, £A113. Fiji-London, basis £100 London: B, £110/15/-; S, £112. NZ-Fiji, basis £100 NZ: B, £111/11/9; S, £110/4/3.

SAMOA.—Through BANK OF NZ, Australia on Samoa, basis £100 Samoa: T. B. £A123/12/6; S. £A124/10/9. Samoa-London, basis £100 London: B, £99/7/6; S, £101/10/-. Samoa-NZ, basis £100 NZ: B, £100; S, £100/10/-. Samoa-Fiji basis £100 Samoa: B, £111; S, £110.

NORFOLK IS.—Commonwealth Bank quotes exchange rate Australia-Norfolk Island: 5/- per £A100.

PAPUA-NG.—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, Kavieng, Madang, Wewak), BANK OF NSW (branches: Port Moresby, Lae, Bulolo, Rabaul, Madang, Samarai, Goroka, agencies: Wau, Boroko, Kokopo), ANZ BANK (Port Moresby, Lae, Rabaul) and NATIONAL BANK OF 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 Jan., 1965, quoted: Selling, Noumea, 196 Pac. francs to £ Aust.; Papeete 196 (nom.) Pac. francs to £ Aust.; 247 Pac. francs to £ Stg., approx. 90 Pac. francs to US \$; Noumea 18 Pac. francs to 1 French franc (conversion rate: 1 Pac. franc equals 0.055 French franc), Paris-London: Selling 13.744 francs to £Stg.



Drink a beer that's really beer — Victoria Bitter. Enjoy its clean, keen, cold taste. Linger over its full-bodied sparkle and get a lift that makes you glad you're thirsty. Victoria Bitter is a man's drink which refreshes like nothing else can. Try it. You'll understand, at once, why Australians and people the world over who know good beer drink "Vic".

BREWED BY THE FAMOUS CARLTON & UNITED BREWERIES LTD., MELBOURNE.

IT'S AUSTRALIA'S — INDEED THE WORLD'S BEST BEER.

C.B. 437-48



Shipping, Airways Information

● 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 Feb. 5 (approx.), Sydney Feb. 12 (approx.), Melbourne Feb. 19 (approx.), thence West New Guinea and Indonesian ports subject to inducement. Details from McIlwraith McEacharn Ltd., Union House, 247 George Street, Sydney (27-1481).

SYDNEY - FIJI

MV Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva and Lautoka with cargo and passengers. Next Sydney sailings: Feb. 8, Mar. 6. 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: Waimate, Feb. 8. Details from Union Steam Ship Co. of NZ Ltd., 247 George Street, Sydney (2-0528); or other branches and agents.

SYDNEY - FIJI - VANCOUVER

Pacific Shipowners Ltd., of Suva, normally operate a passenger-cargo service three times yearly with the Lakemba along the above route.

Next sailing from Sydney: Early May. 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.

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:

Caledonien: Taiohae Mar. 10, Papeete Mar. 12-16, Vila Mar. 24-25, Noumea Mar. 26-30, Sydney Apr. 2.

Oceanien: Taiohae Apr. 27, Papeete Apr. 29-May 3, Vila May 11-12, Noumea May 13-17, Sydney May 20.

Next outwards voyages, ex-Sydney:

Tahiti: Dep. Sydney Feb. 28, New Hebrides Mar. 4-12, Noumea Mar. 13, Papeete Mar. 19-22, Taiohae Mar. 25. Caledonien: Dep. Sydney Apr. 5, New Hebrides Apr. 9-17, Noumea Apr. 18, Papeete Apr. 24-27, Taiohae Apr. 30.

Polynesie maintains monthly passenger sailings between Sydney, Noumea, Vila, Pt. Sandwich (occasionally), and Santo.

Next Sydney sailings: Feb. 4, 25, Mar. 18.

Details from Messageries Maritimes, 2 Young St., Sydney (BU 2654).

SYDNEY - NZ - FIJI - TAHITI - PANAMA - UK

Southern Cross and Northern Star passenger vessels each make four round-the-world voyages per year, calling at Fiji and Papeete every trip.

Northern Star: From Southampton (UK) via South Africa, at Sydney Mar.

3-5, Wellington Mar. 8-10, Rarotonga Mar. 13, Papeete Mar. 15-16, thence via Panama to Southampton, arr. Apr. 11.

Southern Cross: From Southampton (UK) via Panama, at Papeete Apr. 2-3, Fiji Apr. 8, Wellington Apr. 12-14, arr. Sydney Apr. 17.

Details from Shaw Savill Line, 8a 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 Feb. 11, Mar. 4.

Details from F. H. Stephens Pty. Ltd., 13-15 Bridge St., Sydney (27-8311).

AUSTRALIA - NZ - FIJI - CANADA - USA

		CANBERRA	ORIANA	CANBERRA	ORIANA
SYDNEY	depart	Feb. 13	Mar. 6	Apr. 4	June 9
AUCKLAND	arr/dep	Feb. 16	Mar. 9	Apr. 7	June 11-12
SUVA	arr/dep		Mar. 12		June 14
HONOLULU	arr/dep	Feb. 23	Mar. 16	Apr. 14	June 18
VANCOUVER	arr/dep	Feb. 28	Mar. 20-21	Apr. 19	June 22-23
SAN FRANCISCO	arr/dep	Mar. 2-3	Mar. 23-24	Apr. 21-22	June 25-26
LOS ANGELES	arrive	Mar. 4	Mar. 25	Apr. 23	June 27

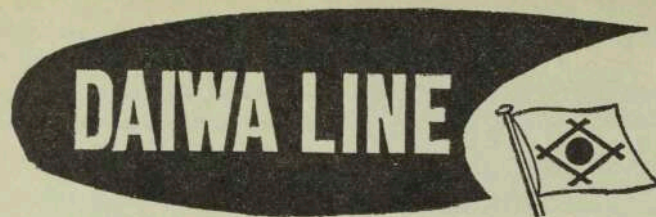
Orsova will leave Los Angeles for Sydney on March 1, calling at San Francisco on March 2-3, Vancouver on March 5-6, Honolulu on March 11, Suva on March 18, Auckland on March 21, arriving Sydney on March 24.

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	Feb. 6	Mar. 3	Mar. 24	Apr. 17
LOS ANGELES	arr/dep	Feb. 7	Mar. 4	Mar. 25	Apr. 18
BORA BORA	arr/dep	Feb. 15	Mar. 12	Apr. 2	Apr. 26
PAPEETE	arr/dep	Feb. 16-18	Mar. 13-15	Apr. 3-5	Apr. 27-29
RAROTONGA	arr/dep	Feb. 19	Mar. 16	Apr. 6	Apr. 30
AUCKLAND	arr/dep	Feb. 24	Mar. 21-22	Apr. 11-12	May 5-6
SYDNEY	arr/dep	Feb. 28-Mar. 3	Mar. 25-28	Apr. 15-18	May 9-12
NOUMEA	arr/dep	Mar. 6	Mar. 31	Apr. 21	May 15
SUVA	arr/dep	Mar. 8	Apr. 2	Apr. 23	May 17
NIUAFOOU	arr/dep	Mar. 9	Apr. 3	Apr. 24	May 18
PAGO PAGO	arr/dep	Mar. 9	Apr. 3	Apr. 24	May 18
HONOLULU	arr/dep	Mar. 14-15	Apr. 14	Apr. 29-30	May 23-24
SAN FRANCISCO	arrive	Mar. 20	Apr. 8-9	May 5	May 29

Details from Matson Lines, 50 Young Street, Sydney (BU 4272)



DIRECT SERVICE

JAPAN / SOUTH PACIFIC

M.V. "FIJI MARU" V-7

Dep. JAPAN January 30.	LAUTOKA February 25-26.
GUAM February 5.	NOUMEA February 28.
APIA February 15-16.	VILA March 2.
PAGO PAGO February 17-18.	SANTO March 4.
*NUKUALOFA February 20-21.	*HONIARA March 6.
SUVA February 23-24.	

