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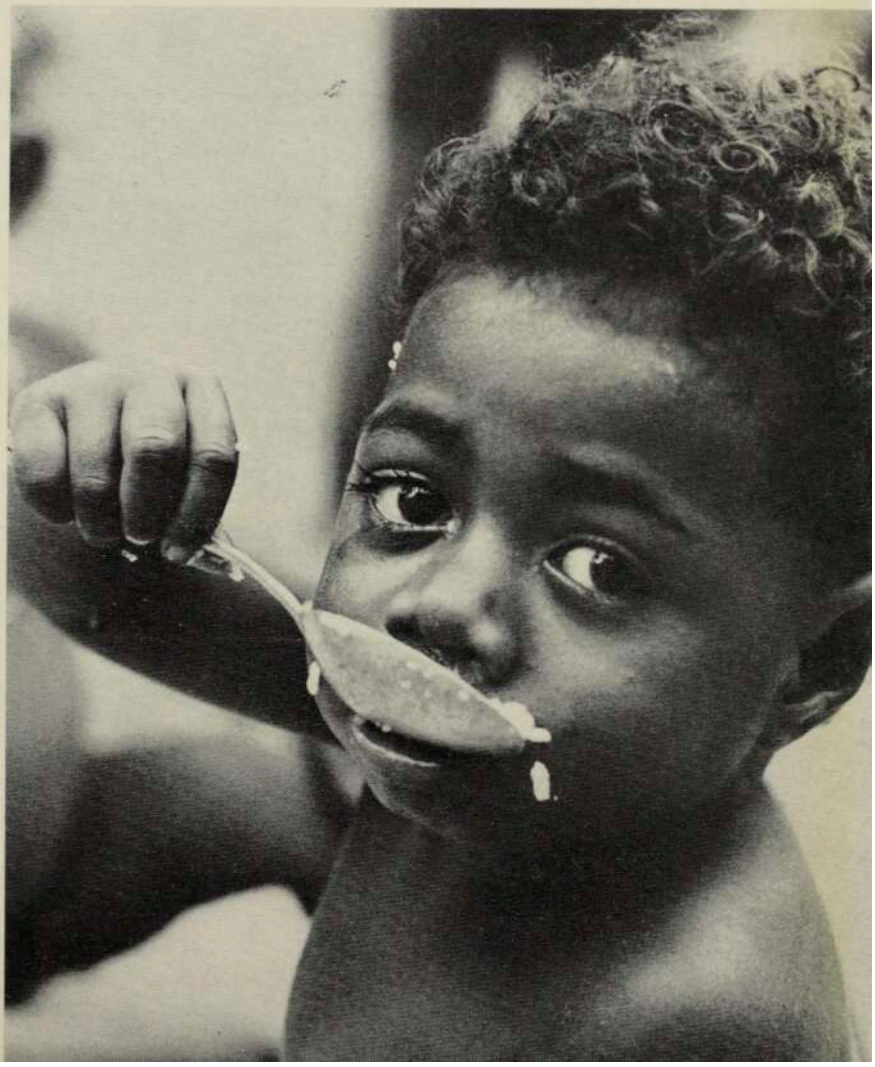
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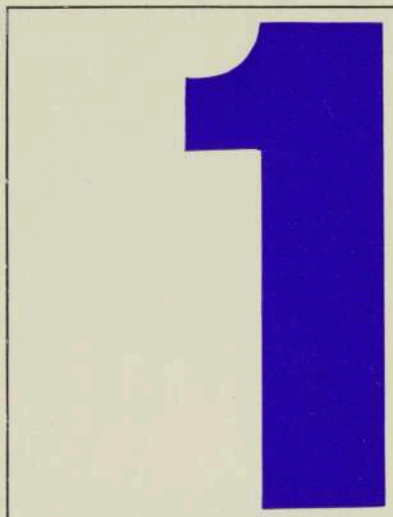
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The News Magazine Of The South Pacific

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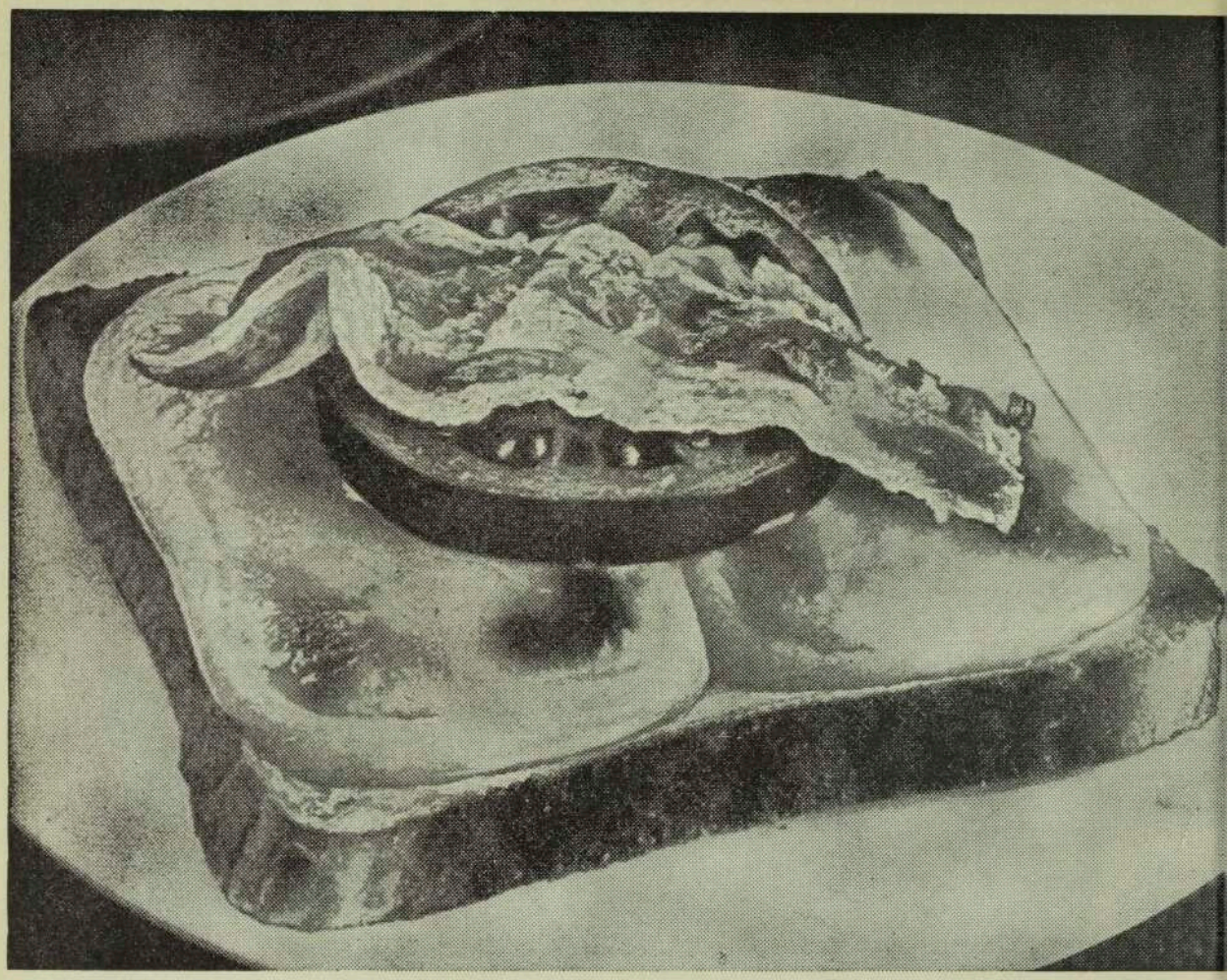
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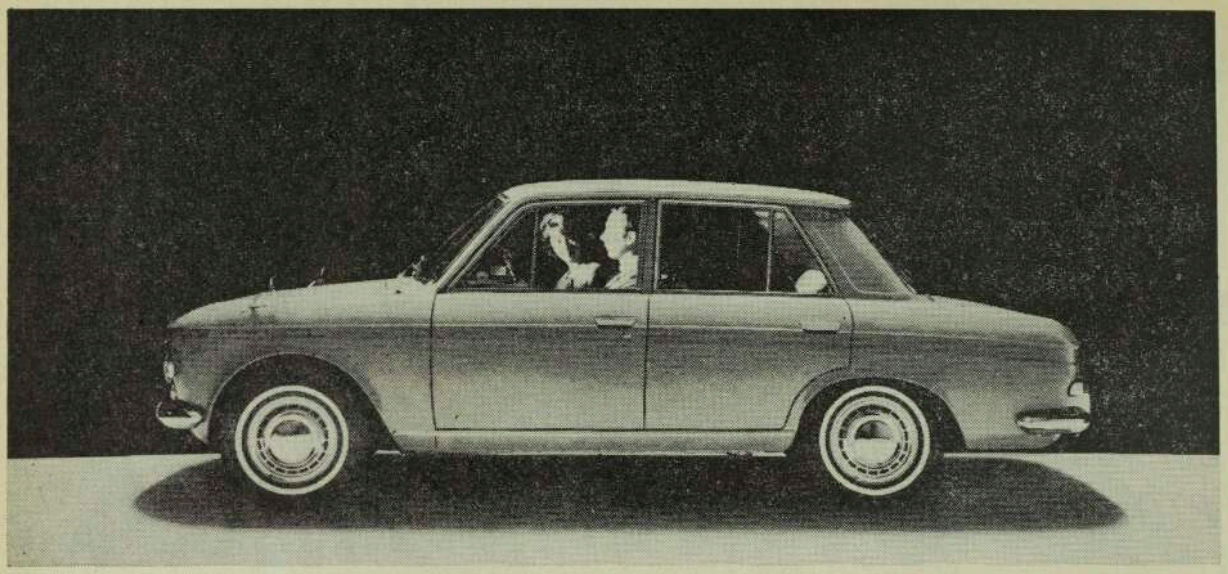
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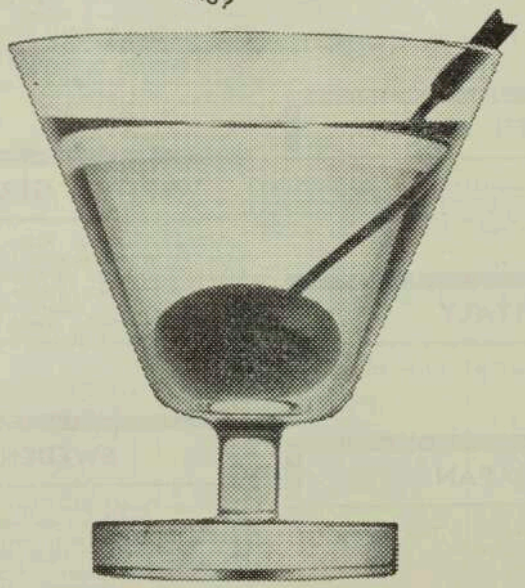
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OUR COVER: Jorgen Lundberg, correspondent of the "Svenska Dagbladet", took this striking picture of a Melanesian child in the British Solomon Islands, but apparently didn't think it was necessary to tell anyone any more about it. At least, we received no caption with it—and, come to look at it, what more needs to be said?

PACIFIC ISLANDS MONTHLY

OWNED AND PUBLISHED BY
PACIFIC PUBLICATIONS PTY. LTD.,
29 ALBERTA ST. (G.P.O. BOX 3408), SYDNEY.
TELEPHONES: 61-9197, 61-7101, 61-4369.
Telegraphic Address: PACPUB, Sydney.

CHIEF EXECUTIVES
Managing Director: R. W. Robson.
General Manager: Selwyn Hughes.

BOOK PUBLISHING DIVISION
Editor: Judy Tudor.

PACIFIC ISLANDS MONTHLY
Editor: Stuart Inder.
Assistant Editor: Robert Langdon.

BRANCH OFFICES
Melbourne: Newspaper House, 247 Collins St. Tel.: 63-7053.

Fiji: Pacific Publications (Fiji) Ltd., Fiji Times Building, 20 Gordon Street, SUVA, Tel.: 25601. Fiji Times Office, Vidilo Street, LAUTOKA. Tel.: 420.

Papua-New Guinea: Pacific Publications (N.G.) Pty. Ltd., P.O. Box 16, Port Moresby. Tel.: 2504. Representative: Mrs. Joan Carter.

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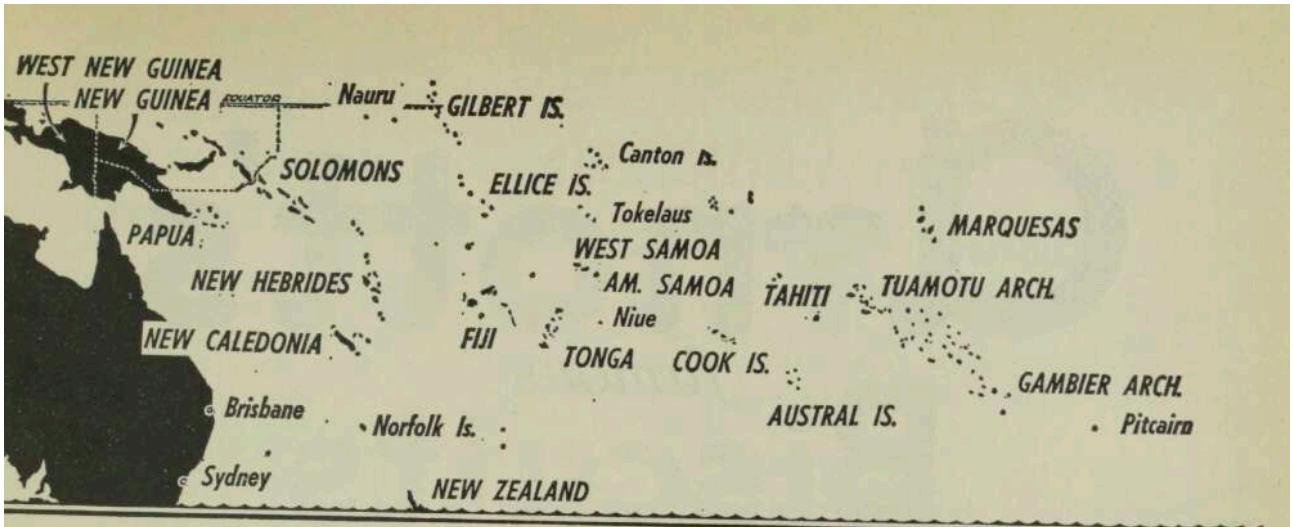
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"Pacific Islands Monthly" is air-freighted to all subscribers and agents in the South Pacific; copies to other areas go by surface mail.

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FRENCH A-TESTS LIKELY WITHIN A FEW MONTHS

Developments in half-a-dozen directions in recent weeks have suggested that France's preparations for holding nuclear tests at Mururoa Atoll, 775 miles south-east of Tahiti, are almost complete and that the tests will begin in the next few months.

IF so, the original estimate of how long it would take to prepare the base at Mururoa has proved most accurate, as General Thiry, a key figure in the Mururoa project, forecast in Tahiti in May, 1963, that the base would be ready for use in about three years (*PIM*, June, 1963, p. 59).

Recent developments suggesting that the time is drawing near for the French tests include:

- A statement in Tahiti by the French Minister for Overseas Territories, General Billotte, that it is essential to build a copra processing factory in Tahiti for use by 1967 so that the Tahitians will be enticed back to the land. (It is assumed from this that the construction work on the nuclear testing project, which has employed hundreds of Tahitians during the past three years, will soon be completed.)
- Gossip on the "coconut radio" in Tahiti that the first nuclear explosions will be held in July.
- A sudden and unexpected project in American Samoa to build accommodation by July for a United States Air Force unit to be based in Pago Pago on "special duty". (See p. 21.)
- A statement by the New Zealand Prime Minister, Mr. Holyoake, that the New Zealand Government's monitoring arrangements for nuclear tests are "shortly to be reviewed". (Since the United States held nuclear experiments at Christmas Island in 1962, New Zealand has maintained monitoring stations at Rarotonga and Fiji where fall-out is analysed.)
- An Associated Press report from Paris, quoting "highly qualified sources", that the French were planning several tests at Mururoa this year. The tests would be to "perfect the atomic trigger for France's hydrogen bomb, and the proving of atomic devices to become warheads for French missiles".

"DISTURBING DECLINE" IN AUSTRALIAN TRADE WITH PAPUA-NEW GUINEA

The proportion of Australian goods imported into Papua-New Guinea has declined disturbingly in recent years, while Japanese imports have increased significantly. The Australian Trade Commissioner for the Pacific Islands, Mr. W. R. Carney, said this in Brisbane in March.

ADDRESSING the Queensland Manufacturers' Export Association, he said that Australia's share of the goods imported into the Territory had declined from 64.5 per cent. in 1954-55 to 57.1 per cent. in 1964-65. In the same period the Japanese share of imports had risen from 3.3 per cent. to 8.5 per cent. (see table below).

Mr. Carney said that Australian taxpayers were providing $A78 million this year to maintain Papua-New Guinea, and that Australians could feel proud that they were leading a Stone Age people in the 20th century without seeking profit or thanks.

"This is a magnificent achievement of charity and good sense which all men respect," he said.

"But I think we should face the fact that from a financial viewpoint, the Territory is, and will remain, more of a liability than an asset to us . . .

Trade Tariff

"The one mitigating financial factor is trade. The Territory of Papua-New Guinea is Australia's largest market in the Pacific Islands.

"It is entirely right that we should seek a major share of the import trade, as we in effect generate the demand ourselves; and I would like to see more discussion of the tariff and import policy of the Territory because of that fact. . . ."

Mr. Carney said that Australian exporters received no preferential trade tariff or protection from the unfair trade practices of other countries in Papua-New Guinea.

In the Trust Territory, Australia could not receive trade preferences because one of the conditions of trusteeship was that there would be no discrimination.

The situation was markedly different in other areas of the Pacific.

Despite the lack of preference and protection in Papua-New Guinea, Mr. Carney said there was a rapid and continuous demand for goods in the Territory which provided opportunities for Australian industry.

He urged Australian businessmen to go to the Territory to do their selling.

"It is important to realise that Australian manufacturers and exporters must normally sell to the territory managers of the major firms," he said.

"There is little point in trying to introduce new lines by approaching their headquarters or representatives in Australia. Introducing new brands and products must be done in the territory itself.

"If Australian firms find it impossible to send representatives, they should seek the assistance of Island agents, who conduct a very large business throughout the Pacific Islands on a commission basis."

SHARE OF IMPORTS INTO PAPUA-NEW GUINEA

Year	Total Imports	Australia	Japan
	£A mill.	per cent.	per cent.
1954-55	17.0	64.5	3.3
1959-60	21.0	63.1	6.4
1960-61	26.7	60.7	6.6
1961-62	26.0	57.0	7.4
1962-63	28.5	57.9	6.4
1963-64	35.4	58.7	7.3
1964-65	43.4	57.1	8.5

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TONGA PREPARES FOR LAST ACT OF HOMAGE TO QUEEN SALOTE

From Dorothy Lavin in Nukualofa

A custom which originated in Samoa, and is confined to the graves of the highly born, will take place in Nukualofa in June just before the end of the mourning period for the late Queen Salote of Tonga.

BASICALLY the ceremony will consist of placing carefully graded volcanic stones, known as *kilikili*, on the Queen's grave.

It will be the final ceremony at the Royal Tombs for the late Queen, and will attract people from all over Tonga.

King Taufa'ahau visited the island of Tofua in February to collect the *kilikili* stones. It was the first time he had left Tongatapu as King.

The Government ship *Hifofua* on which he travelled had to anchor off Tofua because of rough weather, and the ship's launch was used to tow longboats loaded with sacks of *kilikili* stones from the shore. The operation was completed late in the afternoon thanks to the skill of the boat handlers.

It was a remarkable feat because a heavy surf was running and rain squalls affected visibility considerably.

Before the King's visit, many people had converged on Tofua from surrounding islands to fill 500 sacks of *kilikili* stones, weighing six tons, under the guidance of the Hon. Vaea, the Governor of Ha'apai.

Back in Tongatapu the task lay ahead of carefully grading the stones into four sizes. This task falls to the women, who sit each day for long hours picking out any coloured ones, such as white, red and green, for only the black may be used.

When the time for the final ceremony comes, undertakers and their helpers, with relatives of the deceased, will gather at the graveside, and after the stones have been thoroughly washed in sea water, they will be placed in bowls to dry.

Mats and tapa cloths will then be laid on the ground and the stones will be spread out to be anointed with Tongan oil, placed in small baskets and passed up to the grave.

The larger stones will be placed at the base of the grave and gradually graded up to the top, which is completely covered with the smallest *kilikilis*.

The many gifts brought by the relatives will then be carefully shared out, while refreshments, prepared in the *umus* (earth ovens) will be distributed to everyone.

Footnote: Tofua, the island from which the *kilikili* stones were obtained, is 100 miles or so from Nukualofa. It is one of several small volcanic islands in Tonga from whose beaches *kilikili* stones are obtained. Outside Tonga, Tofua is best known as the island on which Bligh and his men landed a few hours after the mutiny in the *Bounty* in 1789 in an effort to get food and water. One of Bligh's men, John Norton, the *Bounty's* quartermaster, was killed when the Tongans attacked with a shower of stones.

Concern Over New Post For Mr. Macdonald

Mr. P. D. Macdonald, who is retiring soon from the post of Colonial Secretary in Fiji, and who is now in Europe on leave, has been appointed chairman of the Fiji Public Service Commission.

The appointment was strongly criticised on April 1 by "The Fiji Times", which said that the London Agreement of last July expressly stipulated that no former public servant could be put into this position unless he had been at least two years out of the service.

THE MONTH IN REVIEW

Although March, 1966, was not exactly an eventful month in the South Seas, it was one of those months that provided everyone with plenty of things to talk about. The main talking points were:

American Samoa: Governor H. Rex Lee announced details of a major rebuilding programme following January's hurricane and plans to build accommodation urgently for a US Force unit to be stationed in the territory on special duty. Addressing the Legislature, Governor Lee said that more tourist accommodation would soon be needed.

Fiji: A political party, The Alliance, which will promote racial unity in the Colony, was inaugurated. A new system of grading and pricing copra was introduced. An Australian destroyer and several US warships were viewed with interest by members of a Russian research vessel in Suva. Suva housewives rushed the first locally-produced lamb to go on sale.

French Polynesia: Tahiti's "coconut radio" disseminated rumours that the first nuclear explosions at Mururoa Atoll would take place soon, probably in July.

New Caledonia: John Dean, owner-skipper of the Auckland yawl *Te Mariner*, slipped out of Noumea on the night of March 6-7 while a court case was pending against him for illegally importing firearms.

New Hebrides: A conference between British and French officials began in London late in the month on how the Condominium should be run.

Papua-New Guinea: With the House of Assembly in session early in the month, such perennial topics as public servants' salaries, housing, tourism, transport, constitutional development were under review. The newly-opened Kassam Pass road between Lae and the New Guinea Highlands was closed by landslides. The inquiry into public servants' salaries continued. The appointment of several new District Commissioners was announced.

Solomon Islands: Megapode Airways threatened to withdraw its air services in the Protectorate if Missionary Aviation Fellowship was granted a licence, but later agreed to continue flying.

Tokelaus: The plan to resettle 1,000 Tokelauans in New Zealand over the next five years began.

Western Samoa: Apia's deep-water wharf was opened by the Head of State. The distribution of Red Cross relief began to villagers affected by January's hurricane.

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NEW POLITICAL PARTY AIMS FOR RACIAL UNITY IN FIJI

From a Suva Correspondent

The Alliance, a political body made up of representatives of all the major racial groups in Fiji, was launched in Suva on March 12 when a draft constitution prepared by Messrs. R. A. Kearsley and J. N. Falvey was unanimously adopted.

THE new party's broad aim is to get all races in Fiji to work armoniously together, and it is idely expected that it will become e most powerful and influential olitical body in the Colony.

The Alliance is the brainchild of atu K. K. T. Mara, an outstanding ijian leader, who is the Member r Natural Resources in the Govern- ent. The organisation boasts a rmidable array of talent, from hom will almost certainly come ost of the members of Fiji's future vernment.

Ratu Mara told the inaugural eeting: "More and more in these ands, where we all live together d trade together and play together, must combine to govern ourselves, oviding for our people a form of vernment which will be uniformly t and stable; maintaining our tled institutions although we must prepared if need be to review m.

"We wish to stand before the rld as an example of good govern- nt by agreement of all the people ncerned."

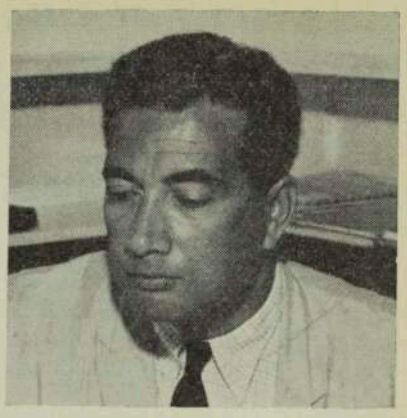
The Alliance displays the willingness of the enlightened leaders of the different races to work together for the common good and from this basis it must be viewed as one of the most important developments in Fiji's recent political awakening.

Delegates who attended the inaugural meeting were from the Fijian Association, Suva Rotuman Association, the All-Fiji Muslim Political Front, the Chinese Association, the National Congress of Fiji, the General Electors' Association, the Fiji Minority Party, The Rotuman Convention and the Tongan Association.

Committee Members

Messrs. James Shankar Singh, David P. Ragg and Baldwin March were appointed vice-presidents; and Dr. L. Verrier is secretary-general. The executive committee comprises Ratu Mara, and Messrs. Hasan Raza, D. P. Ragg, Baldwin March, Peni Naqasima and Ayodha Prasad.

The committee is to formulate a public statement of The Alliance's policy. This, broadly, will become the platform for candidates endorsed by The Alliance in the general election to be held later this year.



Ratu K. K. T. Mara

The registration of voters for the general election took place all over Fiji in March, with March 31 the deadline for registration.

The number of people eligible to vote was estimated at 180,000, but the response by electors was so disappointing that on March 29 the period for registration was extended to midnight on April 15.

To March 26, only 113,3171 voters had registered—50,452 in the Fijian constituencies (3,000 short of two-thirds); 58,235 in the Indian constituencies (nearly two-thirds); and 4,384 in the general constituencies (less than half). The general roll includes Europeans, Chinese, etc.

Thirty-six unofficial members will be elected in the Legislative Council poll.

The Fijians and other Pacific Islanders will elect one member in each of nine Fijian constituencies. The Indians will elect one member in each of nine Indian constituencies. And the Europeans, Chinese, etc., will elect two members for the West Viti Levu constituency, one member for the Northern Constituency, one for the Eastern and Central Constituency, and three for the Suva Constituency—seven members in all.

In addition, two Fijian members will be elected by the Council of Chiefs, and nine members will be elected from three cross-voting constituencies.

To be elected in a cross-voting constituency a candidate will have to gain the support of people of all races.



● **Women volunteers act as witnessing officers in one of Suva's main streets in March during the Fiji-wide campaign to register electors for the general elections later this year.**— Photo: Stan Whippy.

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Inquiry By Arbitrator

New Guinean Public Servants Resent Lower Wage Scale

From a Port Moresby Correspondent

The current application before the Public Service Arbitrator for better salaries and conditions for local public servants is causing great interest, for there is plenty of revealing information coming out in evidence.

THE general trend of complaints is that the lower wage scales at present paid to local officers, compared with what the expatriate people get, are creating great resentment.

It was put in its strongest terms by Albert Maori Kiki, 35-year-old patrol officer, who said New Guinea had been made into a "white man's paradise" and that the Government's policy of giving Europeans better treatment could well lead to racial violence.

A "dynamic situation" was developing rapidly among the elite minority over the wages issue and there could be a "national disaster" if present conditions were allowed to continue, he said.

Base public service salaries should be higher to enable families to live adequately, and the upper salaries high enough to allow New Guineans to mix with their European counterparts.

He himself had to turn down many social invitations because he could not afford to accept or return them.

Government psychiatrist, Dr. B. G. Burton-Bradley, said there was a clear relationship between discrimination and mental health in New Guinea.

During the period when New Guineans were not allowed to drink it had been common for young educated people to be taken to him for treatment of a "paranoid illness" brought on by resentment.

Direct Relationship

This particular class of illness had disappeared since drinking restrictions were lifted, but he now had educated New Guinean patients who had great difficulty with inter-personal relationships. He had noticed a direct relationship between their cases and the excessive low salaries paid to educated native public servants. The more highly educated natives were the ones most likely to be affected, he added.

The arbitrator has heard many tales of hardship by local public servants.

The public servants want the "equal-work, equal pay principle" adopted by the Administration.

The present lower salaries of local officers were determined on the basis of what the Territory could afford, having in mind eventual economic viability. The basis for the figures has never been disclosed.

While few would dispute the principle of salaries commensurate with the growth of national product many believe that differentiation between local and overseas officers is unwork-

(Continued on p. 158)

HOUSE REJECTS PLAN TO SAVE ON PUBLIC SERVANTS' FARES

A move by an elected member in the P-NG House of Assembly to force overseas public servants in the Territory to travel tourist class instead of first class when flying out of the Territory for any reason, including leave, was defeated in the House in March.

Mr. Keith Tetley (Gulf), introducing a private bill, said public servants could at present get first-class return tickets to their home states for a nominal payment. The Administration could save $200,000 this year if all public servants travelled tourist class.

Many public servants exchanged their first-class warrants for fare credits which they then used within Australia, he added.

The only other speaker in the debate was Mr. Don Barrett, who said public servants had been frequently promised that their terms and conditions would not be changed, and this change could be the straw that broke the camel's back, resulting in public servants resigning.

The bill was thrown out on a division, 41 to 9.

• The P-NG House of Assembly Constitutional Committee, which has the task of making recommendations on the Territory's future political shape, will have talks in Canberra in mid-April. In announcing this on March 31, the Minister for Territories, Mr. C. E. Barnes, said the Government was prepared to make arrangements for passing over responsibilities "of a ministerial type" to elected members as a transitional step. In the following article Jim Davidson, Professor of Pacific History at the Australian National University, outlines the political possibilities he thinks are available to New Guinea. He has prepared it as a summary of a public lecture he gave in Port Moresby, when Mr. John Guise, MHA, chairman of the constitutional committee, was in the chair.

What Path For New Guinea?

By J. W. Davidson

Should the people of Papua and New Guinea look to eventual integration with Australia as a seventh state of the Commonwealth? Should they seek a looser association like that of the Cook Islands with New Zealand (or of Puerto Rico with the United States)? Or should they move towards complete independence?

A GOOD deal of light can be thrown on these questions by looking at the experience of other countries. The people of the Cook Islands and Puerto Rico have chosen internal self-government, rather than independence, for very similar reasons.

They value the assurance of support in relation to economic development that a close relationship with a larger country gives them. They value the existence of free trade with the larger country, since it provides them with a market for their exports. And they value their possession, in the one case, of New Zealand citizenship and, in the other, of American citizenship, as this allows them to visit or settle in the metropolitan country at will.

On the other hand, most Puerto Ricans and Cook Islanders oppose complete integration. They believe

(Continued on p. 157)

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"FEASIBLE" TO REHABILITATE NAURU LANDS

The committee appointed by he Australian Government to eport on whether it is possible o rehabilitate Nauru's worn-out hosphate lands has finished its eport.

T is understood that the committee has said it is technically feasible o refill some of the worked-out hosphate lands with soil. The coral nnacles would be blasted down and ılldozed flat before the refilling.

The question of cost was not nong the committee's terms of ference.

The committee, consisting of Mr. . I. Davey, chairman; Professor J. ewis and Mr. W. F. Van Beers, ent two weeks on Nauru in ebruary. Its report will be avail- le for the important conference be held in Canberra in May, to scuss a final settlement on the eration and ownership of Nauru's osphate. The Nauruans will ask at the BPC become managing ents for them.

Independence Question

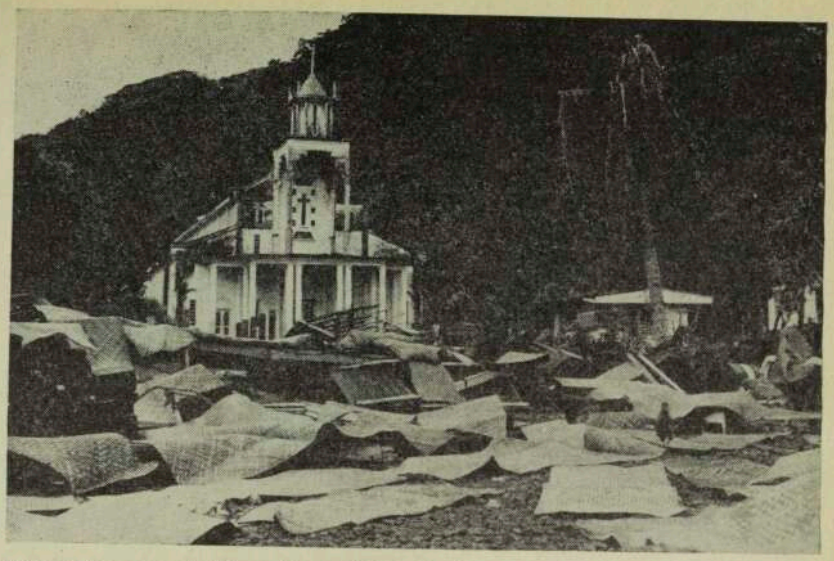
The Nauruans also intend to con- ue their quest for complete lependence by 1968, following ap- intment in February of a select mmittee to investigate ways of hieving it (*PIM*, March, p. 15). ıstralia has refused to fix any get dates for self-government for Nauruans.

There was a warm debate in the uruan dominated Nauru Legislative uncil when Head Chief Hammer Roburt, who is leader of the cted members, moved for the ect committee to be appointed.

The Nauruans asked for five cted members and two official mbers to be appointed to the com- tee, but the Administration refused nominate official members for it. Administration members attacked motion as premature and said Nauruans should make the new ncil work first.

Mr. DeRoburt said, "Elected mbers have spoken on the aspira- of the Nauruan people to have pendence by a certain date and our sincere hope that this council, the Administration, will co- rate with us to achieve this goal."

See "Independence Forum" p. 27.



Among the many buildings damaged by the hurricane that swept the two Samoas at the end of January was the Congregational Church of Samoa (LMS) at Pago Pago. It is seen here amid the debris and wreckage of surrounding buildings. (See also p. 159). Photo: Courtesy Government of American Samoa.

"Unpleasant Measures" Ahead For Western Samoa

Some unpleasant economic prospects were held out for the rest of the year by Head of State Maleitoa Tanumafili when he opened the 1966 session of Western Samoa's Parliament on March 8.

HE said that the hurricane which struck Samoa at the end of January had "profoundly changed the economic prospects for 1966" and would result in major changes in the economic programme approved by Parliament last year.

"Already the exchange allocations previously approved for importers have been cut by approximately 50 per cent. and it will be necessary for further unpleasant measures to be taken by your Ministers to meet the situation," he said.

"While damage of various kinds and degrees has been done to buildings and to sustenance and export crops, it has become clear that the severest consequence of the hurricane will be a substantial drop in export earnings which, in turn, will affect our capacity to pay for imports, as well as the actual cash income available to the people in their private earning capacity and to the Government."

The Head of State said that the Government was already seeking a loan or grant, through New Zealand, for a programme of plantation rehabilitation.

January Hurricane Aftermath

"We are all, I am sure, grateful for the spontaneous sympathy and offers of concrete assistance which our misfortune has brought from many quarters," he added.

By mid-March, six weeks after the hurricane, business in Apia seemed as buoyant as ever with plenty of money changing hands despite the grim future painted by the Head of State and others.

The few bananas that were obtainable were selling at up to 12/- a basket, compared with the pre-hurricane price of 5/-. But generally speaking there was no real rise in the cost of living.

The distribution of Red Cross

(Continued on p. 159)





Under the new system introduced in the Fiji copra industry in March, all of Fiji's copra must be delivered to Suva, Levuka, Lautoka, Savusavu or Somosomo (Taveuni) to be graded. The picture at left shows copra being discharged at Princes Wharf, Suva. At right, an official grades copra samples by determining their moisture content.—Photos: Rob Wright.

NEW SYSTEM OF PRICING, GRADING FOR FIJI COPRA

A new era in the Fiji coconut industry began on March 7 when a new system of grading and fixing the price of copra was introduced.

THE new system stems from a detailed investigation of Fiji's coconut industry in 1963 by Lord Silsoe (formerly Sir Malcolm Trustram Eve).

In 1961, Lord Silsoe also headed a commission of inquiry into Fiji's sugar industry, many of whose recommendations, since adopted, have brought stability to the industry after seasons of strife in the canefields.

Lord Silsoe recommended that the coconut industry should be run on much the same lines as the sugar industry—that there should be a board, with an independent chairman, and an advisory council, drawn from all sides of the industry.

These recommendations have been adopted and Mr. H. G. Nicholls, chairman of South Pacific Sugar Mills Ltd., has been appointed chairman of the Coconut Industry Board.

Price Formula

The cost of running the board and the council will be borne by the industry through licence fees and deductions from the price paid for copra and coconuts.

From March 7 the board took over fixing the prices to be paid at Suva for three grades of copra—first, second and third.

The prices will be fixed on a formula based on one recommended by Lord Silsoe.

It starts from the current price for Philippines copra on the world market and takes into account allowances for freight, taxes, selling costs, shrinkage, etc.

The calculations will be made by the Government Auditor and the prices fixed will normally apply for a period of four weeks. But the board may alter them at any time at its discretion.

The board has established grading centres in Suva, Levuka, Lautoka, Savusavu and Taveuni. Copra must be graded before it can be sold or bought.

Only holders of copra traders' licences or licensed oil makers or exporters may buy copra. Growers, if they wish, may sell whole coconuts instead of making copra.

The initial prices, at Suva, were:

First grade, £67/2/6; second grade, £62/5/-; third grade, £56/7/6.

Authorised deductions at grading points outside Suva were:

Somosomo (Taveuni)—Grade 1, £6/11/-; Grade 2, £7/2/9; Grade 3, £7/17/9.

Savusavu—£5/11/-; £6/2/9; £6/17/9.

Levuka—£4/6/9; £4/18/6; £5/13/6.

Lautoka—£5/13/-; £6/4/9; £6/19/9.

[For many years Fiji had an unofficial system of grading through Island Industries Ltd., who operate a crushing mill in Suva. Island Industries in 1958 adopted three grades "Hot Air Dried", "Fair Merchantable 1" and "Fair Merchantable 2", and later changed this to "Hot Air Dried" and "Merchantable".]

Mr. Nicholls' associates on the board are George Mate, a Fijian, who is vice-chairman, and Mr. C. D Aidney, a Suva businessman.

These three men are also on the advisory council with five growers—Messrs. A. R. Tarte, L. H. Simpson Ratu Wiliame Maivalili, Aisake Matanisiga and Maikeli Tuitoga, and four buyers—Messrs. W. G. Johnson (Inland Industries Ltd.), L. R. Martin (Uno Ltd.), G. R. Simpson (Burns Philp (SS) Co. Ltd.), and H. Wooley (Union Soaps Pty. Ltd.). Other council members are Messrs. Ken Garnet (Director of Agriculture) and H. R R. L. Cooper (of the Co-operative Societies Department). Mr. J. S Matheson is secretary of both the board and the council.

Lord Silsoe sent a special message of goodwill from London for publication on the day the new scheme started.

Moresby For Games?

● If Papua-New Guinea is successful in its application to the South Pacific Games Council to be the host territory to stage the third South Pacific Games in 1969, Port Moresby will be the venue for them. The P-NG Administrator, Sir Donald Cleland, announced this in March. The first Games were held in Suva in 1963, and Noumea will be the venue for the second Games in December this year.

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NEW GUINEA AGHAST AT THE COST OF EDUCATIONAL TV

Papua-New Guinea seems to have suffered from more than its fair share of experts, advisers and commissions of inquiry. But the latest report, on "the usefulness, technical feasibility and costs of television in the Territory of Papua and New Guinea", must surely be one of the most surprising prescriptions ever written for the deficiencies of an emerging nation.

ITS authors, Professor Derek Broadbent and Douglas Brooke, Post Office engineer, have proposed converting the Highlands of New Guinea into a giant electronic classroom, at a cost of $2½ million, with running costs of $½ million a year.

They envisage this merely as a pilot scheme". Their ultimate ideal is an educational television broadcast system, spread over five separate regions. This would cost almost $8 million to establish, and another $1½ million a year to keep running.

Such proposals could hardly have been anticipated when Administrator Sir Donald Cleland agreed to appoint a commission, following political pressure from the House of Assembly, for an investigation into television for the Territory.

Prejudices

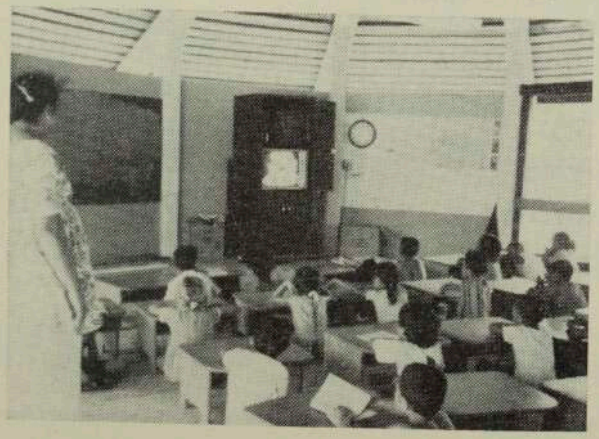
As Director of Post-Graduate and External Studies for the University of NSW, Professor Broadbent helped pioneer educational broadcasting in Australia, first with radio lessons from the university's own station and later with its closed-circuit television system. It was only to be expected that he would bring some of his educational prejudices with him to the task of reporting on TV for New Guinea.

Largely because of this, the Administrator specially required, in the terms of reference, a report on television, "not only as an educational medium, but as a medium for mass communication and entertainment."

The commission's report made no attempt to satisfy these requirements. It summarily dismissed mass communication and entertainment with the remark that "it requires little consideration before the conclusion is reached that the expense of television in the Territory cannot be justified on grounds other than its potential for education."