* SUBJECT TO CARGO INDUCEMENT.

Heavy lift, reefer space and passenger accommodation available.

SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE.

Next sailing—M.V. "Daisen Maru" V-8.

The Daiwa Navigation Co., Ltd.

OSAKA: "DAILINE"

TOKYO: "FUNEDAILINE"

AGENTS:

GUAM: Atkins, Kroll (Guam) Ltd.
 APIA: Burns Philp (South Sea) Company, Ltd.
 PAGO PAGO: B. F. Kneubuhl.
 NUKUALOFA: Tonga Shipping Agency.
 SUVA: Banno Oceania Ltd.
 LAUTOKA: Banno Oceania Ltd.
 NOUMEA: Agence Maritime Pentecost.
 SANTO: South Pacific Fishing Co. (N.H.) Pty. Ltd.
 VILA: Burns Philp (New Hebrides) Ltd.
 HONIARA: British Solomons Trading Company Ltd.
 PAPEETE: Etablissements Baldwin.

SYDNEY - NORFOLK IS. - NEW HEBRIDES - BSI - BOUGAINVILLE

MV Tulagi (passenger-cargo) leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports. Next Sydney sailings: Feb. 2, Mar. 10. Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

SYDNEY - PAPUA - NEW GUINEA

Burns Philp passenger/cargo vessels make regular voyages to New Guinea ports. Next vessels:

Montoro sails from Sydney for Pt. Moresby, Samarai, Rabaul, Kavieng, Lorengau, Lombrum, Wewak, Alexishafen, Madang, Lae, Pt. Moresby, Sydney. Next Sydney sailing: Feb. 7.

Bulolo sails from Sydney for Brisbane, Pt. Moresby, Samarai, Lae, Madang, Rabaul, Samarai, Pt. Moresby, Brisbane, Sydney. Next Sydney sailing: Feb. 18.

Moresby sails from Sydney for Brisbane, Pt. Moresby, Samarai, Lae, Madang, Lombrum, Lorengau, Kavieng, Rabaul, Brisbane, Sydney. Next Sydney sailing: Feb. 23.

Malekula sails from Sydney for Brisbane, Pt. Moresby, Lae, Madang, Wewak, Lombrum, Lorengau, Rabaul, Soraken, Teopasino, Numa Numa, Arigua, Kieta, Sydney. Next Sydney sailing: Mar. 11.

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 Feb. 28, Mar. 28; Shansi Feb. 14, Mar. 14.

Details from New Guinea Australia Line (Swire and Yull Pty. Ltd., agents), 8 Spring Street, Sydney (27-4701).

Karlander New Guinea Line cargo vessels leave Sydney at regular intervals for New Guinea ports. Next vessels:

Sletta: Dep. Sydney Feb. 23, Brisbane Feb. 28, arr. Rabaul Mar. 6, Lombrum Mar. 10, Wewak Mar. 13, Madang Mar. 17, Lae Mar. 20, Brisbane Mar. 30, Sydney Apr. 2.

Sletfjord: Dep. Sydney Feb. 26, Brisbane Mar. 2, arr. Pt. Moresby Mar. 7, Lae Mar. 13, Madang Mar. 16, Wewak Mar. 19, Brisbane Mar. 31, Sydney Apr. 2.

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. 12, Brisbane Feb. 15, due Rabaul Feb. 20, Madang Feb. 23, Lae Feb. 25.

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 Australasia and Malaysia run between Australian ports (turn round at Melbourne) and Singapore, via Pt. Moresby.

Next voyage: Malaysia, dep. Melbourne Feb. 12, Sydney Feb. 19, Brisbane Feb. 22, due Pt. Moresby Feb. 26, thence to Singapore and Malaysian ports.

Details from Blue Star Line (Aust.) Pty. Ltd., 32-34 Bridge St., Sydney (27-1271).

Australia-West Pacific Line's Motor-vessels maintain passenger-cargo services from Australia to Hong Kong and Islands ports.

Milos: From Melbourne, dep. Sydney Feb. 14, at Brisbane Feb. 16-18, Pt. Moresby Feb. 21-23, Lae Feb. 25-27.

Madang Feb. 28-Mar. 1, Rabaul Mar. 2-4, Sydney Mar. 9.

Samos: From Adelaide and Melbourne, dep. Sydney Mar. 4, Brisbane Mar. 8, Rabaul Mar. 14, Lae Mar. 17, Madang Mar. 19.

Details from Wilh. 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: Wanliu, dep. Sydney Feb. 23, Brisbane Feb. 26, arr. Rabaul Mar. 2, thence Hong Kong.

China Navigation Co. Ltd. vessels Changsha and Taiyuan provide a monthly passenger-cargo service calling at Pt. Moresby when northbound between Australia, Manila and Hong Kong. Next vessel:

Taiyuan: Dep. Sydney Feb. 16, Brisbane Feb. 19, arr. Pt. Moresby Feb. 23, thence Hong Kong.

Details from Swire and Yull Pty. Ltd., agents, 8 Spring St., Sydney (BU 4701).

Dominion Navigation Co. Ltd. (UK) vessels maintain monthly passenger-cargo services between Sydney and Japan (via Manila, Hong Kong and Formosa), return via Guam and Rabaul.

Francis Drake: Dep. Sydney Mar. 23, Brisbane Mar. 26, Cairns Mar. 29, thence to Far East, returning Guam Apr. 29, Rabaul May 4, Sydney May 11.

Details from H. C. Sleigh Ltd., 115 York Street, Sydney. Tel. (2-0253).

SYDNEY - TAHITI - UK

Chandris Line vessel Ellinis maintains a regular passenger service from Sydney via Papeete to Southampton, and return via Suez to Sydney.

Ellinis: Leaves Sydney Mar. 12, arr. Wellington Mar. 15, Papeete Mar. 20-21, Southampton Apr. 12.

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.

Seine Lloyd: From Continent and London, at Papeete Feb. 16-18, Nukualofa Feb. 23, Noumea Feb. 26-Mar. 3, Honiara Mar. 6-7, Pt. Moresby Mar. 10-11, Rabaul Mar. 13-14, Lae Mar. 15, Madang Mar. 16, Alexishafen Mar. 17, Wewak Mar. 18, Sukarnapura Mar. 19, thence Biak, Manokwari, Sorong.

Details from Royal Inter-ocean Lines, 261 George St., Sydney (2-0573).

EUROPE - TAHITI - NEW HEBRIDES - NEW CALEDONIA - AUSTRALIA

Messageries Maritimes passenger-cargo vessels run monthly between France and Noumea via East Africa and Australia. From Sydney, vessels go to Brisbane and Noumea; return to France via Australian coastal ports.

Next sailings from Sydney: Vanoise Feb. 16 (Noumea Feb. 19); Velay Feb. 23 (Noumea Feb. 26).

Other MM vessels run between France and New Zealand, via Panama Canal and Pacific ports.

Next vessel: Maori, due Papeete Feb. 18, Noumea Mar. 2, arriving New Zealand Mar. 8.

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.

Szechuen: From Japan and Hong Kong, due Suva/Lautoka Mar. 13, Honiara Mar. 23, returning to Japan Apr. 5.

Sinkiang: From Japan and Hong Kong, due Suva/Lautoka Apr. 13, Honiara Apr. 23, returning to Japan May 6.