The report, untidily presented over 142 pages, recommended:

- TV for the Territory should be confined to instructional purposes, and "enrichment"—educational jargon for improving the mind.
- There should be no news, current events programmes or feature films, but 20 minutes a week could be devoted to religious programmes.
- There should be no live telecasts. All programmes would be produced in advance, and recorded on videotape for later replay.
- A production centre should be established in Port Moresby to turn out these programmes. It would need four studios, and all four would have to work 10 hours a day, six days a week to produce the programmes needed.
- Most of the programmes should be written, and presented on camera, by teachers in their spare time, and they would be paid $20 per programme. However, some research teachers would be employed, and they would have to produce five programmes each per week.
- Because of the high concentration of population, TV should be introduced first in the Highlands. A main transmitter at Mount Hagen, and a series of 12 relay stations ("translators" in the jargon) could serve 830,000 people. With a crash programme, this network could be on the air within 18 months.
- The relay stations should be perched on mountain tops, run on solar cell batteries, and serviced by helicopter. They should be installed and maintained by the P-NG Department of Posts and Telegraphs, which could also train all the technicians needed to operate the whole service.
- The service should have two channels, broadcasting simultaneously, and providing programmes for three grades in primary schools, and two in secondary schools, as well as programmes on health, agriculture,



present there are ree South Pacific rritories with their vn TV broadcasting tions — American moa, New Caleonia and Tahiti. nerican Samoa's, first to begin, s established pririly for educanal purposes. A classroom in Pago ago is seen here.

Plan Begins To Resettle Tokelauans

A party of 27 Tokelauans aged between 17 and 21 were due in Auckland on March 28 under a New Zealand Government resettlement scheme to transfer about 1,000 of the Islanders to New Zealand over the next five years (PIM, Feb., p. 17).

The Tokelauans—15 youths and 12 girls—are the first to go to New Zealand under the scheme. An RNZAF Sunderland flying-boat flew the party from the Tokelaus to Western Samoa in mid-March, after flying in food for the three atolls in the group, which were badly hit by the late January hurricane (PIM, Mar. p. 48).

Twelve of the 15 youths in the party will work at a sawmill at Rotorua and the other three have volunteered for the Army. The girls will work as domestics in Church missions.

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politics, spoken English, village carpentry and child care.

● Later, when (not if) this service proved successful, similar independent networks based on Madang, Port Moresby, Lae and Rabaul should be established. The five schemes would cover about 1.3 million people.

● The Government should buy all the TV receivers needed, and install them in Administration schools, hospitals, aid posts and welfare centres. In most places, because of the lack of mains electricity, petrol-driven generators or solar cell batteries would have to be supplied also. The cost of receivers in the Highlands area alone is estimated at $1,255,000—more than the total cost of setting up transmitters and production studios. The cost of putting receiving sets in all five areas, i.e., Highlands, Madang-Sepik, Morobe, Papuan coast and New Britain-New Ireland, is reckoned to be $4,671,000.

The commission dashed some hopes by reporting that relay satellites were not the answer to the problem of getting pictures over the mountains and into deep valleys. There were legal difficulties, and costs were astronomical.

It said that an airborne system, using a circling aircraft equipped as a flying TV transmitter, was not as good as a system of ground stations, mainly because it was much dearer to run.



VISITOR: Recently in Rabaul was former Methodist missionary, Mrs. Gertrude Wenzel. She first went to the Territory from Germany in 1914 to marry her fiance, the Rev. Albert Wenzel. After a while spent in the Duke of Yorks, they went to New Ireland, and were at Namanai when the Australians captured Rabaul. In 1920 they returned to Germany. Since her husband died three years ago, Mrs. Wenzel has travelled widely, lecturing to church groups, etc. She surprised local Tolais by still being fluent in the Tolai language.

Y.W.C.A. HOSTEL

Cutting the cake to celebrate the official opening of Port Moresby's new YWCA War Memorial Youth Centre and Hostel is Lady Cleland. With her is Miss Elizabeth Hairoi (right) and Mrs. R. F. Scragg. The modern building, which cost $110,000 and will be fitted at a cost of $20,000, provides accommodation for 45 boarders.
Photo: Papuan Prints.



The report has revealed that the major, indeed fatal weakness of the commission was its lack of an experienced broadcaster. This lack is obvious in even the most cursory reading of the report.

Professor Broadbent has failed to perceive the difference between programming for the captive (and paying) audiences in his university and for a diverse and demanding public. He takes no account of the effect that public opinion will have on the type of service provided, or its programmes.

Exciting Potential

As a result of this lack of broadcasting experience, the commission has apparently fallen heavily under the influence of the P-NG Department of Information and Extension Services, and its schoolmaster-Director, Lisle Newby, in formulating a plan for broadcast coverage.

Its proposal for a series of independent district stations, supplied with packaged programme material from a central production centre in Port Moresby, duplicates the general organisational plan of the Administration's existing radio broadcast system.

The commission has thus rejected, or failed to consider, the possibility of network TV for the Territory, with its exciting potential for immediacy, and its advantages in lower programme costs and appeal to national unity. This is the great defect in the report.

As a result, Mr. Brooke, as technical adviser, has apparently been restricted to the task of plotting relay paths radiating from the district transmitting centres.

His abilities could far more profitably have been directed towards designing a central micro-wave chain down the mainland and through the islands, giving all areas equal access to a national programme.

In the commission's mind, the value of television to primary and secondary education is the chief justification for the project. It claims that over the next three years, TV could save $1.6 million in secondary education alone, by enabling the Administration to use native teachers in place of their more expensive Australian counterparts.

This makes it all the more difficult to understand why a regional, rather than a national TV system, was preferred.

The commission also stresses the need for vernacular broadcasts to the villager to teach hygiene, better farming, crafts and infant care. But it does not say which vernacular would best suit, for example, the 800,000 Highlanders living between Kainantu and Lake Kutubu. The vernacular of one region will certainly alienate the viewers in any of the 10 or 12 other major language groups in the area.

Residents of Papua-New Guinea may smile at the confidence of the commission in the ability of the Department of Posts and Telegraphs to provide technical support for a television service.

So far, the department has not been able to provide reliable radio-telephone circuits between any two towns in the Territory on a 24-hour basis.

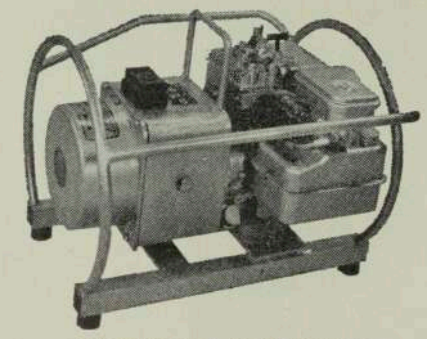
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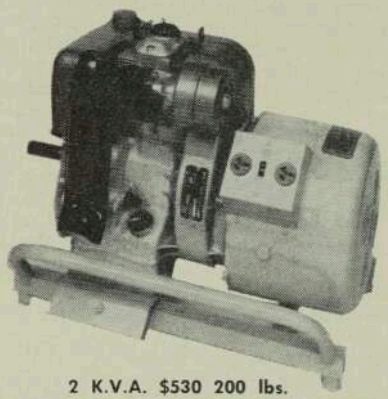
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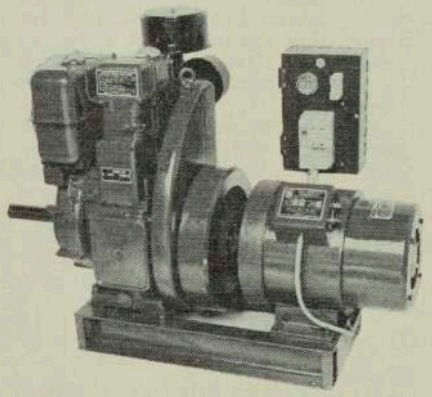
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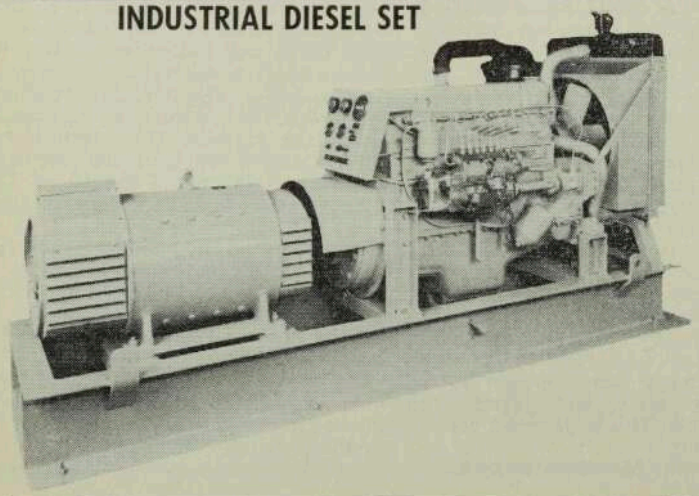
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It has pitifully few technicians. Its tiny training college has produced only a handful or graduates, and then only with special coaching and lowered examination standards.

In any type of broadcasting, continuity is important, but Territory TV as envisaged by the commission would apparently be a jerky series of unrelated programmes, each aimed at a different school class, or segment of the community. No provision is made at the district transmitters for a vision studio from which an announcer could present and link the programme segments.

The report refers to the need for the television station to identify itself with the people, but implies that this can be achieved by repeating "television bilong yumi" in station breaks. It says nothing about the need to build audiences, or provide balance.

It stresses the need for economy in production, but ignores the universal lesson that the medium quickly loses appeal if programmes are dull. It avoids altogether the problem of training teachers to use television as a teaching aid. It fails to take into calculation the likelihood of popular demand for general entertainment.

The commission apparently did not consider the relationship and interaction of television and existing radio programmes in the Territory.

Shock

Few people, except perhaps those politicians who urged the purchase of package transmitters, broadcasting imported programmes for commercial profit, imagined that TV for Papua-New Guinea would be cheap.

However, something more imaginative and dynamic than a decentralised educational service might have been expected for the expenditure outlined by the commission. The bill has come as a shock to the P-NG Administration.

Those who would disagree with the recommendations in the report might take some comfort from the chill words of the Administrator in his message forwarding the report to the House of Assembly:

". . . . the large demands on money and other resources that would be involved in implementation of the proposals raise important questions of priority as against other urgent claims on those resources . . . . there must therefore be doubts whether, if the commission's views are accepted in full, the proposals of the report could be implemented for some time to come.

It appears likely that the report will be shelved.



Governor Lee.

HUSH-RUSH JOB FOR U.S. AIR FORCE IN PAGO PAGO

Accommodation for a United States Air Force Unit which is to be based at American Samoa on "special duty" is to be built immediately at Pago Pago International Airport.

AMERICAN Samoa's Governor H. Rex Lee announced this on March 18, barely a week after an official release stated baldly that a team of Air Force officers from Hawaii and the mainland United States was visiting Tutuila "to discuss facilities at Pago Pago International Airport and the future use of the airport".

Governor Lee said he had signed an agreement with the Air Force to provide a half-million-dollar transit dormitory and mess hall at the airport, and it was expected that these would be completed "some time this July".

Governor Lee gave no clue as to the nature of the "special duty" that the Air Force would be engaged in, but the timing of his announcement and the haste with which the dormitory and mess hall are to be built suggest that it may have something to do with France's projected nuclear tests in the Tuamotus. The French tests, it was reported in March, are likely to take place earlier than was originally expected, and July has been given as the probable starting date for them.

Governor Lee said that the new facilities would be built and operated by the Government of American Samoa and would provide accommodation for up to 214 people.

A series of one-storey, Samoan-style units would have 42 rooms with connecting baths designed for single or double occupancy or for use as efficiency apartments. Another 40 rooms would be built for use by four people. Bathrooms would also be built between these units.

After the accommodation was no longer needed by the Air Force, it would be available "for government or other special uses".

"These may include housing official groups passing through the territory, housing for passengers of planes which have mechanical trouble, or for accommodating other military groups," Governor Lee said.

"The new project will enhance the attraction of the airport, which is already enjoying a boom in use.

"Although the airport seemed large for anticipated use two years ago, it is now having to expand its facilities. Two new fuelling pads for aircraft and new aircraft parking areas must be provided immediately."

De Gaulle, Non! – Airstrip, Oui!

The tiny island of Tiga, between Mare and Lifou, in the Loyalty Islands of New Caledonia, is to get its aerodrome even though its 42 registered electors voted unanimously against President de Gaulle at the French presidential elections last December. (PIM, Jan., p. 10).

However, the aerodrome will not be as elaborate as was originally proposed.

First plans were for an aerodrome costing about $A100,000. Then there was a plan for a strip of 800 metres costing $A50,000. Finally an offer by a New Hebrides firm to construct a workable strip for $A16,000 was accepted. The final solution is much more in proportion to the importance of Tiga, which has only 100 inhabitants.

Probably New Caledonia's internal airline, Transpac, will use its Piper Cub planes when servicing Tiga.

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Tropicalities

Probably the most forthright and important statement made by representative and responsible New Hebrideans since the establishment of the Anglo-French Condominium in the New Hebrides 60 years ago has passed unrecorded in the official newsletters published by the British and French Residencies in Vila.

Winds Of Change Astir In The New Hebrides

THE statement, which was made at the December meeting of the New Hebrides Advisory Council, called for an end to the farcical situation under which New Hebrideans have no civil status; and it suggested that everyone in the New Hebrides should be subject to the same laws, rather than to British, French or Condominium laws, according to whether they are British, French or New Hebrideans.

The statement, in effect, called for a major revision of the Anglo-French Protocol under which the New Hebrides is governed, although it sought the continuance of the dual-rule system.

In the statement, the New Hebrideans said that they saw the need for overseas capital for the development of the group and because the population was increasing rapidly.

To attract outside capital it was essential that the political future of the group be assured, they said.

The New Hebrideans wished, therefore, that the Condominium should continue, but that an increasing share in the affairs of the country should be given to New Hebrideans.

"As lack of citizenship has caused embarrassment to some of us who have travelled overseas," their statement went on, "and as we are, as far as we know, the only people in the world without definite civil status, we wish a New Hebridean citizenship to be established.

"To our mind, this would involve one common law for every person residing in the New Hebrides."

The New Hebrideans' statement was reported by Archdeacon D. A. Rawncliffe, a British member of the Advisory Council, in the March issue of the *Southern Cross Log*, the quarterly journal of the Melanesian Mission which is strongly represented in the New Hebrides.

The statement followed a series of developments in the New Hebrides which indicate that, as elsewhere in the South Seas, the winds of change are beginning to blow with increasing force in that group.

At the September meeting of the Advisory Council, a British member, Mr. S. J. Breusch, moved a motion asking the British and French Governments to make a statement on their policy on the future of the Condominium (*PIM*, Nov., p. 55).

Mr. Breusch said that fiscal and social stability were needed if the country was to be developed, and that he, in company with many other people, believed it was essential to have a statement from the two Governments on the territory's political future.

At the December meeting of the council, the British Resident Commissioner, Mr. A. M. Wilkie, told a New Hebridean member that no reply had been received from the Metropolitan Governments on Mr. Breusch's motion.

But both Mr. Wilkie and the French Resident Commissioner, Mr. Jacques Mouradian, defended the dual-rule system in a joint speech opening the Advisory Council meeting.

"We would not deny," they said, "that there are complications in the system of administration of the New Hebrides, but from the different contributions in outlook which the liberal traditions of our two countries can provide, allied to the solid commonsense of the New Hebrideans, compromise solutions are reached which are sometimes original and which perhaps provide the best safeguard for the interests of those whom we govern.

"Thus there is little danger of hasty or rash decisions and problems can be dealt with after being fully and properly examined . . ."

Since then, France's Minister for Overseas Territories, General Pierre Billotte, has been in the New Hebrides to look things over.

He said on his return to Paris early in March that an Anglo-French conference would be held in London in late March "to smooth out differences arising between the two countries" on how the New Hebrides should be run.

We do not yet know the results of this conference, but everything points to some major changes in the New Hebrides before long.

Another Of Those Clumsy Whales!

The trans-Pacific liner "Mariposa" was forced to drydock in Sydney at the end of March after colliding with a whale off Bora Bora, French Polynesia.

The collision damaged the liner's rudder and a special part had to be flown in for the repair.

It was the third such incident in the South Pacific within 18 months. The first occurred in September, 1964, when a whale badly holed the hull of the American yacht "Easterling" en-route to the Marquesas from the Galapagos Islands. A few months later the New Zealand trimaran "Highlight" had two of its hulls holed when making for Rapa, from New Zealand.

Whales have also menaced yachtsmen in the Indian Ocean in recent months (PIM, Jan., p. 111).

Considering how much water there is in the Pacific and Indian Oceans, we're beginning to think there's something sinister in the frequent collisions.

Spreading The Ellice Islands News

ONE day in 1964, Mr. K. F. Olsen, headmaster of Maunu School, Whangarei, New Zealand, wrote to the Administration in the Gilbert and Ellice Islands Colony in Tarawa asking if anyone could tell him why the Ellice Islands were so named.

Mr. Olsen's inquiry was published in the Administration newsletter, *Colony Information Notes*, and when, after several weeks, it produced no enlightening reply, *PIM's* assistant

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editor, Robert Langdon, decided to see if he could find out.

His investigations revealed that the islands had come to be known as the Ellice Islands because, in 1819, the European discoverer of Funafuti, Captain De Peyster, had named that island in honour of his "friend and benefactor, E. Ellice, MP for Coventry".

Langdon's information was published in *PIM* for November, 1964 (p. 83), and parts of it were subsequently reprinted in a philatelic bulletin produced by the Gilbert and Ellice Islands Posts and Telecommunications Department.

The philatelic bulletin's article came to the attention of Mr. P. Clough, of Coventry, who is treasurer of the German and Colonies Philatelic Society. Mr. Clough showed it to a journalist on the *Coventry Evening Telegraph;* and on December 3, 1965, that paper apprised the people of Coventry of the fact that their city was linked with the distant Ellice Islands—the information in Robert Langdon's article again being quoted. However, the *Evening Telegraph* added a few new details, e.g., that Captain De Peyster's friend and benefactor was "a well-known Whig politician, Mr. Edward Ellice, who was MP for Coventry from 1818 until his death in 1863, apart from a gap between 1826 and 1830".

On February 9, the information from the Coventry *Evening Telegraph* was republished in the GEIC newsletter, and we are now republishing some of it here.

Thus the good news about how the Ellice Islands came to be named is now beginning its second lap around the world; and the only thing left to wonder about is whether Mr. Olsen, who started it all, has heard about it yet!



Link With Somerset Maugham

By a Staff Writer

WRITING of the death of English novelist W. Somerset Maugham in our January issue (p. 15), we said that although nearly 50 years had passed since Maugham visited the South Pacific, there was still at least one memento of the novelist for tourists to see in the Pacific—the Sadie Thompson Inn in Pago Pago.

These days, however, the building (pictured) is usually referred to as Max Haleck's Store.

Mr. Haleck, now an invalid in his seventies, bought the building from the Meredith family in 1948 for $US12,500. He later enlarged and greatly improved it—the lower floor now being used as a store, and the top floor as living quarters.

In Maugham's time (1917), the owner of the building, a part-European with a Samoan wife, used to take paying guests on the top floor; and it was there that Maugham stayed during his visit to Pago Pago which gave him the background for his famous short story "Rain", about the prostitute, Sadie Thompson.

In a diary he kept at the time (and later published in "A Writer's Notebook"), Maugham described the building as "a two-storey frame house with verandahs on both floors". He went on: "It is about five minutes walk from the dock, on the broad road, and faces the sea. Below is a store in which are sold canned goods, pork and beans, beef, hamburger steak, canned asparagus, peaches and apricots; and cotton goods, lavalavas, hats, rain coats, and such like. The owner is a half-caste with a native wife, surrounded by little brown children. The rooms are almost bare of furniture, a poor iron bed with a ragged mosquito curtain, a rickety chair and a washstand. The rain rattles down on the corrugated iron roof. No meals are provided."

The building became known as the Sadie Thompson Inn after Maugham's story put Pago Pago on the map in the 1920's. A PIM correspondent described it as "this famous building" when reporting its sale to Mr. Haleck in 1948.—Photo: Tui Chanel.

New Pinnacles On Nauru

A NUMBER of people, including us, regretted the demise last year of the weekly roneoed newspaper, *Nauru News*, produced by the Australian Administration on Nauru.

Certainly, it wasn't much of a newspaper. As you would expect, it stuck pretty closely to the official line. But it did give outsiders some idea of what was going on on Nauru, and it gave insiders a fair summary of what was happening outside.

Now, at any rate, *Nauru News* has a successor. It is called *Pinnacle Post* after the pinnacles of coral that are left on Nauru's phosphate diggings after the phosphate rock has been removed.

Pinnacle Post, which also comes out weekly and is also roneoed, is the result of the enterprise of two employees of the British Phosphate Commissioners.