FAR EAST - FIJI - NZ - SYDNEY

Royal Inter-ocean Lines operate a passenger-cargo service from Singapore to Fiji, NZ and Australia, calling periodically at Suva and/or Lautoka.

Tjiliwong at Suva/Lautoka Feb. 24-26; Tjimanuk at Suva/Lautoka Mar. 22-24; Tjitarum at Suva/Lautoka Apr. 26-28.

Details from Royal Inter-ocean Lines, 261 George St., Sydney (2-0573).

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA

China Navigation Co., Ltd., vessels maintain a monthly cargo service from Japan southwards through P-NG, BSI, New Hebrides and New Caledonia, usually return to Japan direct.

Yunnan: From Japan and Hong Kong, due Wewak Mar. 11, Rabaul Mar. 13, Madang Mar. 16, Lae Mar. 20, dep. Pt. Moresby Mar. 29, arr. Noumea Apr. 3, thence to Japan, arr. Apr. 11.

Yochow: From Japan and Hong Kong, due Rabaul Apr. 6, Kavieng Apr. 10, Madang Apr. 12, Lae Apr. 15, Samarai Apr. 19, leaves Pt. Moresby Apr. 24, arr. Noumea Apr. 29, thence to Japan, arr. May 9.

Details from China Navigation Co. Ltd. (Swire and Yull 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: Fiji Maru, dep. Japan Jan. 30, Guam Feb. 5, Apia Feb. 16, Pago Pago Feb. 18, Nukualofa* Feb. 21, Suva Feb. 24, Lautoka Feb. 26, Noumea Feb. 28, Vila Mar. 2, Santo Mar. 4, Honiara* Mar. 6.

* 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 Feb. 8.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. Next Auckland sailing: Feb. 22.

Details from Union Steam Ship Co. of NZ, Quay and Commerce Sts., Auckland. (Tel.: 49-430).

NEW ZEALAND - TAHITI

New Zealand Shipping Co. Ltd. vessels, operating between NZ and UK, via Panama, make a call every two months at Tahiti, northbound and southbound.

Next southbound voyage: Ruahine from London, due Papeete Feb. 28.

Next northbound voyage: Rangitane, dep. Wellington Mar. 19, due Papeete Mar. 25.

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

TONGA - FIJI - AUSTRALIA

The Tonga Copra Board vessel Niuvakai operates a four to five-weekly passenger-cargo service between Australia and Tonga via Fiji. Next Sydney sailing: Early Mar.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (B 0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoni. Calls are also made as required at Apia (W. Samoa) and Pago Pago (Am. Samoa). Turn-round in Suva is usually two days, and the agents there are Morris Hedstrom, Ltd.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co. Ltd., act as Loading Brokers in London.

UK-PANAMA-TAHITI-AUSTRALIA

Cogedra Line operates a passenger service regularly from Southampton, via Panama and Papeete to Sydney. Next vessel:

Flavia: Dep. Tilbury Mar. 19. Details from agents: H. C. Sleigh, 115 York St., Sydney. Tel. B 0253.

UK - PAPUA - NG - BSI

Bank Line operates a direct service from Europe to P-NG and BSI, vessels going on to Australia for cargo-loading and returning to UK via Suez. Next vessels:

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.

Cedarbank: From Continent and London, due Pt. Moresby Mar. 26, Samarai Mar. 30, Lae Mar. 31, Madang Apr. 4, Wewak Apr. 7, Kavieng Apr. 9, Rabaul Apr. 10, Honiara Apr. 14.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (27-2041).

AUSTRALIA - AM. SAMOA - USA

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 Sydney, Brisbane, Pago Pago, etc.

Next trans-Pacific sailings: From Brisbane, Sonoma Mar. 1; Ventura Mar. 27.

Details from Matson Lines, 50 Young St., Sydney (BU 4272).

● PIM's shipping and airways timetables are correct to time of publication.

AUSTRALIA-WEST PACIFIC LINE

**Linking
PACIFIC ISLANDS**

M.V. "SAMOS"

with the FAR EAST and AUSTRALIA

Further particulars may be obtained from:

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSSEN AGENCY PTY. LTD., 13-15 Bridge St., Sydney. Phone: 27-6301.
Branch Office at Melbourne: 51 William St. Phone: 61-3031.

AUSTRALIAN AGENTS: Brisbane & Adelaide—Gibbs, Bright & Co.

ISLAND AGENTS: Madang, Lae and Rabaul (New Guinea)—New Guinea Co. Ltd. Port Moresby (Papua)—Island Products Ltd.
Wewak (New Guinea)—J. A. Corrigan Wewak (1963) Pty. Ltd.

FAR EASTERN AGENTS: Japan—Dodwell & Co. Ltd. Hong Kong and Manila—Everett Steamships Corporation.

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**FULL FEED VALUE FOR YOUR STOCK
... MORE PROFIT FOR YOU!**



HAMMER MILLS

**FOR NORMAL FARMING NEEDS ...
CAN ALSO GRIND BONES, SHELL,
ROOTS, ETC.**

MODEL 8G

Big capacity, (approx. 6 tons per hour) is achieved by wide feed opening (14" x 16"), 80 free-swinging hammers generous fan capacity, and 6" outlet ducting. Takes full bale slices. Special hopper allows simultaneous feeding of grain and roughage and calibrated indicator gives precise adjustment.



An ingenious feed chute flap makes it possible to feed brittle materials in complete safety.

**OVER 10,000 MILLS
SOLD THROUGHOUT
AUSTRALIA!**

MODEL 4G

(Capacity approx. 1 ton per hour). Low-priced mill for electric motor drive. 16 free-swinging reversible hammers. Material gravity fed into bag. Also suitable for roughage in limited quantities. Feed opening 8" x 6 1/4".

MODEL 5G

(Capacity approx. 2-3 tons per hour). Similar to 6G, but with smaller capacity hopper and 8 1/2" x 9 1/2" feed opening. 5" fan and ducting.

MODEL 6G

(Capacity approx. 2-3 tons per hour). 56 free-swinging reversible hammers. 12 1/2" x 15" feed mouth opening. Power requirement 20-25 h.p.



HORWOOD BAGSHAW
GROUP OF COMPANIES
Please address all enquiries to:
**EXPORT DIVISION
HORWOOD BAGSHAW LTD.
Box 381D, G.P.O. ADELAIDE,
SOUTH AUSTRALIA.**

USA - TAHITI - AUSTRALIA

Farrell Lines passenger-cargo ships on US Atlantic Coast-Panama-Sydney service make periodical calls at Tahiti on south-bound voyages.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport Line's vessels Thorsisle and Thor I maintain service from West Coast Nth. American ports to Pacific Islands.

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 (Feb. 11, 25, Mar. 11, 25, Apr. 8, 22, 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. Feb. 12, 26, Mar. 12, 26, Apr. 9, 23, 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 (with 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 arr. Thurs. 0745, dep. 0930 for San Francisco, arr. 1655.

Sun., Thurs.: Dep. Los Angeles 2000 for Honolulu, Nadi, arr. Tues., Sat. 0445, dep. 0530, and Sydney, arr. 0745.

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. 0715, dep. 0800, for Sydney, arr. 0915.

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. 0745 for Auckland, arr. Mon. 1135.

Tues.: Dep. Auckland 0045 for Papeete arr. Mon. 0740, dep. 0840 for Los Angeles, arr. Mon. 1840 and San Francisco, arr. 2050.

NEW ZEALAND - USA

By AIR-NZ (with 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 1840.

Wed.: Dep. Papeete 0100, arr. Pago Pago 0310, dep. 0400, arr. Honolulu 1005.

SYDNEY - FIJI - TAHITI - MEXICO

By QANTAS (with 707 Jets)

Thurs. (to Feb. 10): 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).

Thurs. (from Feb. 17): Dep. Sydney 1030, arr. Nadi 1625, dep. 1710 for Papeete, arr. Wed. 2325, dep. Thurs. 0030 for Acapulco, arr. 1220, dep. 1320 for Mexico City, arr. 1410 (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. (Feb. 12, 26, Mar. 12, 26): Dep. Sydney 1000 for Noumea, arr. 1555.

Alt. Fri. (Feb. 11, 25, Mar. 11, 25): Dep. Noumea 1730 for Sydney, arr. 2200.

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**AUCKLAND - BRISBANE**

QANTAS/AIR-NZ (with Electra's and 707's)

Three times weekly, both ways.

AUCKLAND - MELBOURNE

QANTAS/AIR-NZ (with Electra's)

Five times weekly, both ways.

CHRISTCHURCH - MELBOURNE

QANTAS/AIR-NZ (with Electra's)

Four times weekly, both ways.

SYDNEY - AUCKLAND

QANTAS/AIR-NZ (with 707's and DC8's)

Twice daily, both ways.

BOAC (with 707's)

Twice weekly, both ways.

PAN AMERICAN (with 707's)

Once weekly, both ways.

SYDNEY - CHRISTCHURCH

QANTAS/AIR-NZ (with DC8's and 707's)

Daily, both ways.

SYDNEY - WELLINGTON

QANTAS/AIR-NZ (with Electra's)

Twice daily services both ways.

WELLINGTON - BRISBANE

AIR-NZ (with Electra's)

One service weekly, both ways.

WELLINGTON - MELBOURNE

AIR-NZ (with Electra's)

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. (with 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. (Feb. 3, 17, Mar. 3, 17, etc.): Dep. Sydney 1100 for Noumea (arr. 1430), dep. 1545 for Sydney, arr. 1735.

SYDNEY - NORFOLK IS.

QANTAS (with DC4's)
Wed., Sat.: Dep. Sydney 0800, arr. NI 1445. Flight extends NI-Auckland-NI. (See "Inter-Territory Services").
Thurs., Sun.: Dep. NI 1445, Sydney, arr. 1845.

SYDNEY - PAPUA - NEW GUINEA

Trans Australia Airlines and Ansett-ANA operate from Sydney to Lae and return with Electras.

NORTHBOUND

TAA: *Daily, dep. Sydney 2340, arr. Brisbane 0110, dep. 0155, arr. Pt. Moresby 0600, dep. 0645, arr. Lae 0740.
Ansett-ANA: Daily, dep. Sydney 2345, arr. Brisbane 0115, dep. 0200 next day, arr. Pt. Moresby 0605, dep. 0650, arr. Lae 0735.

SOUTHBOUND

TAA: †Daily, dep. Lae 0930, arr. Pt. Moresby 1015, dep. 1055, arr. Brisbane 1445, dep. 1525, arr. Sydney 1655.
Ansett-ANA: Daily, dep. Lae 0925, arr. Pt. Moresby 1010, dep. 1050, arr. Brisbane 1440, dep. 1520, arr. Sydney 1655.
* Daily exc. Tues., Sun., from Feb. 15.
† Daily exc. Mon., Wed., from Feb. 16.

QLD. - PAPUA-NEW GUINEA

TAA (with Fokker Friendship's)
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's)
Prop-Jet
Fri.: Dep. Cairns 1330, arr. Pt. Moresby 1545.
Fri.: Dep. Pt. Moresby 1630, arr. Cairns 1845, dep. 1930, arr. Townsville 2025.

NEW ZEALAND-PACIFIC IS.**NZ - FIJI**

AIR-NZ (with Electra'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.

NZ - FIJI - AM. SAMOA

AIR-NZ (with DC8's)
Sun.: Dep. Auckland 2130, arr. Nadi 0020
Mon. Dep. Nadi 0200, cross International 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)
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.

NZ - NEW CALEDONIA

AIR-NZ (with DC6's)
Sat.: Dep. Noumea 1430 for Auckland, arr. 1815.
Sun.: Dep. Auckland 1100 for Noumea, arr. 1455.
UTA-FRENCH AIRLINES (with DC6's)
Thurs. Dep. Noumea 1030 for Auckland, arr. 1630.
Fri.: Dep. Auckland 1100 for Noumea, arr. 1455.

NZ - NORFOLK IS.

AIR-NZ (by Qantas DC4's) (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.

INTER - TERRITORY SERVICES**FIJI - GILBERT & ELLICE ISLANDS**

FIJI AIRWAYS LTD. (with Heron's)
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's)
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 - TONGA

FIJI AIRWAYS LTD. (with DC3's)
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 Herons)
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's)
Tues.: Dep. Noumea 0930, arr. Vila 1125, dep. 1300, arr. Santo 1415, dep. 1445, arr. Noumea 1725.
Fri.: Dep. Noumea 0800, arr. Santo 1040, dep. 1110, arr. Vila 1225, dep. 1400, arr. Noumea 1555.

NEW CALEDONIA - WALLIS ISLAND

UTA (with DC4's)
Monthly service (second Saturday)
Sat. (Feb. 12, Mar. 12): Dep. Noumea 0800 for Wallis Is., arr. 1530.
Monthly service (following Monday)
Mon. (Feb. 14, Mar. 14): Dep. Wallis Is. 1000 for Noumea, arr. 1530.

P-NG - SOLOMONS

TAA (with Fokker Friendships and DC3's)
Alt. Tues.: Dep. Lae (DC3) 0600 for Rabaul, Buka, Munda, Yandina, Honiara, arr. 1620 (Feb. 8, 22, etc.).
Alt. Wed.: Dep. Honiara (DC3) 0730 for Yandina, Munda, Buka, Rabaul, Lae, arr. 1545 (Feb. 9, 23, etc.).
Alt. Tues.: Dep. Lae (Fokker) 0845 for Rabaul, Buka, Munda, Honiara, arr. 1630 (Feb. 1, 15, etc.).
Alt. Wed.: Dep. Honiara (Fokker) 0715 for Munda, Buka, Rabaul, Lae, arr. 1235 (Feb. 2, 16, etc.).

P-NG - WEST NG

TAA and Garuda Indonesian Airways, using DC3's, run services between Lae and Sukarnapura. TAA's services are weekly; Garuda's are fortnightly.

TAHITI - HONOLULU

UTA-FRENCH AIRLINES (with DC8's)
Sat.: Dep. Papeete 1000, arr. Honolulu 1530, dep. Sat. 1700, arr. Papeete 2240.

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S — Sandefjord, Norway

Motor Vessels "THORSISLE" and "THOR I"

Regular Freight and Passenger Services between Pacific Coast Ports of U.S.A. and Canada and

TAHITI — SAMOA — TONGA — FIJI — NEW CALEDONIA

NEW HEBRIDES — NEW GUINEA*

* Transhipment via Noumea.

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

1 Bush Street, San Francisco 4, California, U.S.A.

APIA—Burns Philp (South Sea) Company, Ltd. **SYDNEY**—Birt & Co. (Pty.) Ltd.
SUVA—Burns Philp (South Sea) Company, Ltd.
PAPEETE—Agence Maritime Inter-nationale Tahiti.
LAE/RABAU—Burns Philp (New Guinea) Ltd.
PAGO PAGO—G. H. C. Reid & Co.
NOUMEA—Etablissements Ballande.
PORT VILA—Comptoirs Francais des Nouvelles Hebrides.

TAHITI - USA

UTA-FRENCH AIRLINES (with DC8's)
 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 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 0840, arr. Los Angeles Mon. 1840, arr. San Francisco Mon. 2050.