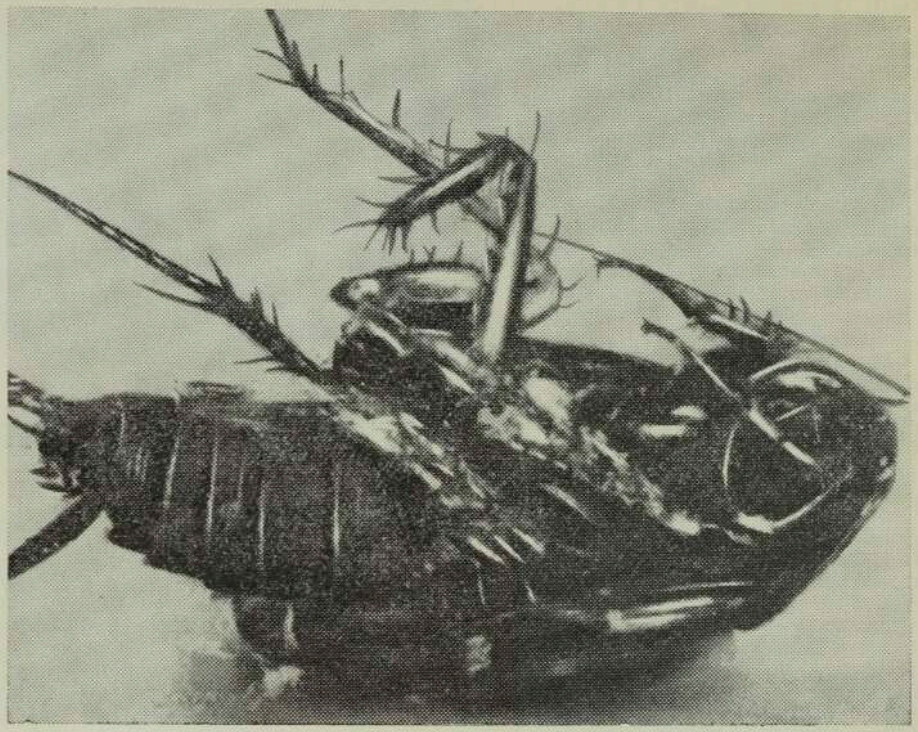
Using their own time and BPC materials, and admitting to a bit of plagiarism to get under way, they brought the paper into existence on November 17 with the help of four or five other souls they had attracted by notice of public meeting.

In an editorial in the debut issue they stated that they aimed "to inform about local events, world events, and specialist knowledge", and to challenge "the lethargic disease that affects so many between 5 p.m. and 7 a.m."

The usual 20-page copy represents no dearth of contributions and in commentary on such subjects as the Philippines, Rhodesia, and Sir Robert Menzies, the paper has shown editorial enterprise in provoking discussion.

We outsiders rather regret the scarcity of significant local news, but

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The cockroach, one of the most common and detestable of household insect pests has his favourite refuge in your home behind the workings of your refrigerator, stove or radio set. The reason for this, is that the electricity and motor affords him the heat he desires. He also lives in wardrobes and cupboards and eats clothing, particularly parts where there are food stains. The cockroach can survive on glue from bookbacks, toothpaste, soap, rubber and most anything on which he can lay his feelers. He will even steal from the rim of your milk bottle or sugar basin.

One of the major reasons cockroaches are so prevalent in the world today is due to the very cautious approach they make to any suspicious object they encounter. They will even stand back a little to "sniff" succulent food and make inquisitive prods with their feelers before feeding. Because of this over-emphasised caution by cockroaches, it is an easy matter to wipe them out with a harmless, odourless and non-poisonous powder which does not arouse their suspicions.

Pea-Beu cockroach powder is the safe, modern, quick and easy method of exterminating the roach population in your home. Cockroaches unwittingly walk into the odourless Pea-Beu powder without fear and are destroyed.

Pea-Beu has the further advantage that its powerful killing action lasts indefinitely, as an exhaustive series of experiments carried out in the laboratories of A.N.I. Chemical Research conclusively proved. In a test conducted by Dr. Keith Watling, a roach was brought into contact with Pea-Beu cockroach powder which had been laid six months previously. Within a short time, the cockroach died. The powder employed in this test was further subjected to similar conditions experienced in the average home, yet even after six months of exposure it still retained its original powerful, lethal action, proving the tremendous long-life of Pea-Beu Cockroach Powder.

Subsequent tests were to reveal that numbers of the cockroaches absorbed the powder through their legs and feelers and some of the stronger ones returned to their nests contaminating the roaches who had not been exposed to the powder. In this manner complete nests were eliminated.

Sprinkled in drawers and cupboards, around electrical appliances, along skirting boards, under carpets and rugs, and all other places where they hide and breed, Pea-Beu cockroach powder will effectively proof your home and outside buildings against these irritating pests.

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in its efforts to bring the outside world to Nauru we acknowledge it a commendable effort of the founders —Dr. Michael Denny (BPC medical officer) and Mr. Terry O'Connor (BPC accountant) and their editorial staff.

Present circulation is 300 copies. They are distributed free, and are much sought after on Nauru.

The paper was used in the secondary school last year, and this year in the Gilbertese, Ellice, and Chinese schools for the teaching of English and current affairs.

Peace And Quiet It Was

DESPITE the ballyhoo that surrounded them, and the announced desire that they were seeking peace and quiet, the top British pop group The Rolling Stones must have been disappointed at the reception they received in Fiji early in March when they visited the colony at the end of a hectic tour of Australia and New Zealand.

In both countries they left a trail of hysterical teenagers, debris-strewn aisles and harassed concert hall managers, after a tour that had crammed a fair amount of loot into their coffers.

In a four-day spell of rest before setting off for battlefields in the United States, the shaggy-haired group bailed up at a Nadi hotel for most of their stay, venturing furtively, on occasions, out into the great wide world.

But it was all unnecessary.

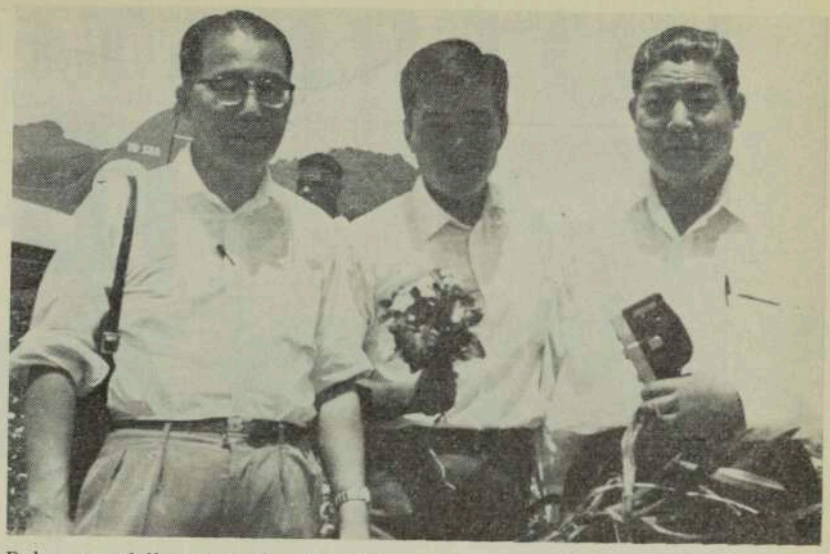
The indigenous Fijians couldn't have cared less about the mob, and were only too willing to allow them their peace and quiet. And after all, what's a bushy-haired haircut anyway? The Fijians know all about such things.

Memories Of Yamamoto

WE found the three Japanese businessmen in our photo, who are all connected with Japanese timber operations in the Solomons, at Kieta Airport, Bougainville, recently while they were en route to Buin to place flowers on the grave of Admiral Isoroku Yamamoto.

Admiral Yamamoto, wartime commander of the Japanese combined fleet, was shot down over Buin by the Americans on April 18, 1943.

The businessmen, Bunzo Mita, Hirohide Yamasake and Seizo Tamura had left their aircraft at Buka especially to make the long pilgrimage to Buin, and the flowers they are carrying they had picked on the Kieta airstrip after asking permission. At Buin they put them on the grave.



● **These Japanese businessmen, with flowers for the grave of one of Japan's Pacific war heroes, were photographed at Kieta recently. See "Memories of Yamamoto" below.**

Admiral Yamamoto is still very much remembered in Japan. Papers released after the war revealed that he regarded Japan's entry into the war as suicidal, and that Japan would be beaten by the strength of American war production.

He was shot down in a Japanese Betty bomber, with three of his staff officers, while flying from Rabaul to Bougainville. American naval intelligence had cracked a Japanese coded message and had learned Yamamoto's itinerary, the identities of the staff officers and the strength of the fighter escort. It was even noted that the Japanese Admiral was most punctual.

American Lightnings flew the 450 miles to Bougainville from Henderson Field, Honiara, and timed their arrival with equal punctuality. While 12 American aircraft flew as top cover, the four attack aircraft shot down Yamamoto's bomber.

His grave is well cared for at Buin.

And Another Wartime Memory

IN our Sydney office the other day we happened to be reading the dramatic newspaper story of the destruction of a German mine washed up in March on the beach at Queensland's famed Surfers Paradise, when in walked Jim Huxley, former managing editor of the *New Guinea Times Courier*, and now working in Sydney public relations.

Our newspaper recalled for Jim the time 21 years ago when he was a sergeant in ANGAU and medical assistant-in-charge of a 300 bed native hospital at Moem, near Wewak.

On early morning inspection Jim noticed native children diving into the sea from a strange object embedded in the sand no more than 50 yards from the hospital wards. It was a mine, containing 600 lb of explosives.

"On a hill less than 200 yards away," said Jim, "there was an ammunition dump, because the Army always places ammunition dumps near hospitals, as any Army man will know, and it was a very nasty business.

"The disposals people told me they would attend to it next day, and naturally I expected they would warn me before they started tinkering with it. But at first light, before any of us were out of bed, the disposals crowd lifted the mine with a winch, dragged it past the hospital door and towed it out into the bay where they blew it up with a shattering roar.

"It took us days to recover."

Exhaust Blast From The Rev. Percy

LANCASHIRE-BORN Percy Chatterton, who has lived a good part of his life in Papua as an LMS missionary, has a colourful turn of phrase. He is often at his best in

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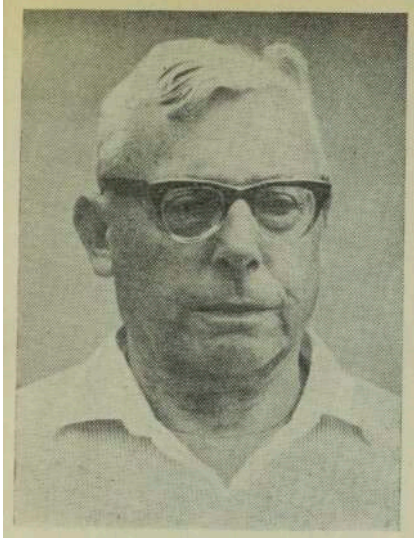
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The Rev. Percy Chatterton

the P-NG House of Assembly (where he represents the area around Port Moresby) when drawing attention to some local anomaly.

In the March meeting of the House he was in full cry on the vexed question of Port Moresby bus services. These are mostly used by the local people, for most Europeans own cars, which they use to create traffic hazards at knock-off time when everything with wheels pours on to Port Moresby roads.

"I have been shaken," he told the House in what still is unmistakably a Lancashire accent, "by the fact that the board which controls public transport consists entirely of non-indigenous people who are the owners of private motor cars.

"These gentlemen—for each of whom I have the very highest regard —have looked out over the steering wheels of their Mercedes Benz cars and have decided there is nothing wrong with the bus service in Port Moresby. Now, I want to say on behalf of very many indigenous constituents, that there is a lot wrong with the bus service in Port Moresby.

"I think that the bus company is doing its best, but what is it doing its best with? It is doing its best with a fleet of buses which is probably one of the finest collections of bombs in the Southern Hemisphere, and when I talk about bombs I know what I am talking about.

"The buses going around Port Moresby remind me of the noises which my 1916 Buick made in 1930, and the exhaust smells were pretty much the same. These poor old things are breaking down all over the place and how can you have a proper bus service under these conditions?"

He then gave a wracking, sorrowful description of the plight of Port Moresby's bus passengers before finally suggesting that the transport board should include at least some of the people who habitually use public transport, and that a thorough investigation should be made into the Port Moresby transport situation.

Where Hurricanes 'Hardly' Ever Happen

JANUARY'S hurricane in the Central Pacific has naturally resulted in quite a lot of talk on the subject of hurricanes generally in the five territories affected.

The *Samoa Times* of Pago Pago, for example, recently published an article headed "Samoa Has Often Been Struck By Hurricanes", which gave the lie to the oft-made statement that Samoa is out of the hurricane belt.

The *Samoa Times* said that hurricanes had damaged parts of American Samoa in February, 1903, April, 1913, January, 1915, January, 1926, March, 1926, January, 1931, early 1936, January, 1939 and February, 1959.

In the 1903 hurricane damage to crops caused a food shortage lasting four months; in 1915, when the Manu'a Islands were badly hit, there were three deaths; and in January, 1939, storms brought 58 inches of rain for the month causing many landslides. In the 1959 hurricane, more than 400 houses on Manu'a were demolished by 100 mph winds and food was rationed for several months.

"Crusoe" Returns To Civilisation

Michael Swift, the 27-year-old English hermit who was dropped on isolated Suwarrow Atoll by New Zealand yachtsmen last November, has returned to civilisation—for the time being.

Wearing a full beard and looking well, Swift arrived in Rarotonga on March 12 in the Cook Islands trading vessel "Tagua", owned by Messrs. Silk and Boyd.

He will stay in Rarotonga for a month, and will then leave in the "Tagua" for New Zealand.

Swift plans to work in New Zealand, buy a boat and return to Suwarrow.

NEW NAURU LEGCO IS FORUM FOR INDEPENDENCE

By NANCY VIVIANI, recently on Nauru to collect material for a thesis on the island's history.

I was a fortunate guest at the first business meeting of the new Nauru Legislative Council in February. All the VIPs who had attended the ceremonial opening session had departed and the celebrations were over.

THE formal dignity of the council did not disguise its partial futility, for although the Nauruan members have a council majority, in the Executive Council, which is a cabinet-type body, two Nauruans face two officials, with the Administrator presiding with the casting vote.

The Legislative Council is effective only to a limited extent because it has no power to legislate on phosphate.

Apart from giving them additional political and administrative experience, the main use to the Nauruans of the Legislative Council may therefore be in its role as a forum for discussing independence.

Sighs Of Relief

The end of this first meeting of the Legislative Council brought sighs of relief from both elected and official members—for more reasons than one. It is to be hoped official members will equip the chamber with air-conditioning or else take the lead in dress reform and relieve all members from the torture of ties and long trousers!

Canberra took great pains to instruct the official members in the conduct of the council, and the relatively few procedural mistakes showed, in my view, that they had political sophistication enough to look after Nauru's interests.

Rehabilitation of Nauru is now in the forefront of Nauruan thought, since plans to resettle elsewhere have failed. The rehabilitation committee's report will remove at least one of the many uncertain factors in Nauru's future.

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"UNPRECEDENTED" PROSPERITY FOR NORFOLK ISLAND

From Merval Hoare, on Norfolk Island

Norfolk Island's politics, which sometimes can get very warm, are in a quiet era. Although the next council elections will take place in July there has not been as yet any great show of interest.

IT could be the result of the recent shift in population on the island, from a predominance of islanders to a predominance of "mainlanders" —people who come from either Australia or New Zealand. But it could also be due to the fact that the island is enjoying unprecedented prosperity and the people are in a contented frame of mind.

Publicity the island has received overseas during the last couple of years has resulted in an influx of new settlers, young and old. The change in population was clearly shown in the half-yearly Public Works Call of October 1965, when, of the 216 adult males listed to perform public works, only 70 were Norfolk Islanders.

Full Employment

There is full employment, a boom in building and increasing activity in the business life of the island. Wages are high and so is the standard of living. At times like the present there is little unrest and consequently, political feelings generally do not run high.

The Norfolk Island Council consists of eight elected members, with the Administrator as chairman; but, at present, there are only seven councillors on the island, Councillor Don Nobbs having left early this year to take up a position on the mainland.

It is unlikely that the vacancy caused by his departure will be filled before the elections in July.

Council meetings acquired fresh interest when the Administrator became chairman of the council with the passing of legislation in 1963.

The present Administrator, Mr. Roger Nott, is an experienced politician. He was formerly Administrator of the Northern Territory and before



Mr. Nott.

then, a Minister of Lands and Agriculture in NSW.

Since broadcasts of council proceedings started last year the people are better informed on council affairs.

This year a number of new citizens will be voting for the first time. Though many of these listen to the council broadcasts and take an interest in local matters they could be unaware of the background of island domestic politics and the undercurrents in council affairs.

Some of these new settlers may contest the elections, and if elected, would no doubt contribute a few new ideas.

Last election saw the end of the "bloc", a party which gained power in 1960 following the passing of the Norfolk Island Act that year. All the candidates at last election stood independently, and their independence has continued during the past two years. It is extremely unlikely that the "bloc" will be re-organised before this election.

Though still only advisory, the council has the right to initiate ordinances, discuss estimates and give its opinion on various matters; and, where the Administrator disagrees with the council, he must submit the matter to the Minister for Territories, who will give the final ruling. And, as long as the Australian Government remains in charge of the exchequer, this state of affairs must remain.

The work of the council in the last two years (new elections are held every two years) has included consideration of workers' compensation, immigration, land matters and imports of fresh fruit. The council also discussed the need for employment for a full time agricultural officer, and aired views on the Norfolk Island Trust Fund, which has been a controversial subject ever since it was established in 1869.

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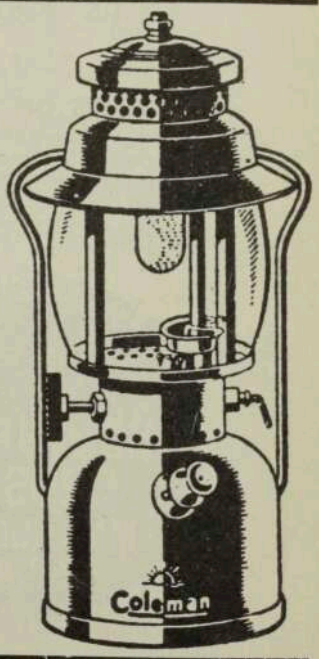
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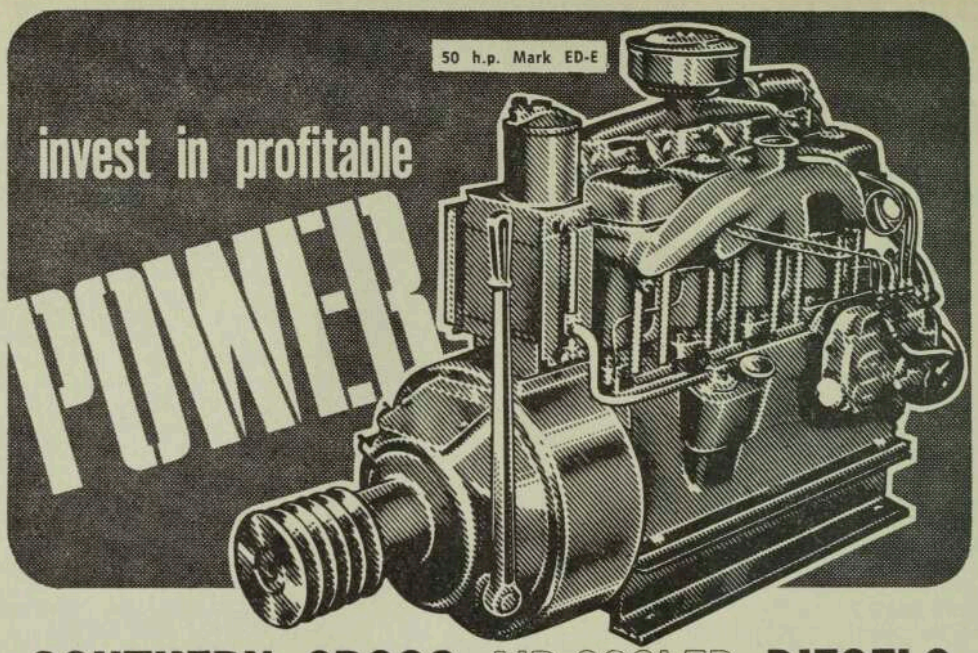
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A Notable Old-Timer

DEATH OF "RICHIE" OF NEW GUINEA

From F. P. Archer, in Rabaul.

When Albert Richards died on February 28 at the Nonga Hospital, Rabaul, he left many friends to mourn him—for he was a notable old-timer who had always been a genial and friendly man.

HE had travelled the Territory from end to end and had a wide circle of acquaintances among all races, for the nature of his work brought him into touch with so many, and he gave everyone "a fair go".

Richie was educated in Victoria, and served overseas in World War I.

He came to New Guinea in 1921, in the employ of the Expropriation Board, which was set up to take over the ex-German properties after the war. He first ran plantations in Bougainville, then became a plantation inspector at Madang, and later a branch manager for the Expro-Board's Manus branch.

Inspector

When the properties under the board's management were sold in 1926/1927 by the Commonwealth Government—to returned soldiers on terms—Richie was transferred to the Custodian of Expropriated Properties as inspector, and spent the years between that time and the coming of the Japanese in travelling from one end of the Territory to the other inspecting and reporting on conditions. No one in those pre-war years saw so many plantation properties as he did and he came to be somewhat of an oracle, to be consulted by all.