W. SAMOA - AM. SAMOA

POLYNESIAN AIRLINES LTD.
 (with DC3's)
 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's)
 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's)
 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's)
 Sun.: Dep. Apia 0800, arr. Mon. 1115.
 Mon.: Dep. Tonga 1215, arr. Sun. 1530.

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.
 Noumea-Thio: Daily except Thurs., Sun.

NEW HEBRIDES

NEW HEBRIDES AIRWAYS
 (with Drovers)
VILA-SOUTHERN ISLANDS
 Vila-Lenakel-Vila: Mon., Fri.
 Vila - Erromanga* - Lenakel - Erromanga*-Vila: Wed.
 Lenakel-Aneityum-Lenakel: Alt. Fri. (Feb. 4, 18, 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
LAE-RABAU-LAE (with Fokker Friendships and DC3)
 Mon., Tues., Wed.: Lae-Rabaul.
 Mon., Wed.: Rabaul-Lae.
PORT MORESBY-DARU (Beechcraft)
 Mon., Fri.: Pt. Moresby - Daru - Balimo - Pt. Moresby.
PT. MORESBY-WEST PAPUA (Aztec)
 Wed., Fri.: Pt. Moresby-Kerema-Baimuru-

Kerema - Pt. Moresby. Reservations beyond Kerema subject to administration requirements.

PT. MORESBY-EAST PAPUA (Beechcraft)
 Tues.: Pt. Moresby - Gurney - Misima - Gurney-Pt. Moresby.
 Wed.: Pt. Moresby-Gurney*-Pt. Moresby.
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 Sat., Tues.: Lae-Madang-Wewak.
 Sat.: Wewak-Lae.
 Sun., Tues.: Wewak-Madang-Lae.
 Wed., Fri.: Kavieng-Rabaul.
 Tues., Thurs.: Rabaul-Kavieng.

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 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.

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 Thurs., Sun.: Lae - Wau - Bulolo - Pt. Moresby.

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 Mon.: Madang - Baiyer R. - Hagen - Banz-Minj-Goroka-Lae.
 Sat., Sun.: Madang-Goroka-Lae.
 Sat.: Lae-Goroka-Madang.

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 Suva-Matel-Savusavu-Suva: Mon.
 Suva-Labasa-Matel-Labasa-Suva: Tues., Fri.
 Suva - Labasa - Savusavu - Labasa - Suva: Sat.
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 Bora Bora - Raiatea - Papeete: Mon., Tues., Wed., Sat., Sun.
 Bora Bora - Raiatea - Huahine - Moorea - Papeete: Thurs.
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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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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-
Pailli (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 - Losuia - 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-
Pailli-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.

ANSETT-MAL (with DC3's and Piaggio's)

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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-Banz-Lae.
Mt. Hagen - Wapenamanda - Wabag -
Mt. Hagen.
Mt. Hagen-Goroka-Mt. Hagen.
Mt. Hagen-Mendi-Mt. Hagen.
Tues.: Rabaul-Lae-Rabaul.
Wewak - Madang - Lae - Goroka -
Madang-Wewak.
Rabaul - Kavieng - Momote - Wewak -
Madang-Goroka-Lae.
Madang - Mt. Hagen - Banz - Minj -
Goroka.
Mt. Hagen - Erave - Kagua - Ialibu -
Mt. Hagen.
Mt. Hagen-Lae-Mt. Hagen.
Wewak - Lumi - Nuku - Wewak -
Hayfield-Yangoru-Wewak.
Wewak-Telefomin-Ambunti-Wewak.

● **PIM's shipping and airways timetables**
are correct to time of publication.

Wewak-Angoram-Wewak.
Mt. Hagen - Goroka - Kainantu -
Goroka-Mt. Hagen.
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.

Thurs.: Rabaul - Kavieng - Momote -
Wewak-Madang-Goroka-Lae.
Madang - Goroka - Wau - Pt.
Moresby-Wau-Goroka.
Mt. Hagen-Mendi-Mt. Hagen.
Wewak - Hayfield - Yangoru - Wewak.
Mt. Hagen-Goroka-Mt. Hagen.
Wewak-Aitape-Dagua-Wewak.
Wewak-Vanimo-Wewak.
Wewak-Angoram-Wewak.
Wewak-Ambunti-Wewak.

Fri.: Rabaul-Lae-Rabaul.
Madang-Lae.
Lae - Goroka - Madang - Wewak -
Momote-Kavieng-Rabaul.
Goroka - Lae - Wau - Pt. Moresby -
Bulolo-Lae-Goroka.
Wewak - Lae - Goroka - Minj - Banz -
Mt. Hagen.
Madang - Mt. Hagen - Banz - Minj -
Goroka-Madang.
Mt. Hagen-Pt. Moresby.
Mt. Hagen - Erave - Kagua - Ialibu -
Mt. Hagen.
Mt. Hagen-Tari-Mt. Hagen.
Lae - Kainantu - Goroka - Mt.
Hagen - Wapenamanda - Wabag -
Mt. Hagen.
Mt. Hagen-Kainantu-Lae.
Lae - Madang - Wewak - Vanimo -
Wewak.
Rabaul-Kavieng-Rabaul.
Mt. Hagen-Mendi-Mt. Hagen.
Mt. Hagen-Goroka-Mt. Hagen.
Wewak - Lumi - Nuku - Wewak -
Hayfield - Yangoru - Wewak -
Angoram-Wewak.

Sat.: Rabaul-Lae-Rabaul.
Wewak-Madang-Lae-Madang.
Rabaul - Kavieng - Momote - Wewak -
Madang-Goroka-Lae.
Goroka-Lae-Goroka.
Pt. Moresby-Mt. Hagen.
Mt. Hagen - Lae - Mt. Hagen -
Mendi-Mt. Hagen.
Mt. Hagen-Goroka-Mt. Hagen.
Lae-Bulolo-Lae.

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connecting flights.)

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Honiara-Yandina (Russell Is.)-Honiara:
Tues., Thurs. (Fortnightly, Feb. 1, 15,
etc.).

Honiara-Kira Kira-Honiara: Wed. (Fort-
nightly, Feb. 8, 23, etc.).

Honiara-Munda (New Georgia)-Barakoms
(Vella Lavella)-Munda-Honiara: Fri.
(Fortnightly, Feb. 4, 18, etc.).

Honiara - Yandina - Munda - Barakoma -
Munda-Yandina-Honiara: Fri. (Fort-
nightly, Feb. 11, 25, etc.).

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People

● When Prince Charles, heir to the British throne, begins school at Timbertop, an extension of Geelong Grammar School, Victoria, in February, he will have two 15-year-old Fijians as schoolmates. They are Levita Salato, son of Dr. Macu Salato, Health Education Officer in the Fijian Medical Department; and Filimone Mate, son of Fiji's Deputy Lands Commissioner, Lieutenant-Colonel George Mate.

● Mr. Peter Livingston, Liaison Officer with the United Nations Information Centre in Port Moresby, completed his assignment on January 1. Mr. Livingston first went to the Territory as a foundation member of the Papuan Infantry Battalion, and, in 1942, became a foundation member of the Department of Education.

● Mr. Thomas Hill, the American vice-consul in Suva, was to return to the United States on January 22 after three years in the Colony. His successor is Mr. Harry L. Coburn, who arrived in Fiji with his wife and two children, on January 1. Mr. Coburn's last assignment was as Third Secretary to the American Embassy in Madrid.

● Doctor G. T. Bloomfield, lecturer in geography at the University of Auckland, arrived in Fiji, in early January, for five weeks' work in connection with the 1966 census. His task was to define the urban areas in Fiji.