With the Japanese invasion Richie managed to get to Australia, to spend the war years in External Affairs at Canberra. Back in Rabaul after the war he was then appointed inspector for the War Damage Commission, and for a long period was engaged in visiting all the districts to investigate and report on war damage claims.

To enable him to get to all the far-flung islands and properties Richie was given a reliable trawler-type vessel named the *Lila*, skippered by the well-known Joe Kuhn. The three —Richie, Joe and *Lila*—bobbed up in all corners of the Territory and were welcomed by those with claims to be adjusted—for Richie was an experienced, prompt and sympathetic inspector, who could see that the sooner people got back to their production jobs, so much the better. When the War Damage Commission finished its work Richie remained as representative, or inspector, for the Custodian until, finally, all work in that connection was finished.

He retired from the Commonwealth Government's employ at the end of 1964, and went to live at Varzin Plantation, near Kokopo. He was such a well-informed man on coconuts and cocoa that many people continued to seek his advice and opinion right up until the last. Lately he had suffered from ill-health a great deal.

A well-attended memorial service was held in the Church of England in Rabaul. He always said that he was content to live and to die in New Guinea, which during his many years residence he had come to look upon as his own country. So now he will become part of it.

Richie leaves a widow—Mrs. Nell Richards—of Varzin Plantation.

● See also Tolala's tribute, p. 49.



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AIRPORT BUILDER LEFT NIUE A LEGACY OF BEES

From a Niue Correspondent

The island of Niue has had few long-time European residents in its history, and one of the few it has had, Percy Walsh, left the island for good in February.

MR. WALSH first came to Niue in 1947 to help build the airfield. But this job never got started, and he ended up in charge of the sawmill at the Public Works Department.

However, Mr. Walsh will probably be best remembered for having introduced honey bees to Niue, and for acting as adviser to the Agriculture Department on beekeeping.

When he first arrived on Niue, he noticed that many plants, such as pumpkins, gave very poor crops due to the lack of bees to pollinate the flowers.

In 1957 he had a quarter-hive of bees sent to Niue. The bees increased rapidly, producing about 500 lb of honey in two years. Then two hurricanes struck the island and killed so many bees that they were unable to recover.

Plenty of Honey

The Niue Government then became interested in bees and got three more hives. Now there are 13 hives spread around the island, plus four others that have disappeared into the bush. (Information is required on those.)

Thousands of pounds of honey have been produced on Niue since Mr. Walsh's first bees were imported.

This has both been sold on Niue and sent to New Zealand where it is blended with other honey.

Meanwhile, the airfield that Mr. Walsh came to build is again being talked about following the recent visit to Niue of the New Zealand Minister of Island Territories, Mr. J. R. Hanan.

Niue's airfield has had a long history. After the plan to build it in 1947 came to nothing, interest in it revived in the early 1960's, and in 1964 Niue's Assembly decided to ask the Minister of Island Territories to consider building it again.

An aerodromes engineer and an aviation expert then visited Niue, and as a result of their visit, it was reported that the site at Vaiola, which had been surveyed many years before, would be ideal. It was estimated that the airstrip could be built for about £NZ250,000.

That was a lot of money for Niue, so the Island Territories Department interested the New Zealand Army in considering the construction of the strip as an army exercise, thereby halving the costs.

An Army engineer visited Niue last year to report on this plan, and apparently it is practical.

More Impetus

Mr. Hanan's recent visit to the island has given more impetus to it. But because the land has not been acquired yet, he said: "When I know that there is no problem in regard to the land, this project will be presented to the New Zealand Cabinet and I shall be your strongest advocate because I believe this is necessary to your progress, to your social and economic development".

During Mr. Hanan's visit, the Assembly took the opportunity of making several requests.

They asked about the possibilities of obtaining:

- Water reticulation in all villages.
- Extra shipping calls particularly from May to December when the greatest quantities of produce are available for export. (At present, Niue has only one ship a month).
- Electric power for the outer villages and a hotel or flats to house the increasing number of visitors to the island.
- Additional money for banana, coconut and land development schemes, and for abattoirs, a cooler and freezer storage.
- Extensions to the present wharf, replacements for the existing cargo sheds, and shelter and slipways for the cargo lighters.

In short, the Assembly handed Mr. Hanan a blueprint for Niue's economic future.

RAROTONGA ANGRY OVER LIGHT FINE FOR HIT-RUN DRIVER

From W. H. Percival on Rarotonga

Many people on Rarotonga have been angrily up in arms recently over the light sentence meted out to a drunken hit-and-run driver, who injured two women, one seriously, in February.

THE case has highlighted the rising discontent felt by many sections of the community at the light punishments handed out for other serious crimes that affect the welfare of many.

Such crimes include deliberately causing bush fires on Rarotonga where every available acre is needed for planting; using deadly insecticide poisons to kill fish in the streams and lagoon, resulting in needless slaughter of much marine life; burglary; and so on.

In the hit-run case in February, the driver, Andrew Koteka, was fined £10 and had his driving licence suspended for six months after being found guilty of:

- Driving under the influence of liquor.
- Causing bodily injury to the two women.
- Speeding. (He was travelling at an estimated 50-60 mph on the wrong side of the road, while the speed limit is 30 mph).
- Failing to stop after an accident.
- Failing to ascertain whether the persons were injured.
- Failing to render assistance.

Bones Crushed

The two women who were injured are Miss Mariko Inga, a shop assistant, who suffered a broken leg, and Mrs. Tuaine Tikitau, 27, mother of four, the bones of whose leg and hip were crushed.

Mrs. Tikitau may be in hospital for six months. She is the daughter of Mr. Napa T. Napa, a well-known businessman and planter, and a former member of the Legislative Assembly.

On the same day that Koteka was convicted another man was gaoled for three months for the theft of a guitar!

The Koteka case has provoked many angry comments and letters in the *Cook Islands News*.

People on Rarotonga now hope that the legal expert who is currently revising and updating the laws of the Cook Islands for the Cook Islands Government will have a good look at the penalties for many of the offences now on the statute books.

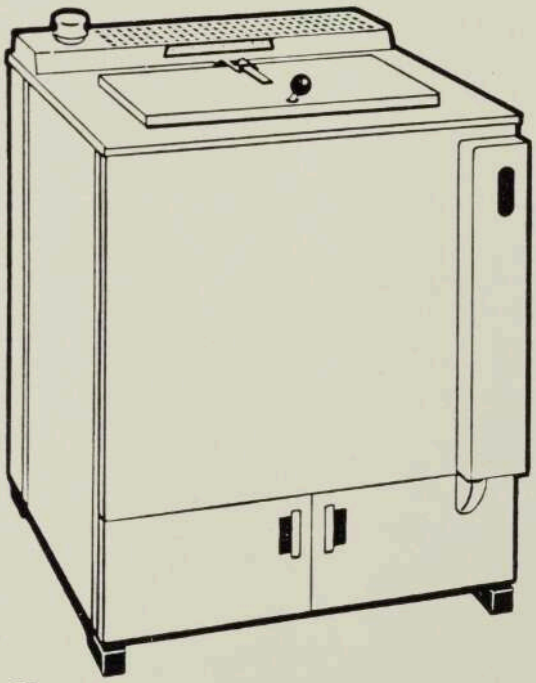
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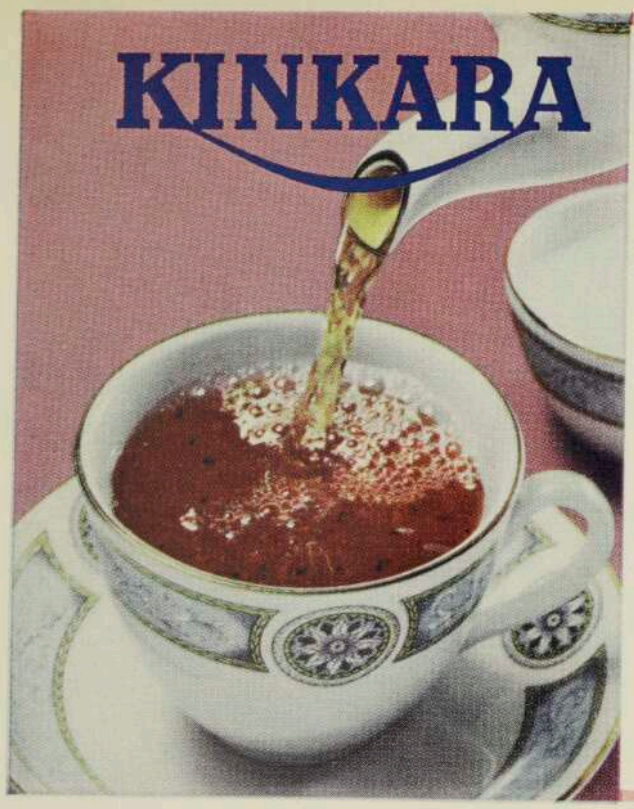
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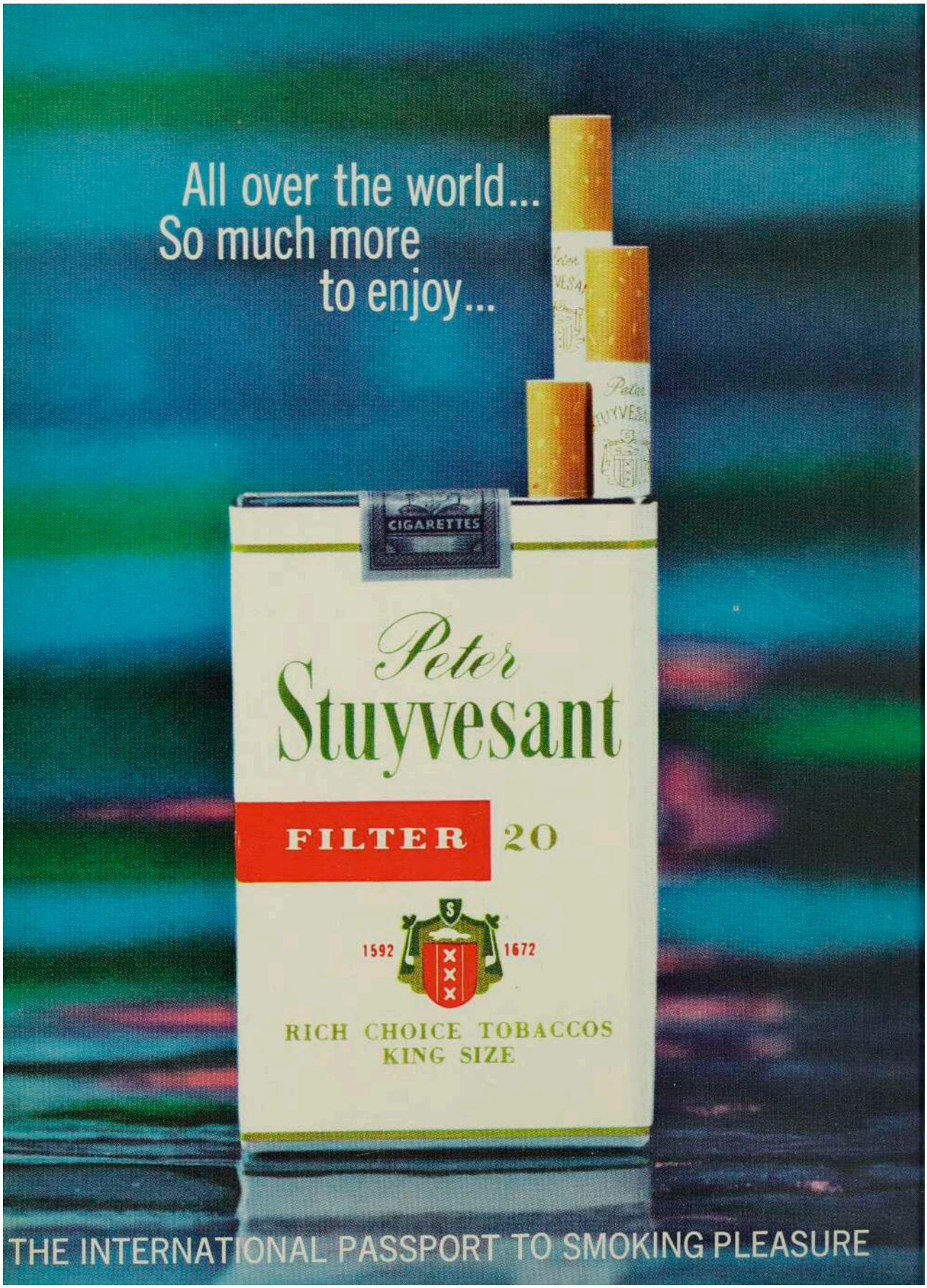
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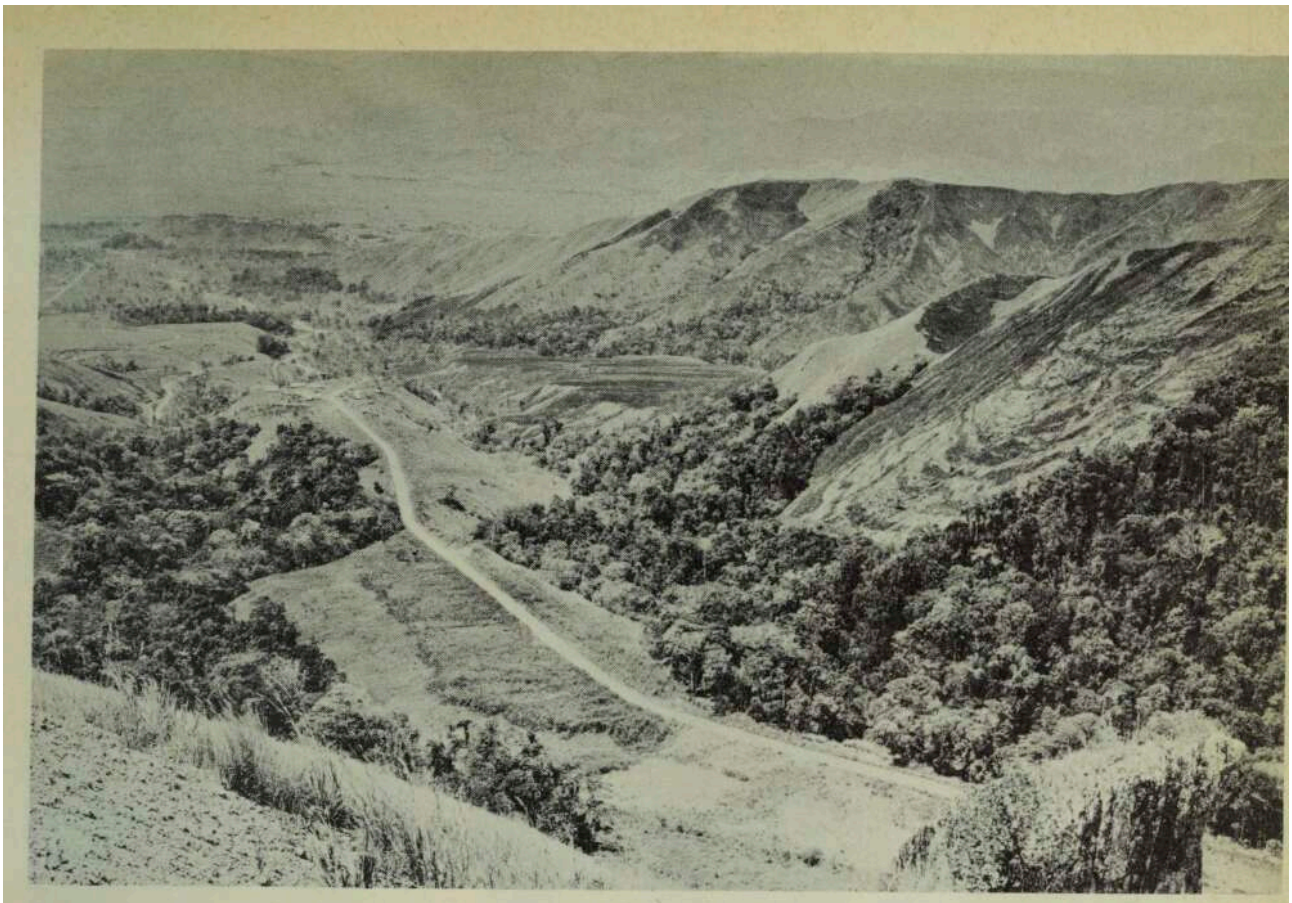
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A STICKY MESS

THE Kassam Pass road, vital link in the newly-opened all-weather road route from the coastal town of Lae to the New Guinea Highlands, came to a sticky full-stop in March. Landslides after heavy rains caused a box cutting at the top of the pass to collapse, and an emergency route had to be opened. Trucks and heavy equipment were lost in a creeping mess of mud—some for good. One man in a truck reported he had taken 56 hours to move six miles up the pass—but he got out with his truck intact. The top picture shows the Markham Valley, towards Lae, seen from the Kassam lookout. Bottom photo, taken by Ron Seymour before the pass was closed, shows two trucks stuck in the box cut, with a bulldozer attempting to get them out.



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NZ VISITOR: New Zealand Field Commissioner Mr. C. L. McLennan (right) arrived in Apia recently to see what aid the Red Cross could give to hurricane-torn Western Samoa. He was greeted at the airport by the NZ High Commissioner Mr. O. P. Gabites (left), the newly-appointed Secretary to the Samoan Government, Lauofo Meti, and Masiofo Mataafa, wife of the Prime Minister and president of the Samoan Red Cross.
Photo: Samoana.







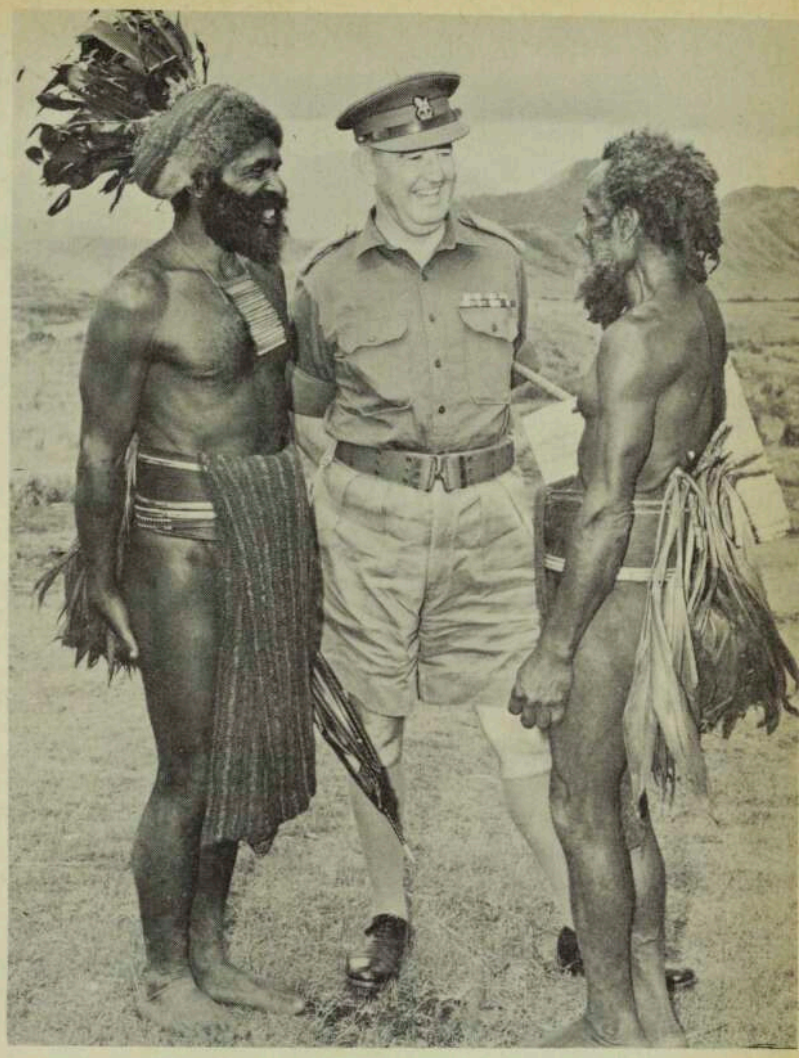


TRIO: Constable Jack Towatura (left) recently became Rabaul's first full-time native patrolman—doing work formerly done exclusively by Europeans. The centre picture shows Karen Wright looking rather like a cowgirl on a recent maritime excursion out of Suva. Karen is the sister of Fiji PRO photographer Rob Wright, Jr. At right is Simon Kaumi, of Popondetta, who has recently been appointed Deputy Chief Electoral Officer of P-NG. For the past five years Simon has been working with the Department of Information and Extension Services.

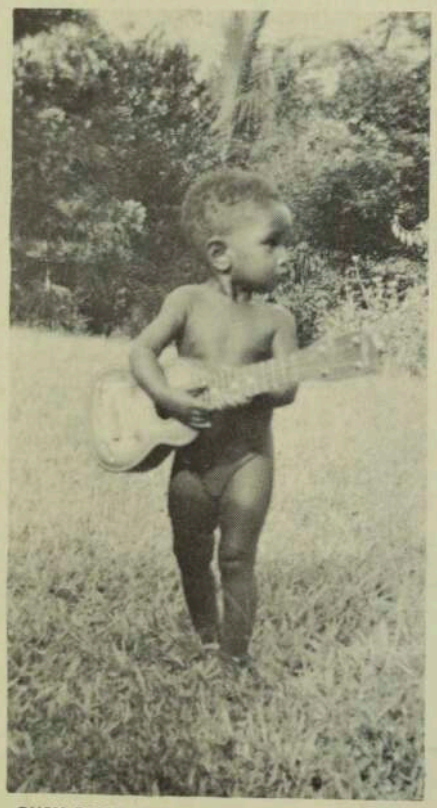
FESTIVAL QUEEN: Miss Kolora Nasilasila, of Nadi, Fiji, visited Australia recently after being crowned Nadi Bula Festival Queen of Fiji late last year. Kolora, who is an officer of the Nadi branch of the Bank of NSW, is seen here with some of her Sydney colleagues at a luncheon in her honour. Kolora's trip to Australia was part of her Festival Queen prize.

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People In Pictures



IN THE HIGHLANDS: Brigadier S. M. McDonald, a senior officer in Australia's Citizen Military Forces, recently spent two weeks in Papua-New Guinea visiting Army units to familiarise himself with techniques in training and operating in a tropical environment. He attended a bivouac of the P-NG Volunteer Rifles at Mt. Hagen and is here seen with local villagers.



BUSH BELLE: A long-time PIM reader, Mrs. M. S. Pasley, of Manaba Plantation, Popondetta, Papua, calls this little charmer, daughter of a worker at Manaba, her "No. 1 Personality Girl". Mrs. Pasley says: "She was 15 months old when this snap was taken, and giving her family the slip, she walked about 100 yards from their house, presumably to serenade me with her guitar. I found her outside our house actually plinking the strings—no tune, of course".



Mr. Geoff Nash (right), well-known as a former Morris Hedstrom man in several South Pacific territories, is these days chief storekeeper for the British Phosphate Commissioners on Nauru, where this photograph was taken in February. The BPC store is big business, with an annual turnover of $1 million. The self-service section has a turnover of $50,000 a month. There is a European staff of 12.

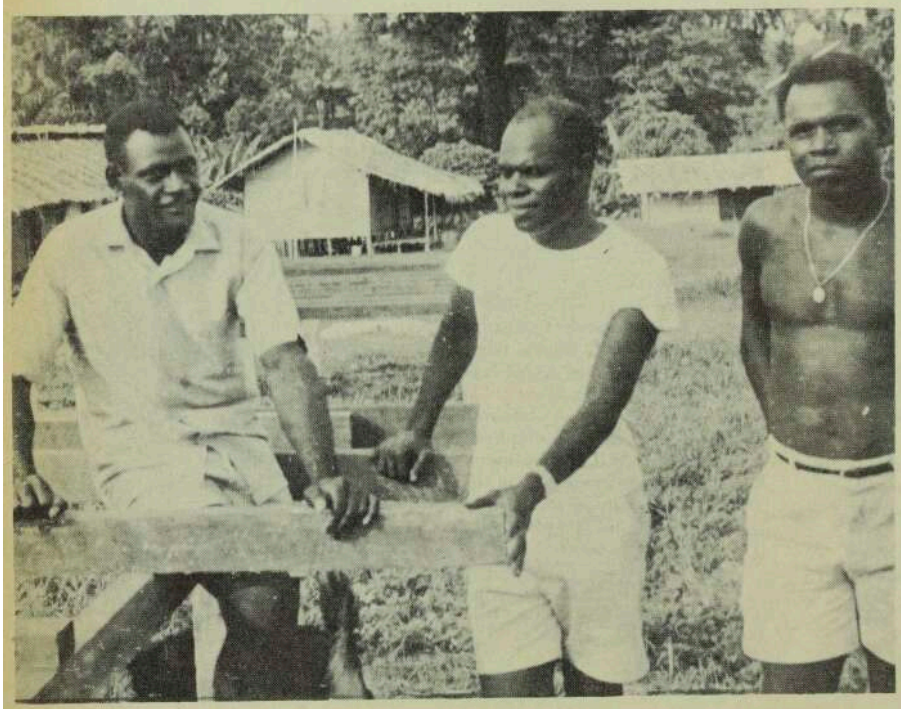
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BUKA CULT HQ

● Freely available to all the men of the Hahalis Welfare Society are 80 girls, including the two seen here, who live in club houses divided into separate rooms like the one above. Concrete foundations seen in front are for new separate huts which will each house two girls. Hagai, Teosin and one of their lieutenants discuss the new building programme below.



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PROSPERITY, CHANGING WAYS ARE KILLING OFF BUKA'S WEIRD CARGO CULT

By Stuart Inder, recently on Bougainville

The weird Buka cargo cult is beginning to wither on the vine—blighted by prosperity, commonsense, hard work and time. On parts of Buka they still practise free love, and scorn Church and State, but the rot is setting in.



Deputy District Commissioner Des Clancy, one of P-NG's most experienced native affairs officers, has been on Bougainville since 1960, and the handling of the Buka cult has been one of his responsibilities. He has gone about the task humanely and intelligently. In March he was promoted provisionally to District Commissioner and he may be appointed elsewhere soon. Bougainville's District Commissioner is Mr. Pat Mollison.

THE Buka cult is not now a threat to the peace and good order of the Bougainville district's 66,000 people, for if nothing succeeds like success nothing is more souring than a series of frustrations such as the Buka cult has had. And it was a series of frustrations, of a different sort, which brought the cult into existence in the first place.

I spent a few days on Buka recently, to see what changes there had been in this trouble spot since *PIM's* last detailed account of the cult in October, 1963. The previous year the cult had made the national headlines after a series of riots, when 600 people were arrested, many of them subsequently being gaoled.

PIM concluded its 1963 report in these words: "Everybody agrees the solution is not easy. According to the Administration the best method of tackling the problem is to build up Bougainville, particularly Buka, economically and socially and so remove the reasons the Hahalis people have for their discontent with the old order. This is now being done. Meanwhile the question is: Will the situation remain static or will there be another flare-up like the incidents of 1962?"

Buka Begins To Stir

The recent developments on both Buka and Bougainville, with new roads, more transport and a general flurry of activity, were obvious to me on my recent visit. The district is finally beginning to stir, and there is a new atmosphere in the villages.

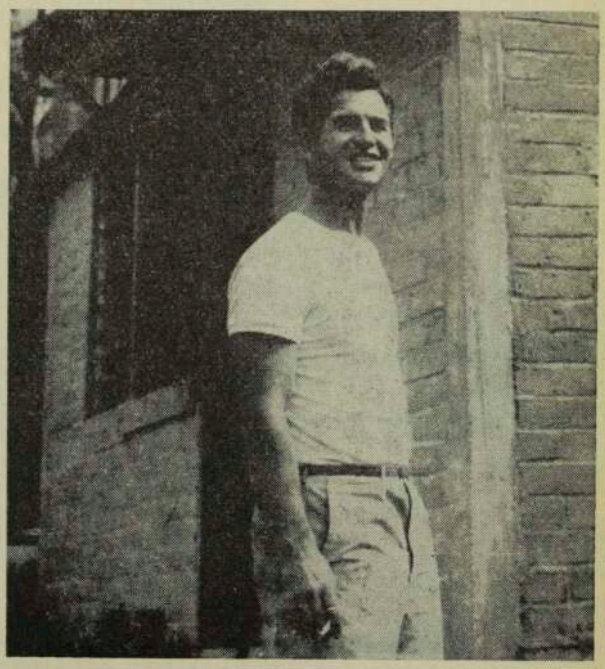
The new get-up-and-go has smothered any new flare-up on Buka. And down around Kieta, which was another trouble spot on my last visit to Bougainville, exploration for minerals has brought a new prosperity and confined the local brand of cargo cult in an area far to the south (see "Kieta Looks Forward", March, p. 17).

The Buka cult involves about 3,600 native villagers on northern Buka, an island cheek by jowl with Bougainville Island, and administered from Sohano as part of the P-NG Bougainville district. Total population of Buka is about 14,000.

The cult people live in eight villages in the Hahalis area, stretching along 30 miles of coastline. They have formed themselves into the Hahalis Welfare Society, designed in a Communist-communal fashion, pushed out the missions and announced that they don't want any Administration help, for they have their own "government". They want nothing to do with local government councils.

Under the rules of the Welfare Society, all monies earned by the villagers for produce and other sales go into a community fund for the general welfare; the churches are run like prayer meetings without benefit of clergy; the bride price is banned and marriages have ceased, but married women are interchangeable and selected single girls are available in special "clubhouses" for any of the men of the villages. Children born of these unions are the "property" of the community.

(Over)



Father Paul Demers, of the Lemanmanu Roman Catholic Mission, in the heart of the Buka cult area, is one of the leaders of the forces attempting to convince cult members that they face disaster if they continue their practices. He formed an opposition development society of those who refused to join the cult.

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By this means, the villagers believe, they will obtain the cargo.

This situation has been obtained systematically with nightly meetings at which the villagers have been brainwashed into accepting the new social patterns and discarding the old.

Those who refused to have anything to do with the new cult have been persecuted, threatened with violence or dispossession, and socially excluded from village life.

One of the ironies has been that the cult was organised at a time when the villages' own co-operative could have started to give them a better living standard and new progress—the very thing that these intelligent and progressive people desired.

Now, however, all new plantings have ceased and young plantations have not been cleaned in three years.

Head-On Collision

Although the principles of "baby farming" and sex-for-all have guaranteed the Buka cultists frequent publicity in recent years, it was the cultists' decision not to pay their taxes that brought them, for the first and only time, into head-on collision with the Administration. This was in 1962.

The Welfare leaders held that since the society asked nothing from anybody there was no need for members to pay taxes to the Administration. When the police moved in to press the opposite point of view there was a riot, resulting in large-scale arrests.

Among those who went to gaol were the two Welfare Society figureheads, Francis Hagai and John Teosin (who are both English-speaking schoolteachers, trained by the Catholic mission) and it looked at that time as if the cult would lose direction and drive.

But court appeals were lodged and the gaoled leaders were released on a technicality—to be acclaimed by their supporters and win new strength as men who had humbled the Administration.

"That was the tough time," Deputy District Commissioner Des Clancy told me on Buka the other day. "A lot of the local people began to feel that perhaps the Welfare Society really had something to offer. It put us right back."

The Administration then found itself under pressure from two other directions—from the missions who naturally abhorred the "baby farming" methods, and from Bougainville natives generally who were incensed that the north Buka people were able to thumb their noses at the Administration with apparent impunity.

Both insisted that the Administration do something to get the Welfare people back into line. Officials like Clancy pointed out that there was nothing illegal about baby farming, however everyone might abhor it. The Administration could act if the Hahalis villagers complained they were being forced into prostitution against their will, or made to do anything else against their will.

No complainants were willing to come forward, then or since.

Support From Elders

The Welfare Society has lasted as long as it has because other and older men than Hagai and Teosin support it. The strength has been in this solid corps of old hands, who were convinced that the Government was humbugging them and that if their troubles were to be solved the village people would have to solve them themselves, in their own fashion.

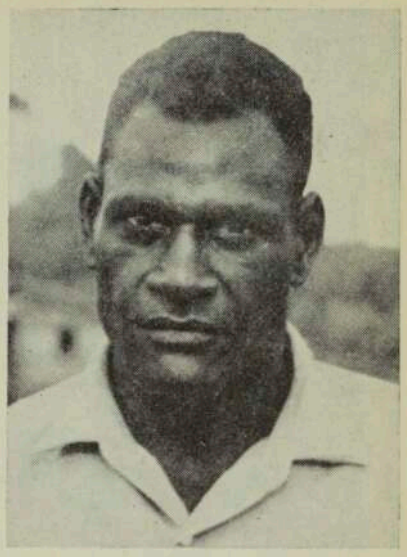
And the truth was that, when the the Welfare Society was organised, the villagers had nothing to show for their taxes. Roads were poor or non-existent on Buka, and produce could not be got to market. The old men remembered how roads were better in German days.

Those who travelled saw that the Tolais of New Britain and the Hanuabadans of Port Moresby had more money and more help from the Administration. The Buka people, a proud lot, were neglected, and they were bitter about it.

Yet there is more to the cult than that. French-Canadian Father Paul Demers, of Quebec, who has been 13 years in Bougainville and whose Catholic mission station at Lemanmanu is in the heart of the Welfare



John Teosin.



Francis Hagai.

Society area, happened to be reading the February issue of the international religious magazine *Herder Correspondence* when I called on him. In the issue was an article entitled, "Religion and Revolution in Indonesia", which had Father Paul fairly dancing with interest.

"This piece on Indonesia gives me a valuable insight into what has been going on here on Buka," he said. "Read it!"

A Cult Explanation

Here it is:

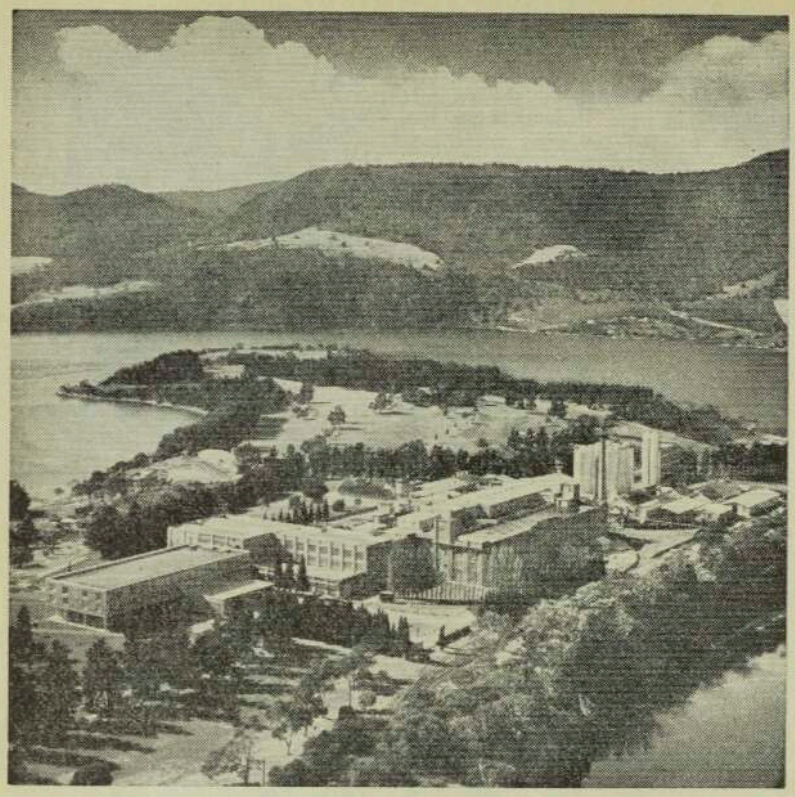
A universal result of the disruption of a relatively balanced social system, caused by the impact of the West on non-Western peoples, is the phenomenon of "new religions".

Religion was the chief integrating power in the old established order. When this order is threatened by the intrusion of secularism and rationalism, people not capable of creative adjustment cling instinctively to the archaic conceptions. (Kibangism in Africa, Tenrikyo in Japan, cargo cults in Oceania, are well-known examples).

The new religions in Indonesia have all more or less the same characteristics. Their origin coincides with the first effects of Western penetration into the native society and are a reaction against it.

The process is as follows: The old Indonesian tradition-directed societies are suddenly forced to change their sacrosanct customs, and the religion, immersed as it is in the social context, loses its unifying function. Powerless to restore the ancient

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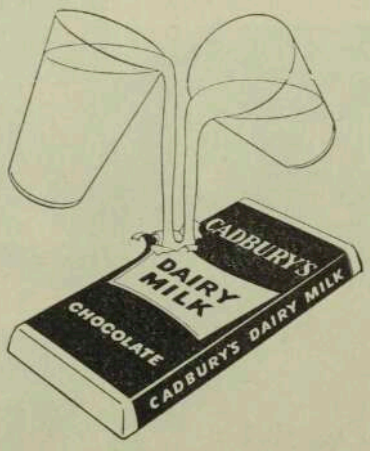


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balance, people build up an imaginary world of inner happiness and peace that resents all modernity.

They take refuge in their inner castle as a compensation for their fear of the new reality. Spiritually alienated and lonely, they crowd together under charismatic leadership and form esoteric brotherhoods, where they revel in prophecies and speculations. Antiquated customs undergo a revival, and they feel themselves superior to the modernists who go after false happiness which ruins the soul.

The various new religions have the following common features. They show agnostic suspicion of material advancement. They all show strong animosity towards the higher religions, especially towards orthodox Islam in Indonesia. Most of them have an eschatological expectation of a millenarian kingdom, in which the true hierarchy of spiritual values will prevail.

"Social Crisis"

Though they are the precursors of a new era, their creed is formulated in the terminology of the higher religions, forming eclectic syncretisms in which Muslim, Buddhist and even Christian conceptions are embedded. Most of them are monotheistic, but not free from belief in spirits, in magic, charms and divinations. They have, moreover, set penances and curious ascetic practices.

The new religions are most frequent in those areas which are most victimised by the social crisis: first the big towns with their alienated urban proletariat (the Djakarta area alone has more than 100 new religions); then the areas with minimum security, and the poor mountain regions.

Starting among the unsophisticated, credulous rural and urban proletariat, they are sometimes taken up by Western-trained intellectuals who construct complete doctrinal backgrounds.

The religion of the Welfare villages as far as Father Paul can make out is a muddled mixture of Catholicism, Methodism and Shintoism (probably remembered from the Japanese occupation). At morning and night the adherents face the sun, he says.

Hahalis itself works by timetable, according to Francis Hagai and John Teosin when I visited them later with Patrol Officer Peter Hunter. I was received amicably and my questions were answered freely enough.

Hagai explained that a gong I

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could see in the centre of the village was rung at 6 a.m. and 6 p.m. for worship, 8 a.m. for school, 12 noon and 1 p.m. for the lunch break and 4 p.m. for knock-off time. One gong was sounded for worship and three gongs for the other routines.

"The gong goes two times when we want to have a discussion," said Hagai.

Hagai appeared to be the more self-possessed of the two men, and the more active. Teosin, the word-spinner with the mystic touch, able to get his audiences to believe that he has the secret of the cargo, was reserved, quiet and friendly.

New Brothels

With a group of young men, Hagai and Teosin were sawing timber for a house frame when we arrived. The frames were to go on existing concrete foundations in front of one of the long "clubhouses", or brothels, that are built of native materials.

The brothels are divided into small cubicles, with walls at about chest height so it is possible to hear what is going on in the next cubicle; and if you stand up, to see what is going on too.

The new clubhouses, said Hagai, would be of permanent materials and each would house only two girls. It would be better accommodation for them. I got the impression that the concrete foundations had been up for some time and that the building activity in the village was for my benefit, for Hunter had sent word we were coming.

I later asked one of the girls, who came out of one of the cubicles, naked from the waist up, whether she was looking forward to the new houses.

"No," she said firmly. She preferred the long houses, and although I pressed the point she would offer no explanation why. She also indicated that she didn't expect the new houses would be built for some time yet.

From my observations, and from the information of the missions and the Administration, the society is catching up with the economic facts of life.

Not far from Hahalis, on the main Buka road which has been built by the Administration since the first outbreak of the cult, there is a fine large trade store built by the Welfare Society. It has some expensive fittings in it, but it is quite empty of goods or personnel and has been since it was erected.

The Welfare Society has had many adventures in the purchase of new and secondhand vehicles, which can't be kept running, and only one truck was working when I was there.

The missionaries say that "pauperism reigns supreme" in the villages when it comes to food, housing and clothing—although at one time the people were above average with these items.

The society had promised all its members houses and high wages, but neither the houses nor the wages have been forthcoming. The society apparently is living off its savings.

There is grumbling among the adherents, who want to know what happens to their copra money and to the annual tax they pay to the society (which is in addition to the $4 each Administration head tax).

The missions say more of the Welfare people are beginning to become disillusioned with the cult—despite pressure exerted on them to remain (some of the mission people believe that fear of poison and violent death keeps many adherents in the cult, although the Administration can get no evidence of this).

At the height of cult activity the children left the five mission schools in the area (there are no Administration schools on Buka) but they have since returned. Hagai and Teosin have asked for an Administration school to be built, but the Administration's reply is that there are

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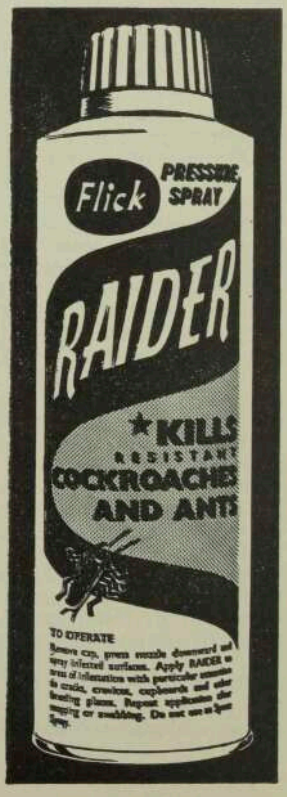
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$4 each head tax they have continued attend (mission schools are subsidised by the Administration).