● Mr. K. J. Garnett, recently appointed Director of Agriculture in Fiji, is the first local man to hold his office. He was born in Fiji in 1922, and graduated from Sydney University in 1945 as a Bachelor of Veterinary Science. In Fiji's Department of Agriculture, he has held the posts of Chief Veterinary Officer

A New Flying Father Moore

Back on Bougainville, NG, after six months' home leave in the US, is Father Jim Moore, SM, who for the past 20 years has been at Morotona, which he cut from the jungle nine miles inland. Thanks to Father Moore's drive it is now one of the best-equipped mission stations on Bougainville.

It will soon be even better, for Father Moore raised sufficient funds in the States to buy a seven-ton truck and a four-seater Cessna aircraft.

While home the 50-year-old priest reckoned he was still young enough to follow a flying course and after 30 hours' solo, he obtained his pilot's licence. The aircraft will arrive on Bougainville the slow way, as deck cargo.

(1961); and Deputy Director of Agriculture (1963). He had been Acting Director since last July.

● Papua-New Guinea was visited by yet another economist in January—Sir Leslie Melville who made a two-week economic survey of conditions, particularly investment possibilities, for the Australian Minister for Territories. He is a former chairman of the Australian Tariff Board and has, for the last two years, been a Development Adviser with the World Bank in Syria and the Philippines. He said he would be specifically looking into the investment possibilities in the Territory.

● Fiji students training at the Brisbane radio technicians' school

have been praised by their tutors, particularly for the academic aspects of their work.

The first five graduates passed out of the school on December 16 and will join the staff at Nadi Airport. The five are David Hickey, of Sigatoka; Laiman Leong, of Suva; Emori Naqova, of Naitasiri; Gabriel Singh, of Suva; and Norman Yee, of Suva.

● Two of the best tennis players in the Gilbert and Ellice Islands Colony, Wiram Tarawa and Robati Smith, are to receive two months' special training in New Zealand to prepare them for the South Pacific Games in Noumea in December.

● Mr. John Lissington, formerly chief accountant with Morris Hedstrom Ltd. in Apia, arrived in Tonga recently to take up the post of manager of Morris Hedstrom Ltd. He succeeds Mr. Eric Chivers, who will go on pre-retirement vacation leave in February.

● Mr. W. A. (Bill) McGrath, formerly in the P-NG Lands Department, Port Moresby, left the Territory in January to take up the position of Land Management Officer in the Resources and Development Department, United States Trust Territory of the Pacific Islands. He left Brisbane on January 28 with his wife and two sons for Saipan, Mariana Islands. Saipan is the headquarters of the US Trust Territory.

● Goroka, NG, planter Jim Leahy celebrated the end of a three-month visit to Australia in January by winning £350 in one of the State lotteries. It was the brighter side of his visit. For six weeks he was in a Sydney hospital, where he underwent an operation, and he found it tough work recuperating. Another New Guinea man down for medical treat-

Apia Wedding

Mr. John Simmons, of Wellington, an employee with Merrit-Tecon-Fletcher on Apia's harbour contract, was married to a local girl recently. She was formerly Miss Nofo Tauilili, of Malie. Bridesmaids were Miss Ula Collins (left) and the bride's sister Miss Solo Tauilili. Best man was Mr. Tom Drabble, and Wendy Windle was flower girl.

Photo: Hans Straube.



LONG-PLAYING RECORDS

- ★ **POLYNESIAN GUITAR** — The Guitars Of Bill Wolfgramme, Trevor Edmondson and Bill Sevesi — Island Rhythm, Hula Blues, Hawaiian Hotel March, Vikings On The March, Meama Chimes, Kohala March, Kalina Waltz, Hula Love, How Do You Do, Tiger Shark, etc. VP 126
- ★ **TOMI TOMI** — Bill Wolfgramme and His Islanders — Tomi Tomi, Hawaiian Love, Kohala March, Beyond The Reef, Kalina Waltz, On The Beach At Waikiki, In The Royal Hawaiian Hotel, Hula Love, I Found A Little Grass Skirt, Farewell Blues, etc. — VP 115
- ★ **RHYTHM OF THE ISLANDS** — Daphne Walker, George Tumahai and Bill Sevesi's Islanders — Rhythm Of The Islands, Sweet Hawaiian Chimes, On A Honolulu Hula Holiday, Vikings On The March, A Flower Lei, Nothing Else To Do In Ma-La-Ka-Mo-Ka-Lu, Honolulu, Moana, Island Rhythm, I'd Like To See Samoa of Samoa, etc. VP 114
- ★ **SOUTH SEA AFFAIR** — Daphne Walker, George Tumahai and Bill Sevesi's Islanders — Hawaiian Harmony, The March To Diamond Head, Honolulu Tomboy, South Sea Affair, Hawaiian Hotel March, Pretty Kehulani, Song Of Old Hawaii, My Tahitian Diary, Aloha Means Quite A Lot, Pagan Moon, Hula Breeze, Hawaiian Affair, etc. — VP 111

POLYNESIAN MUSIC ON RECORD



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- ★ **SONGS OF THE ISLANDS** — Daphne Walker and Bill Sevesi and His Islanders — Honolulu, A Flower Lei, Pretty Kehulani, I'd Like To See Samoa Of Samoa — VE 137
- ★ **FAREWELLS OF THE PACIFIC** — Band Of The Fiji Military Forces — Australia: Waltzing Matilda; N.Z.: Now Is The Hour; Hawaii: Aloha Oe; Fiji: Isa Lei — VE 108
- ★ **ISLAND FAVOURITES** — Daphne Walker and George Tumahai with Bill Sevesi's Islanders — Lani Jo, Lovely Hula Girl, Analani E, Beyond

- Desire — VE 53
- ★ **POLYNESIAN FAVOURITES** — Daphne Walker and George Tumahai with Bill Sevesi's Islanders — Kaahi, Ukelele Lady, Little Brown Gal, Sophisticated Hula, Malihini Mele, Isa Lei — VE 6
- ★ **THE BEAT OF TAHITI** — Eddie Lund and His Tahitians — Papio, Papai Mai To'u Rata, Mama Ite E, Pui Pui Te Avaava — VE 144
- ★ **LA TAHITIENNE** — Nat Mara and His Tahitians — Ma Loulou Ma Belle, Tiare Tipanie, Vahine Veve Au, Moana Pacifica — VE 122

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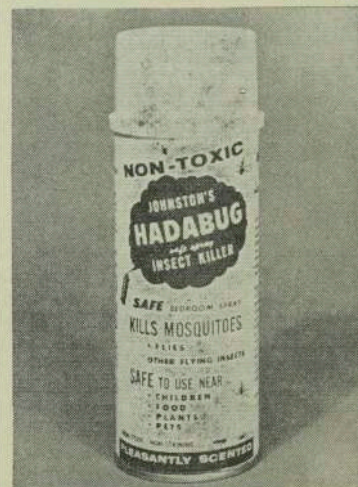
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ment in January was Harry Jackman, chief of the division of business training and management with the P-NG Trade and Industry Department. He was to go into hospital at Wahroonga, Sydney.

● Inspector J. C. Woodmansey, senior inspector with the Royal Papua-New Guinea Constabulary from 1948 to 1958, has been appointed Director of Police of Nauru. He will take over from Inspector Jim McConnachie, and will leave for Nauru with his wife and five children in March. In recent years, Inspector Woodmansey has been inspector first-class and second-in-charge of the Commonwealth Police in New South Wales. He has also served with the Queensland Police.

● Mr. and Mrs. G. H. (Bill) Humphreys have retired to Australia after spending more than 18 years in Lae, New Guinea. They will settle in Brisbane after six months of travel around the Commonwealth. For the past 16 years Mr. Humphreys was chief engineer with Mandated Airlines. Before that he was chief engineer with Guinea Air Traders.

● Fiji's Governor, Sir Derek Akeway, was due back in Suva on February 3 after a week or so in Antarctica at the invitation of the Commanding Officer of the United States Naval Support Force.

● Mr. and Mrs. Les McClelland, who first went to Bulolo, the New Guinea goldfield town, 25 years ago, have left Bulolo to make their home in Brisbane. Mr. McClelland worked for Bulolo Gold Dredging Ltd., and later Commonwealth New Guinea Timbers. He served with the NGVR in World War II.

● Miss Lily Ogatina, the first woman elected to the Legislative Council in the British Solomons, was married to Mr. Aubrey Pozinanski at All Saints Cathedral, Honiara, at Christmas.

● Mr. Douglas Channell, manager for the Australian Broadcasting Commission in Papua-New Guinea for the past seven years, left Port Moresby with his wife early in January for Perth, Western Australia. Mr. Channell has been appointed ABC manager in Western Australia.

● Noted American author Ben MacKenzie Burman, and his wife Alice, were in Sydney in January, en route for the Islands on assignment for the *Reader's Digest*. They planned to visit New Guinea, the Solomons, New Hebrides, Fiji, the Samoas and

Tonga. Mr. Burman is a modern-day Mark Twain. His best-known work is probably *Steamboat Round the Bend*. Alice Burman illustrates his books.

● The Australian Minister to the United Nations, Mr. Dudley McCarthy, was in Sydney at the end of January taking brief leave. He planned to visit Papua-New Guinea before his return to New York. Mr. McCarthy for several years has ably defended Australian territories against political attacks launched in the Trusteeship Council, and he must be getting tired of the grind by now. Some time this year it is expected

he will be recalled to Australia for a new appointment. Before being sent to New York by External Affairs Mr. McCarthy was an assistant secretary with the Department of Territories.

● Mr. John Milne, Observer-in-Charge at Western Samoa's Apia Observatory from 1962 to October last year, will arrive in Sydney from Japan aboard the *George Anson* on February 2. Next day he will take up a SEATO fellowship to study the operation, administration and capabilities of seismograph stations in the South-West Pacific, Hawaii, Guam, Australia and South-East Asia.

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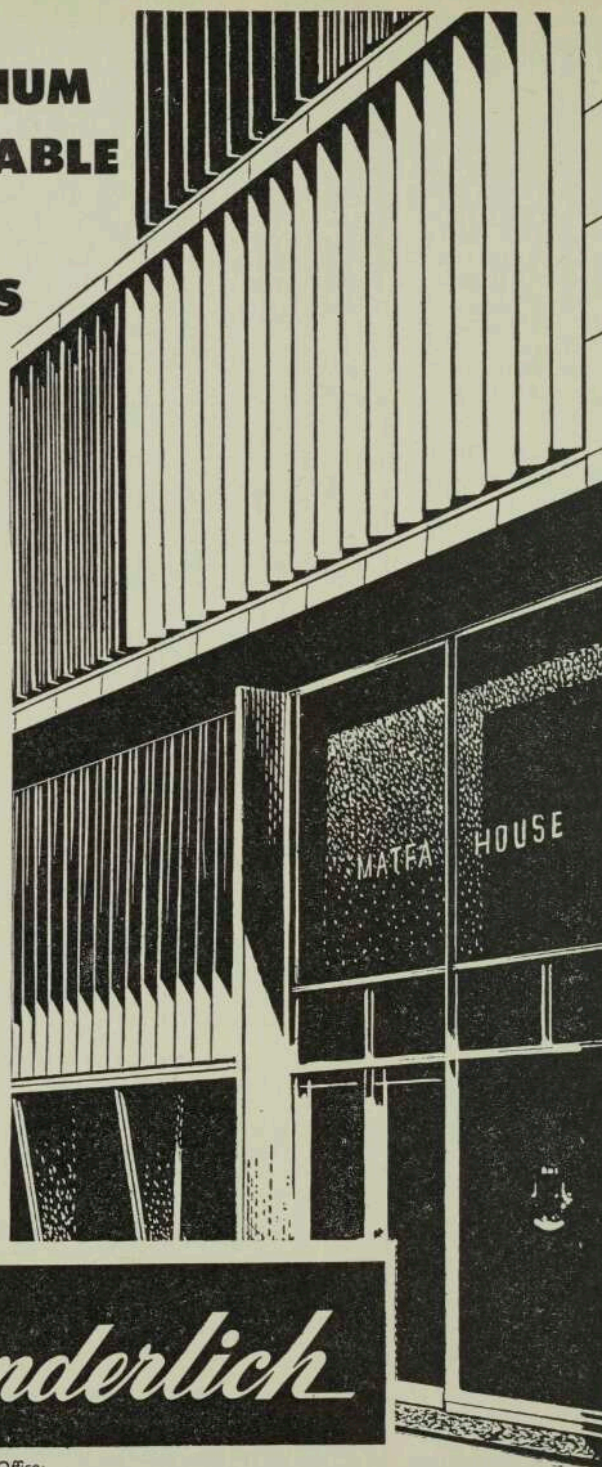
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Islands People Honoured In New Year List

Nearly two dozen Islands people received awards in the New Year Honours List. They are:

BRITISH SOLOMON ISLANDS
CMG—Mr. L. M. Davies, Chief Secretary of the Western Pacific High Commission.

OBE—Miss K. S. Poole, former Information Officer; Miss L. H. Mahoney, Methodist Mission, Choiseul.

COOK ISLANDS
OBE—Mr. A. O. Dare, until recently New Zealand Resident Commissioner; Chief Judge Herbert John Morgan, of the Land Court.

MBE—Mrs. U. T. Wichman (for child welfare work); Mr. Glassie Strickland (for work in church and government).

BEM—Mr. Tukua Cameron (schoolteacher for 40 years); Mr. David Metuarau (for government work).

FIIJI
CMG—Mr. H. P. Ritchie, Financial Secretary.

MBE—Miss F. L. Charlton, retiring principal of Adi Cakobau School; Mr. Shiu Nandan, a senior field officer of the Department of Agriculture; Mr. Bakshi Singh Mal, a Suva businessman.

BEM—Sivorosi Tora, head coxswain of marine section of RNZAF at Laucala Bay.

GILBERT AND ELLICE ISLANDS
OBE—Mr. E. H. G. Blacklock, MC, former London Missionary Society accountant in Tarawa.

MBE—Mr. Reuben K. Uatiao, Broadcasting Officer, official member of the Advisory and Executive Councils.

BEM—Mr. Berati Naou, Magistrate of Tamana.

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CBE—Mr. R. S. Leydin, Administrator.

NEW HEBRIDES
MBE—Mr. W. L. Reid, president of the New Hebrides British Ex-servicemen's Association.

PAPUA-NEW GUINEA
BEM (Military Division)—Tem-

DEATHS OF ISLANDS PEOPLE

Mr. G. B. Crabbe

Mr. George Bernard Crabbe, a resident of Fiji for 64 years, died at Suva on January 6, aged 81.

He went to Fiji in 1902 to work for the Fiji Sugar Co. Later he joined the Government service.

Mr. Crabbe had a varied career when he left the Government service in 1917, managing copra estates, a Suva pharmacy, and a Tavua butchery.

Till shortly before his death he was a senior member of the office staff of the Emperor Goldmining Co., at Vatukoula.

Mr. R. S. Thacker

Mr. Ransley Samuel Thacker, QC, Attorney-General in Fiji from 1933 to 1938, died in Rhodesia on January 3.

From Fiji, he went to Kenya, where he joined the Kenya Supreme Court.