The Welfare villages also use one or other of the five mission hospitals in the area, and the missionary sisters have delivered many of the babies born out of the clubhouse unions. The clubhouses have 80 girls, ranging in age from 14 to about 20. Nobody knows for sure how many babies have been born under the cult, but Father Paul says 10 babies have been delivered in the hospitals.

He is concerned at what happens to the babies in the villages.

"There is no community ownership of these children," he says. "They are looked after by their mothers, whom nobody helps. There is no family life."

Some of the more sensible of the older people, Father Paul says, don't agree with the outlawing of marriage by the cult, and this has sent them back to the missions. Others, he thinks, will follow.

The building of the Buka road is probably the biggest single thing to turn the tide against the cult. It goes 51 miles from the airstrip at Buka Passage—all up the fertile east coast of Buka and around the top of the island. The road has come at a time when copra prices have been rising, and produce can now be got out to market.

I drove the length of it, and it is a fine road.

New Shoots Possible

There was a set-back a year or two ago when Bougainville was for a long stretch without adequate shipping to Rabaul, and cocoa supplies rotted on Buka. Frequent repetition of this kind of thing could still cause disaster, for although the cult is withering, new frustrations for the other villages on Buka could always send new life into the Welfare vine, and start fresh new shoots.

Father Paul, surrounded as he is by the Welfare villages, knows this very well, for he is the leader of the strongest of the breakway movements from Hahalis.

"Some way had to be found to group together the people who refused to be pushed into the communistic way of life," he explained. "And since talking was useless, some business had to be started to show the people that wealth does not come through some magical incantation of the cargo cult, but by hard work and development of new sources of income."

In 1962 Father Paul formed the Haku Development Society with a few men from each of seven villages. He developed it into a savings and loan society, and a co-operative sawmilling enterprise, and last year they formed themselves into the Haku Local Government, which was united with the Buka Local Government Council.

The members were thus saved from the flood that threatened to engulf them, giving them cohesion and the strength to stand firm. The new enterprises made up socially for the exclusion the people suffered in village life.

The membership is now 110 men —all heads of families, and they represent probably 500 people. They have put cash into the co-operative, and monthly meetings serve to instil in the members the principles of co-operation and business.

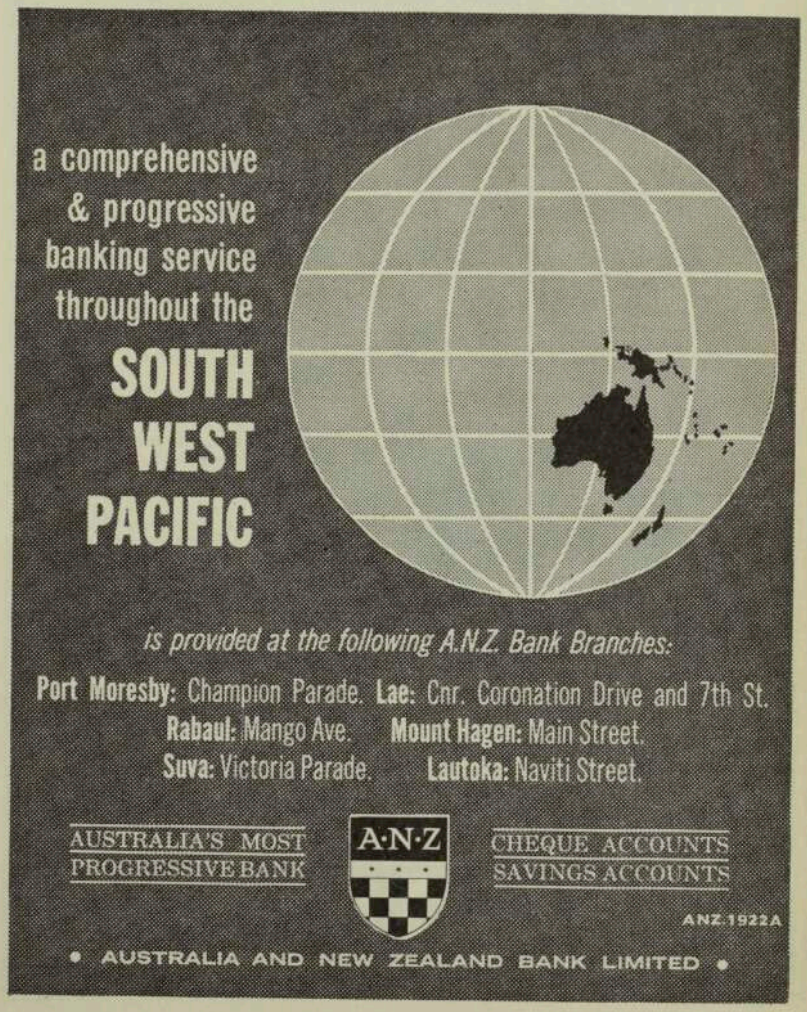
With a Dolmar portable horizontal chain saw, the members of the society engage themselves in logging and milling operations, to produce timber for their own houses and some for outside sale. The houses, with roofs of aluminium or galvanised iron, cost about $500, and some of the money is lent by the savings society at 2½ per cent. interest.

But it's been operation bootstrap.

The scheme works slowly because of lack of capital to build more houses, or lower their cost. Greater use of timber could be made in the houses if the society had another saw. One could be used to sell timber on the market and the other for the members' own houses.

The society also needs extra money for cement water tanks for the houses. Tanks are lacking, and last year for the second year in a row dystentery epidemics caused deaths of babies—11 last year.

Thus there is a fight still ahead on Buka if the cult is be wiped right out. As in 1963, the task is still to "build up Buka, economically and socially", and this won't be done in a night even with the help of the many fine people on Buka like Father Paul Demers.



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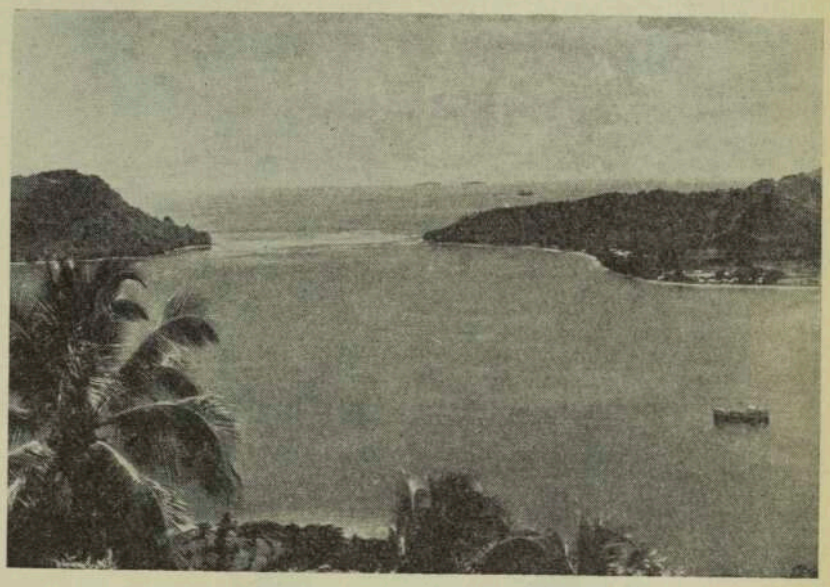
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New Guinea: The Land Of Musical Chairs



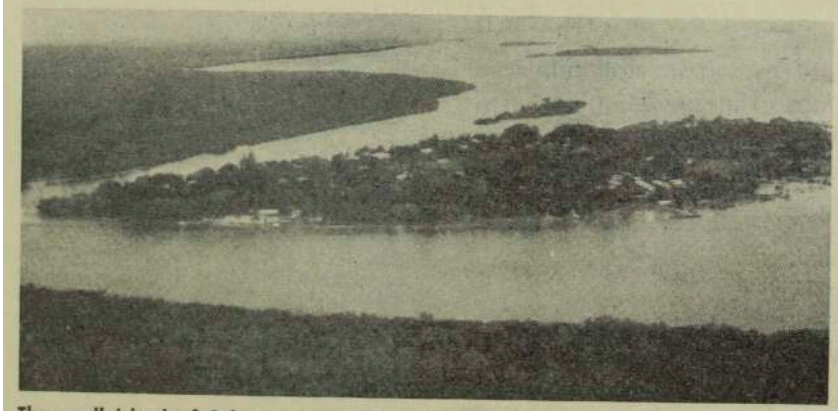
Kieta and its fine harbour, photographed in February. It is to be the new headquarters of Bougainville. Some departments have already been moved from Sohano, others will follow in the next two years.

Some time ago mention was made in the Territory newspapers of the contemplated transfer of the district headquarters of Bougainville from Sohano to Kieta. By now, let us hope, it is under way.

THERE'S no doubt about New Guinea being a land of musical chairs changing capital sites almost at the drop of the hat. In the colony's earlier days they started off with the capital at Kerawara (in the Duke of Yorks), then Finschhafen, Friedrichshafen (Madang), Herbertshoehe (Kokopo), Rabaul and finally Lae, shortly before the Japs came in.

Kieta was the original headquarters for the Buka-Bouganville district, which was opened somewhere around 1909. At that time there were few plantations developed on the island of Bougainville.

Emma Kolbe had land at Kessa (Buka), Tinputz, Raua, Mabiri in Bougainville and owned the outlying island groups of Nissan, Carterets, Mortlocks and Tasmans and smaller islands in Karola Harbour (Buka).



The small island of Sohano, present Bougainville headquarters, in the mouth of Buka Passage. In the foreground is the coast of Buka Island, and in the background is the main island of Bougainville.

GERMAN LAND LAWS: The purchasers of islands, according to the old German land laws, were required to provide adequate coconuts and land for any native residents on the island, and in some instances the purchaser found he had no arable land after the native reserve had been excised, and was therefore only entitled to the trading rights above high-water mark.

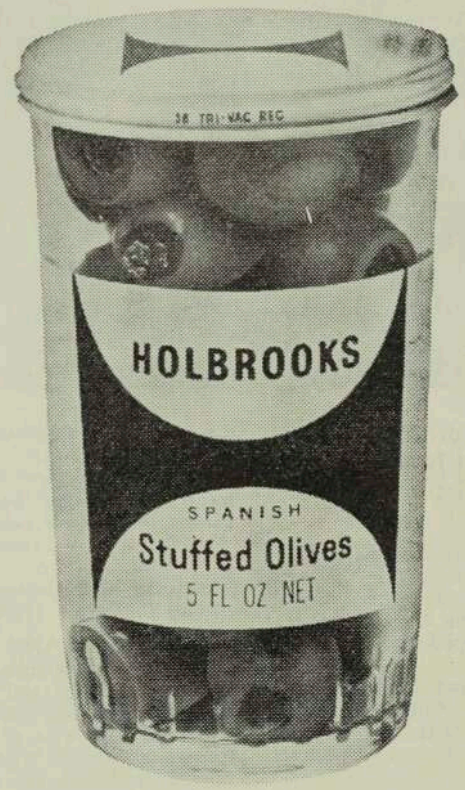
All of the Kolbe plantation land in Buka and Bougainville (except Tinputz) had been acquired in Queen Emma's early days, but had not been developed.

Land laws which became operative at the turn of the century required owners, other than the Neu Guinea Kompagnie, to develop at least 10 per cent. of the total area within 20 years.

This explains why several of the big German companies had contractors at work planting up land in Buka and Bougainville in 1920 when the Exproboard came along and gobbled up the estates. (over)

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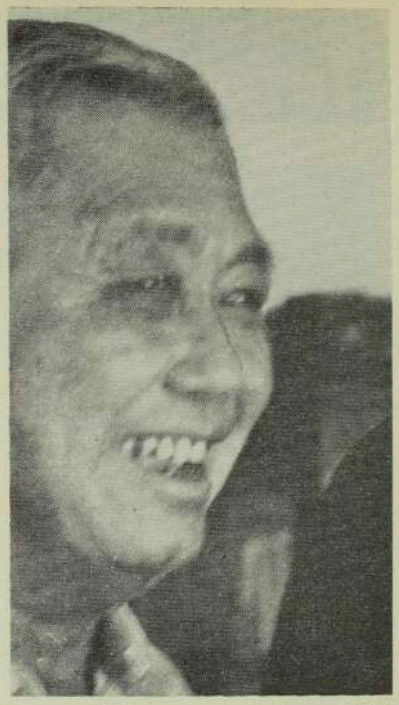


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The "youthful Wong You" photographed at Buka Passage in February. He still looks youthful.

Just before World War I Kieta was indeed a busy port. The Choiseul Plantations Ltd. plantations had left the launching pad in 1913 and all their supplies from Sydney came through the BSIP in the hold of the old *Mindini*, discharged at Faisi and transferred to schooner there for Bougainville, and all Customs work went through Kieta.

In the early thirties a few vocal locals of Buka Passage (where Sohano is located) started a move to have the district headquarters sited on Sohano Island.

There had been an increase in the European population in that area; more business, greater prestige and it would save the long, tedious trip down the coast to Kieta.

In these speed days, with air travel, it matters less where the headquarters are located . . . Gone are the days when your time is spent beating up against a South-easter in a cutter or, even worse, rolling on an oily sea, no wind, with flapping sails and creaking boom. And a lone optimistic lad, sitting in the bows, whistling to the wind gods who never come . . .

So now, about 30 years later, the transfer is back to Kieta with its natural harbour and its hill-sides (so handy for underground tunnels in a nuclear war!).

Kieta township had its charms in

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1912 when I first knew it. I must tell you about them one of these days: of Peter Hansen and Louis Somer; of Clas and Dreger in the H. and Co. store, and the youthful Wong You.

In another 30 years' time the HQ will be shifted to the middle of the mountainous Crown Prince Range, where the local people would have established a flourishing tin- or copper-mining area; carefully awaiting the time of their independence before disclosing the locality of this underground asset. ("Why should the palefaces reap all our mineral profits?")

..*FOOTNOTE:* It gave me much pleasure to read Stuart Inder's story on Kieta in the March *PIM*, which I received after the above was written; good to see the optimism following Conzinc Riotinto's investigations for copper.

These remarks about the next capital site when independence is attained, may not be so far from the mark after all! They were based on an old geological assay which had been made when a German scientific expedition went through from Arawa on the east coast to Empress Augusta Bay on the west.

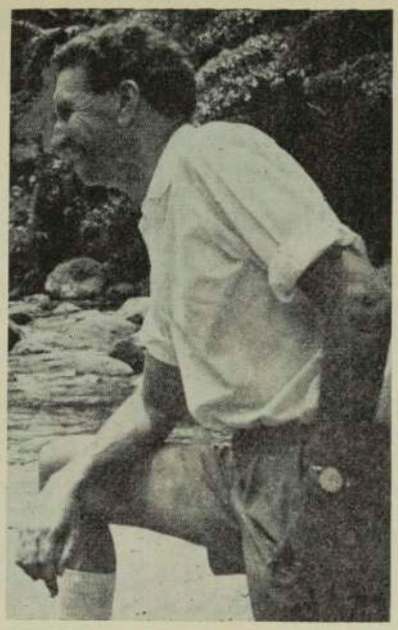
Bougainville will come good one of these days.

LONG TIME NO SEE

It was only in February I was writing of the pleasure that came my way when old-time NG residents dropped in; had a noggin (or sometimes a cuppa) and a good old yarn about who and who and where they were . . . Came then a few days ago a welcome trio led first by a man, sun-tanned, broken-nosed and dead-pan expression. He called me by name and we shook hands; I waved him to a seat and hunted the halls of my memory. And then the penny dropped . . . Ted Bishton! More sun-tanned than ever he had been in New Guinea (it looked like the tan of Surfers Paradise). Then followed his charming wife, with Mrs. Harry Dodd, and the party was on.

True, not long before their visit they had been to the Queensland Gold Coast, where they were surprised at the number of old Territorians who were moving into that area from other parts of Australia. The colony was growing so extensively that suggestions had been made to form an off-shoot of the NG Women's Club. Perhaps the name "Paradise" has a certain influence somewhere!

For many years "Bish" was one of the members of the Rabaul Amal-



The present "kiap" of Kieta is Max Denehy, who has helped the sub-district grow in the last five or six years and who, everybody agrees locally, is a first-rate man in the job.

gamated Wireless of Australia staff, before it became Overseas Telecommunications. There was Jimmy Twycross, Jack Allan, W. R. B. Thomas, "Tommy" Thompson and "Bish". He alone remains.

The AWA personnel were really a species apart in the sociological classification of Territorial cliques. They were neither official nor non-official.

With them rested the secrets—often the destiny of the country; but their lips were sealed. After hours of "greasing", in the hope of breaking down his resistance and eager to obtain information about something —latest form of the favourite of the second race, or perhaps the guts of a forthcoming regulation about mining—the AWA man would smile tolerantly and murmur: "I really couldn't say". And you would know that the only thing to do was to put the cork in the whisky bottle and go to bed.

They had certain privileges these knights of the air waves: they were permitted to have interests outside their job. Several of them obtained valuable plantation properties when the Exproboard estates went up for tender.

I met a number of them a few days before Christmas, 1920. We were all quarantined in a house at Namanula, Rabaul. Measles had broken out in Rabaul and everyone leaving the town had to spend the usual 14 days' isolation to become a "clean skin".

Quarantine was anything but monotonous in that house with those companions—a happy crowd of key-punchers about to spring off to all parts of the Territory. Unfortunately I was transferred to another bungalow after a few days and . . . well, I blotted my copy-book by breaking quarantine. But that is another story.

"Bish" was in Kieta in 1921 when I arrived there on Exproboard business. And the other day we spoke of the crowd there at the time: There was the Kiap, Harry Cardew, who was later to become the Territory's first Protector of Natives and later Commissioner for Native Affairs. He was the father of Dick Cardew, one of the heroes of the "Z" Force in World War II.

There was Medical Officer Calov and I do believe it was the interesting work he met up with there that influenced him into becoming one of the foremost tropical diagnosticians in Sydney—if not in Australia. Then there was Mrs. Muriel Peterson, staying with the Cardews on a visit from Faisi, where she had been staying with Clare Scott. As a result of Muriel's visit to Kieta in 1921 her hubby, Charlie, joined the Exproboard staff, managed Massawa for several years, successfully tendered for Guntershoehe plantation, where he had a tragic death. . . .

Where are we getting to? We started off with Ted Bishton and now we're burbling on about Charlie Peterson!

SO LONG, "RICHIE"

Undoubtedly one of New Guinea's best-known personalities was Albert Richards. (I doubt if half his closest friends knew his first name; everyone knew him as "Richie").

He has died in hospital at Rabaul after over 45 years of active service to the Territory.

I knew "Richie" from his first days in the Territory. In January, 1921, he was among the Exproboard's potential planters when, aboard the *Wunatali*, we sailed out of Kokopo for Buka and Bougainville to "take over" the German plantations.

Also among the crowd was Alan Willis, who later became chief plantation inspector for Steamships in Papua, and who died in August, 1962. Alan took up duties on Raua and "Richie" started off at Arawa and was appointed liaison officer with

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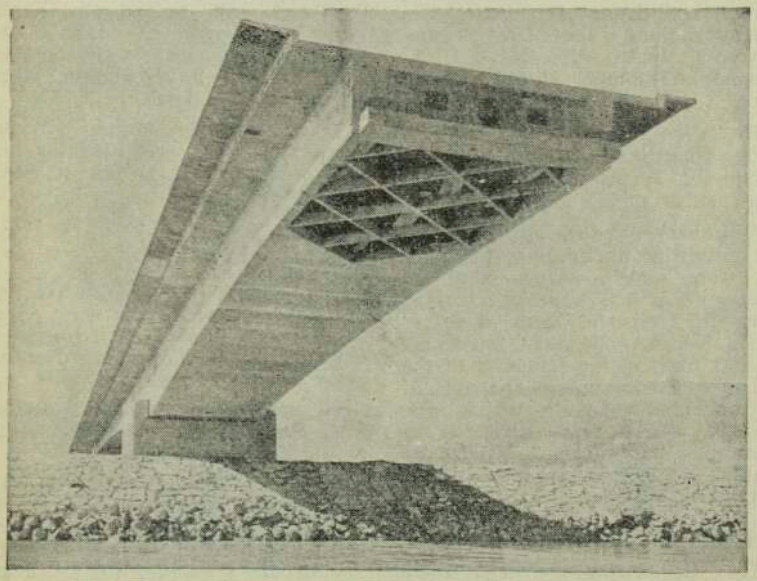
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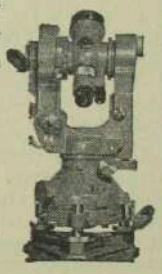
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Rabaul HQ, as Arawa was the nearest estate to the wireless station at Kieta.

In the early thirties "Richie" started his escalatory journey on the Exproboard ladder of promotion, and ended up by being the sole representative for the board in New Guinea.

In recent years he has had indifferent health and the general atmosphere, created by the winds of change, has not acted as a sedative to his rather over-wrought nerves.

Rest peacefully, "Richie". You well deserve it.

CANDID COMMENT

I am not quite sure whether journalistic ethics allow a columnist to pat the editor on the back, but I'll take a chance. It was very good to read what Stuart Inder had to say as a result of his latest survey of the New Guinea situation. (March, *PIM*, p. 11).

His realistic summing-up leaves no doubt that after 13 years "of close interest" in New Guinea (as he himself describes it) he has found his *see*-legs and, with feet well planted on the ground, and kindly wording, has passed on his findings in the story to which I refer.