On his retirement he went into private legal practice in Nairobi. Later he went to Rhodesia to take up farming.

Mrs. Selby Newbald

The death occurred on Norfolk Island on December 31 of Mrs. Delicia Mary Newbald, wife of Mr. Selby Newbald, a well-known Norfolk resident. Mrs. Newbald had been in ill-health for many years.

Besides her husband, she leaves a son, Alerick, in New Zealand, and a daughter Philippa, in Tasmania.

Mr. Andy Andreson

Mr. Andy Andreson, who spent about 60 years in the British Solomons, died in the Protectorate on Christmas Eve.

He was a Coastwatcher during the war in various parts of the Solomons including Santa Ysabel and the Russells. He lived for many years on Mandoliana Island and leaves a native widow and children.

Mr. E. W. Young

Pitcairn Island suffered a serious loss in December with the accidental

porary WOII Bouwe-Pawa, Royal Australian Infantry, Wewak.

OTHERS

OBE—Mr. R. S. Swift, Assistant Secretary, Australian Territories Department; Mr. E. J. Coode, former British Consul in Tonga, and for many years an Administrative Officer in Fiji. He now lives in Britain.

death of Mr. Eric Woodburn Young at the age of 47.

Mr. Young spent the first half of his life on Pitcairn, then went to New Zealand where he worked for many years until he returned to his home island to be with his mother and father.

From then on, he took a prominent part in Pitcairn's community affairs, and in work on the boats and at the landing.

Mrs. M. Corbett

Mrs. Marie Corbett, daughter of an early European settler in Fiji, died on January 9 at Korotogo. She was 94.

Her father, Mr. Jacob Paul Storck, arrived in Fiji in 1860.

Mrs. Corbett was born near the Rewa River, and she married Mr. F. Corbett, who was proprietor of Corbett's Butchery, till he handed it over to his son, Carl, in the early 1920's.

Mr. and Mrs. Corbett lived at various times in Suva, Labasa, Waidalice and Qereqere.

Mr. Maha Deo

Mr. Maha Deo, a well-known player of the *tabla* (Indian drum) died in Fiji in January, aged 68. He is survived by three sons and two daughters.

Dr. Manzoor Beg

Dr. Manzoor Beg, the only Indian who served with the 3rd Battalion, Fiji Military Forces, in the Solomons during World War II, died on January 11, aged 54.

Dr. Beg was attached to the Tamavua Hospital, near Suva.

He was the only Indian in the Fiji contingent at the victory parade in London in June, 1946.

He is survived by Mrs. Beg and five sons.

Mr. Rowley Wilson

Mr. Rowley Wilson, third eldest member of Lord Howe Island's largest family, the Wilsons, died on December 29 in his 79th year.

The third son of the late Thomas and late Mary Wilson, he spent most of his life on Lord Howe. But for several years before World War I, he worked in the New Hebrides, and he served in both World Wars.

He had been in failing health for some time and was a patient in the Repatriation and General Hospital at Concord, Sydney, when he died.

He is survived by his widow, Ollie, daughters Annette (Young), Rondah, and son Larry, also sisters Mabel Payten, Halcyon Marlin, and brother Herbert Wilson.

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PRASAD CASE

(Continued from p. 16)

said to be that she does not qualify to be an Australian citizen.

It could be that Australia is in for another Prasad *cause celebre* because a Mr. J. N. Peek, described as a businessman of a Sydney suburb, has protested to the United Nations about Miss Prita's troubles. He is probably under the impression that because the New Guinea half of the Territory is a United Nations Trusteeship Territory, the UN has some say in New Guinea migration policy.

But New Guinea is still administered by Australia; to take up permanent residence there it is necessary to have the same immigration status as required for the Australian mainland. In addition, it is necessary to have a "Permit to Enter". This is required also of Australian citizens, and giving it or withholding it is in the power of the Minister for Territories. There is no appeal against his decision and he is not required to give any reasons for a refusal.

If it is any comfort to Miss Prasad, quite eminent personages, pure European too, have occasionally been refused permission to work or undertake research in the Territory.

Immigration Laws

But it is not true that only Australian citizens can work in the Territory. Australian citizenship is necessary for permanent appointment to the Public Service, but since the war thousands of other aliens have worked in other jobs in the Territory.

It probably seems ridiculous to most outsiders that New Guinea, a predominantly native country, should have the same restrictive racial immigration laws as Australia. But, in fact, Australia itself would probably have a far better chance of coping with unrestricted migration from nearby Asia than New Guinea.

In the meantime, despite the occasional would-be migrant who gets tangled in the process, entry for non-Europeans to Australia is constantly being liberalised. Each case is considered on its merits—occasionally with more sympathy than the person concerned deserves.

The officials who administer the laws would, however, be less than human if they were not influenced by the years of trouble they have had with the Shri Prasad family of Suva.

● Manam Island volcano, 15 miles off the coast of New Guinea, was erupting in late January.

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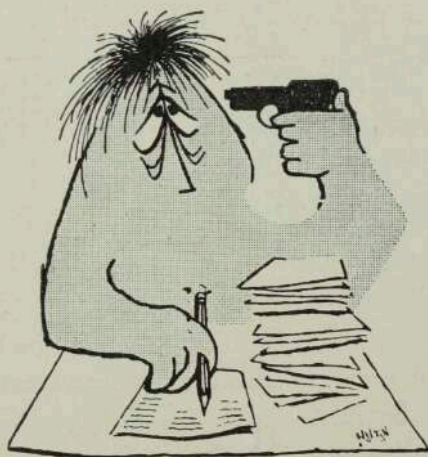
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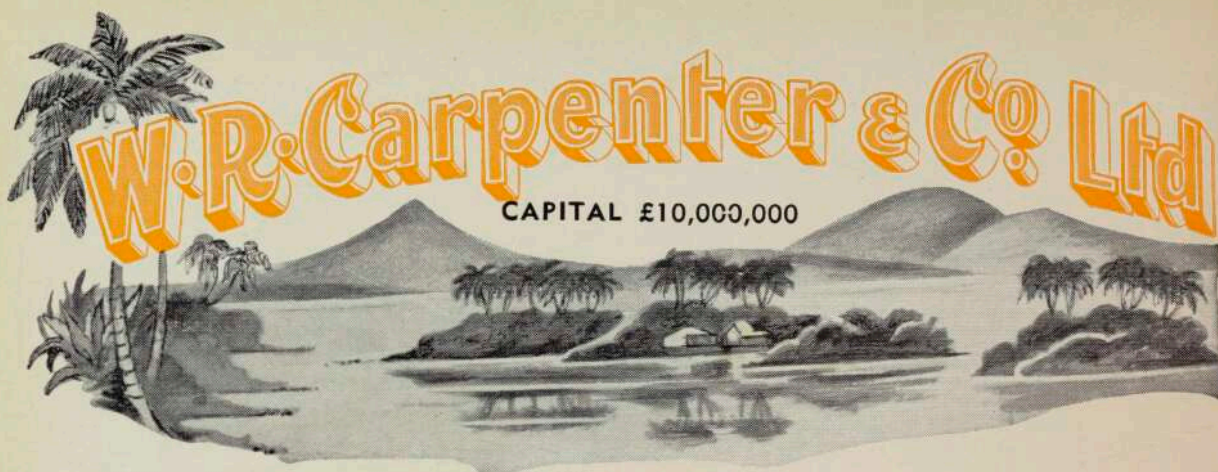
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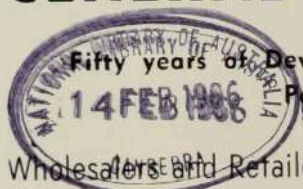
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