The search for a new Administrator certainly creates a problem; not the search so much as the satisfactory selection of a man capable of leading the Administration and serving the multi-racial people in the most profitable manner for the country.

A man with such qualifications would be one who would not want to phone Canberra every time he wanted to blow his nose.

And how much hope has the Territory got of obtaining a man like that? It's all very well with our generous annual grant, to belabour the saying: "He who pays the piper calls the tune", but how are you going to reconcile that with a gaggle of UN members from Asia and Africa? (Perhaps one of the retired presidents of an African nation would fancy the job?)

With most of the old team of executives getting out from under, it is not going to be easy-going for the next crowd. But I cannot see the positions, as they are now, being filled by any outstanding personalities. A strong character does not fancy being a rubber-stamp for Canberra.

● Dr. Douglas Stuckey, a cardiologist, and a thoracic surgical team headed by surgeon Mr. J. Howard-Brown will visit Papua-New Guinea in May.

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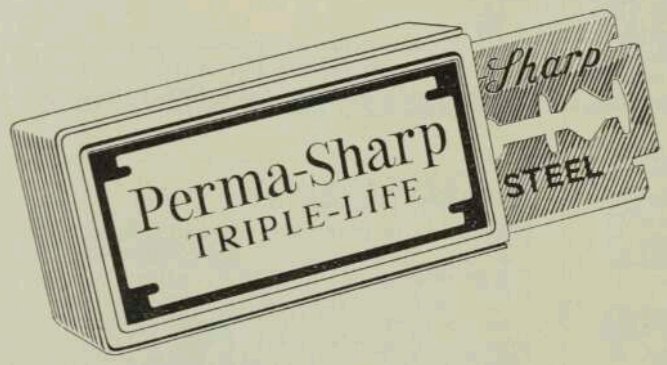
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The Editors' Mailbag

ROLL-ON SHIPS

Sir,—We have read with interest March *PIM* (p. 107) referring to the proposed bow-loading roll-on-roll-off vessel for service in Papua-New Guinea.

We wish to inform you that the bow-loading vessel MV *King Islander* has been in operation in the Bass Strait trade for 32 months, and is the first vessel of her kind to operate on the Australian coast.

We understand that the Australian Ship Building Board made plans of *King Islander* available to Karlander Line in order that they could follow the design for the vessel they now propose for the New Guinea coast.

A. M. JOHNSON,
Manager.
R. H. Houfe and Co. Pty. Ltd.,
Melbourne, Vic.

RECOLLECTIONS AFTER "QUEEN EMMA"

Sir,—I have read R. W. Robson's book *Queen Emma* [published by Pacific Publications, $A3.75] right through, staying up until 3 a.m. (with refreshments, of course). Reading it took my memory back a long way, to the three months I spent in Rabaul in early 1928, waiting for a ship to take four of us to Vanikoro, in the Solomons, which is quite a story in itself!

I had travelled up to Rabaul on the old *Marsina* with some rather distinguished passengers — Walter Carpenter, before he became Sir Walter, a Judge Shillenboom (who died in Rabaul later), and Bert Moody the aviator, with Sgt. Ward as his mechanic (the latter was with Ross Smith on his flight from England), who had their plane on board.

There was also an elderly Samoan lady who impressed everyone with her charm, heavily built like most Samoans, and with all her fingers covered with beautiful diamond rings. She could perhaps have been one of Queen Emma's sisters. Also on board was a very nice young lad about 18, Bertig Parkinson. Later on he took us down to meet his mother on their plantation along the Kokopo Road.

She was a tall, elegant woman, with an Eton bob, and an 18 in. cigarette holder. She entertained us new chums royally, but the interesting part was that she showed me those famous books that her father, Dr. Parkinson, had written. There were several volumes, bound in calf, and all in German of course.

I stayed in old Ching Hing's hotel in Rabaul, and on the opposite corner was Ah Chee's well-known pub. Both gone when Rabaul was wiped out during the last war.

There were quite a lot of characters around there in those days. I remember a very fat German named Parsch, who stood about five feet tall and weighed some 300 lb. He had an old car, one of the two in Rabaul at that time, and when he stepped on the running board to get in the thing would give a dismal groan and sink to the roadway.

It all comes back—with many other memories—after reading *Queen Emma*.

DOUG ASKEW
Samarai, Papua

FANNING ISLAND £1 NOTE

Sir,—Your story on p. 55 of the February *PIM* about the Fanning Islands Plantations Ltd. £1 note was of particular interest to me.

A friend in the United States has sent me a list of the owners of specimens of this note and there are about 20 in the US collections. Also, Mr. Palmer, of Fanning Island, has a couple.

The two you mention have now been added to my records. I have a coloured slide of a specimen but do not have the note.

I hope to publish a catalogue of Australian notes, 1910-1966, and would like to illustrate the note because of its interesting connection with Australian issues.

S. V. HAGLEY
20 Garden Avenue,
Beaumont, South Australia

DECIMAL CURRENCY

Sir,—I was interested to read in your March issue (p. 12) that six South Pacific territories, including the Gilbert and Ellice Islands Colony, had adopted decimal currency on February 14, simultaneously with Australia.

This, however, is not the first time that decimal currency has been used in the Gilberts, for during the period that I was trading there as supercargo for Burns Philp & Co. Ltd., viz, 1902-1914, all business, with the exception of that done with the Resident Commissioner and his staff, was done in terms of dollars and cents.

Four shillings were accepted as one dollar. It was simplicity itself. One shilling equalled 25c, 2/- was 50c and 4/- equalled one dollar. At my personal request the company obtained for me some hundreds of pounds in 4/- pieces, or double florins.

While talking about money, it might also interest readers to know that the Australian New Hebrides Company had their own bank notes and postage stamps. Burns Philp bought the ANH Co. in, I think, 1901. Burns Philp also had their own £5 and £1 notes, and they were sent to the Gilbert & Ellice Group when sovereigns were withdrawn from circulation in 1914, in the early part of World War I.

NEVILLE CHATFIELD
Killara, NSW

DISCRIMINATION IN BSIP

Sir,—The article "New Cash, New Owners, But The Same Old Policy for Honiara's Mendana" (*PIM*, March, p. 125) was read with great interest not only by myself, but by many others who are deeply concerned with this problem. [The article outlined the views of the managing director of the Hotel Mendana, Mr. Ken Dalrymple-Hay, who won't allow Solomon Islanders to drink in the hotel's lounge or have accommodation]. We refer particularly to the comment of the New Guinea people who say, "Thank God you have enough guts to keep out the rabble!"

We wish to go on record as saying that this policy does not reflect the opinion of the majority of the people of Honiara. Many here are dedicated to developing the Solomon Islanders to first-class citizenship and do not consider them as rabble.

If any of the Islanders come to Honiara, including the Nauruans, there will be a place for them. "The earth is one country and mankind its citizens".

ALVIN J. BLUM
Honiara, BSIP.

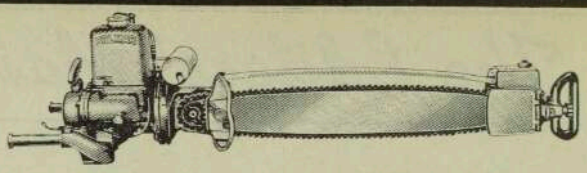
KINGSMILL ISLANDS

Sir,—As you probably know, the southern islands in the group now known as the Gilbert Islands were once lumped together under the name of Kingsmill Islands. Why? Despite a lot of research, all I have managed to learn is that the name goes back to the early days of last century. Can anyone help?

J. G. PETERS
Parramatta, NSW.

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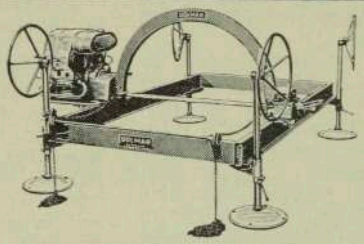


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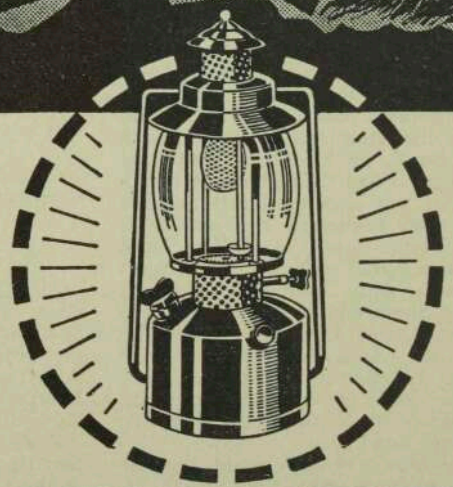
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SPC UNDER FIRE OVER HOUSES IN NOUMEA

Certain members of the South Pacific Commission staff and the SPC itself came under criticism during the session of New Caledonia's Territorial Assembly early in March.

THE occasion was the examination of a request from the SPC that the rents be revised of certain houses belonging to the Government and rented by members of the SPC staff.

Since 1952 the SPC has occupied 13 houses at Mt. Coffyn, Noumea's choicest site, right in the heart of town. The houses were built especially for the use of SPC staff members.

The rent was fixed at 20 per cent. of the salary of the occupant or occupants. This meant that the rent brought in by these houses increased in proportion to salary increases of the occupants. In 1964, the total rent amounted to $A18,000.

The SPC was perturbed at the way its rents rose, and as it is usual to base the rent of a house on its size and comfort, rather than the salary of its occupant, the SPC sought to have another method adopted for fixing the rents.

It proposed to fix the total amount to be paid yearly on the average of the sum paid over the last three years.

This would be 1,800,000 Pacific francs or $A18,000. The fixed rent would then be divided by the amount of land occupied by each individual house, giving a figure of about 55 francs (A55c) per square metre. Leases of six or nine years were suggested, with a periodic revision of the rents.

"Grounds Too Big"

Something of an explosion occurred among members of the Assembly when the matter came up for debate, and the Commission narrowly missed having its rents substantially *increased*.

One Assembly member declared that the grounds attached to the houses were too big, were badly kept and were invaded by false pepper trees and *Leucaena glauca* which hardly beautified the town.

"If we accord moderate rents to the Commission, the least the Commission can do is to keep the grounds in good order," he said.

Senator Lafleur said: "I think the members of the SPC are paying cheap rents and that some means of calculating the rents to bring them in line with general rents in town should be found."

Another member brought the discussion on to an almost international plane when he suggested that the Anglo-Saxons were renowned for having beautiful and well-kept gardens and lawns. So it was normal that the South Pacific Commisison should make an effort and keep the house gardens in order especially as a "Clean up Noumea" campaign was under way at present.

When the SPC proposal was put to the vote, it only just scraped through, with some modifications.

The average monthly rent of the houses will now be 11,000 francs ($A110).

● A woman parachutist and a pilot were carried to their deaths in Rabaul, NG, in March when the propeller of their plane fouled the parachute lines, sending the aircraft spinning out of control with the woman dangling helplessly behind. The dead woman, making her first jump, was Miss Doreen Woodage, 25. The pilot was Ross Smith. A second man in the plane, parachute instructor George Tyres, escaped.

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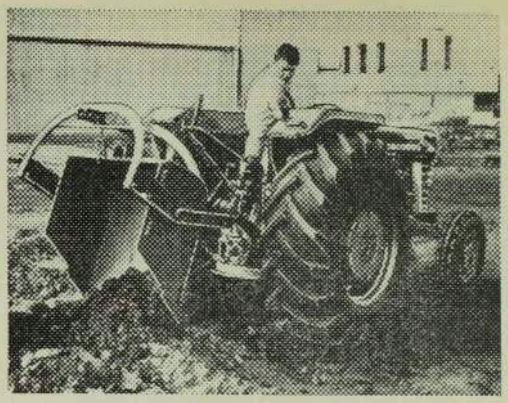
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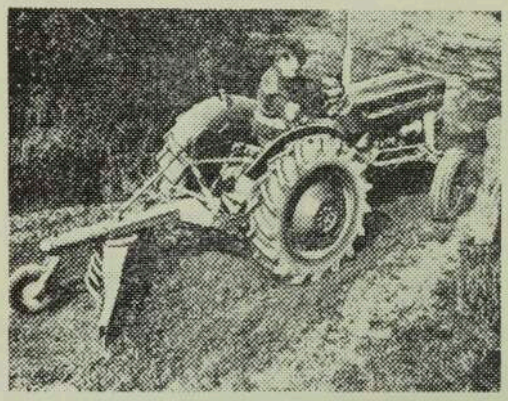
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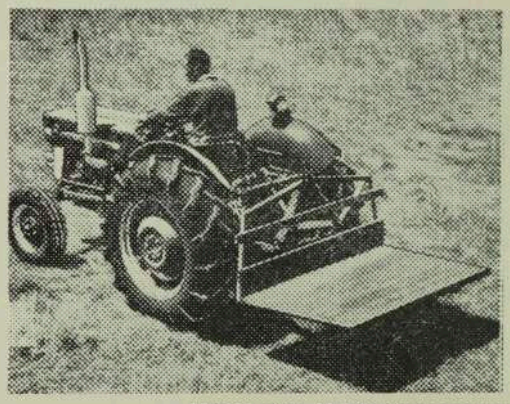
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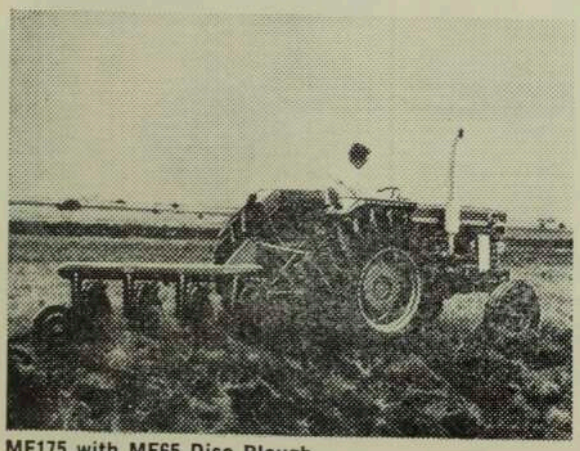
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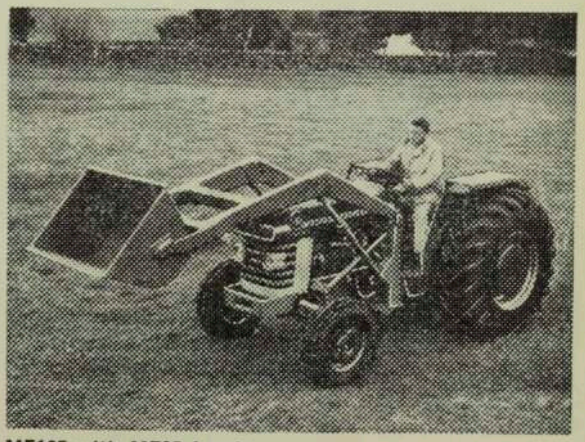
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AUSTRALIA'S SOUTH SEAS "COLOMBO PLAN" GETS OFF TO A GOOD START

By a Staff Writer

Australia's South Pacific "Colombo Plan", officially announced only last November, appears to have got off to a good, firm start. In Canberra they are confident it will eventually have significant effect on South Pacific planning.

THE plan, officially known by the unmelodious title of ASPTAP—for Australian South Pacific Technical Assistance Plan—was launched with little publicity following a number of requests from the South Seas for financial aid.

Fiji's Governor, Sir Derek Jakeway, visited Australia early last year in the hope of obtaining such aid, but found that there was no machinery for Colombo-type aid to be given to South Pacific territories.

At the Sixth South Pacific Conference in Lae, New Guinea, last July, Ratu K. K. T. Mara, of Fiji, complained that the South Seas could not avail itself of Australian educational institutions and similar help in the same way as Asian countries could under the Colombo Plan.

PIM editor Stuart Inder said in a national ABC broadcast at the same time, "If we are always going to send our friends away empty-handed, then it's time we got some machinery going. A Colombo Plan for the South Seas is certainly needed."

ASPTAP is not a full Colombo Plan, but it's a start.

Supplementary

The plan is designed to supplement present aid without cutting across national responsibilities.

The programme applies to Western Samoa, Tonga and British territories in the South Pacific. It is not available to French, New Zealand or American territories.

Western Samoa is an independent state, and Tonga is an independent kingdom with close ties with Britain. The British territories eligible are the Colony of Fiji, the Gilbert and Ellice Islands Colony, the British Solomon Islands Protectorate and the British side of the Anglo-French Condominium of the New Hebrides.

These territories are already among those which benefit from Australian aid under the South Pacific Commission, the Australian International Awards Scheme and the Commonwealth Co-operation in Education.

Under ASPTAP they will receive, in the words of Australia's Minister for External Affairs, Mr. Paul Hasluck, "technical assistance similar to that offered South-East Asian countries under the Colombo Plan. The Australian Government will provide specialised training in Australia, the services of Australian experts and, as well, technical equipment for trade training, agricultural projects and research. Particular emphasis will be given to technical education, a field in which experience under the Colombo Plan has shown Australia to be well qualified to give assistance."

Merely A Starter

Mr. Hasluck announced that the sum provided for the first year's operation of ASPTAP was $100,000. What his statement didn't make clear was that this small sum, which is available for the 12 months ending this June, was merely a starter—a figure selected so that the principle of technical aid to the South Seas could be established.

This first 12 months is an experiment aimed at finding out what help the South Pacific territories need. On its result will depend the size of the grant for 1966-67, and Canberra officials are currently reviewing the information they have.



Mr. Hamilton.



Mr. Hasluck.

"As with the Colombo Plan, the recipients will suggest the schemes they would like us to help them with," an External Affairs officer told *PIM* in Canberra. "You can't build this sort of thing in a day. Money can't be spent without planning."

In Suva, the Australian Commissioner in Fiji, Mr. R. N. Hamilton, who is Australia's permanent man in the field in the South Seas, and responsible for the practical co-ordination of ASPTAP, told *PIM* he hoped that next year the amount would be doubled. He expected it would be increased each year thereafter.

The figure will obviously depend on Treasury's commitments on international aid, and the various pressures on the Commonwealth Budget. But clearly Australia's intention at the moment is to give the South Seas financial help of some significance.

PIM's information is that the scheme probably will first concentrate on a few projects which make a worthwhile impact, and expand from there.

How It Works

What will ASPTAP do?

ASPTAP aid will not cover economic development, but will help supply the means under which a territory can develop.

Thus funds will not be offered to build a road or a wharf or erect a building, but technical advice on the spot, or training in Australia, might be provided to help the territory build the road itself.

A technical school, once built, could be equipped with machinery under

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ASPTAP aid. Australia might supply science teachers for it.

ASPTAP would not supply or erect an electricity undertaking, but might make available experts to survey electricity needs, or train local men for this task.

ASPTAP will not duplicate aid already being given to recipient territories by other countries, nor will a territory which has already had a specific request for aid rejected by some other country be able to persuade Australia to supply it.

Australia apparently is being careful not to introduce ASPTAP as a political football in any game of power politics.

What has been done so far?

In the short time the scheme has been in operation various territories have asked Australia for technical school instructors and secondary school teachers, and for the right to train their own technical instructors in Australia.

Mr. Hamilton said in Suva: "We have also been asked for textbooks and other reading matter for schools and libraries, and for experts to manage various development or research projects.

"Probably the best thing done recently has been the help provided by Mr. W. H. Smith, of the NSW Department of Agriculture, in the eradication of bunchy top disease in the Western Samoan banana industry."

A stroke of fate in the shape of the late January hurricane, which flattened most Samoan banana plantings, unfortunately has destroyed the value of some of Mr. Smith's work.

Course In Administration

Among the other things provided under the initial $100,000 have been a course in public administration in Australia for a group of Fijians and a course in decimal currency for officials in the Solomons, Western Samoa and Tonga—who were able to witness Australia's decimal currency changeover in February.

Other courses already established in Australia under the Colombo Plan will be available to the South Seas territiories, in addition to new ones designed especially for them under ASPTAP.

Mr. R. Carswell, Assistant Director of the NSW Department of Technical Education, visited South Seas territories recently to investigate at first hand the best way of meeting their needs for technical education.

Wide interest has been aroused by suggestions that under ASPTAP Australia could train Islands agricultural extension officers in New Guinea.

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STICK INSECTS MENACE TAVEUNI COCONUTS

Planters in Taveuni, one of Fiji's main copra-producing areas, are now reported to consider the stick insect a worse threat to their coconut palms than the rhinoceros beetle.

The planters say that while they have never seen a palm killed by the beetle, increasing numbers of palms are being killed by the voracious stick insect which strips palm fronds bare.

A significant feature of the spread of the stick insect is that it attacks large, well-run plantations where undergrowth is kept cut down. In small plantations, where this is not done, stick insects are rarely, if ever, reported seen.

Western Pacific High Commission, in Honiara, for staffing and equipping of technical schools in the British Western Pacific area. This would be additional to the training of Melanesian artisans, and business, agricultural and forestry students in Papua-New Guinea under a separate arrangement with that Territory.

The British High Commissioner, Sir Robert Foster, told *PIM* in Honiara that the new ASPTAP scheme was "extremely welcome and useful" and had created a lot of interest among administrative officers in the Western Pacific.

"It is surprising it has not had more outside publicity," he said.

Australian Commitment

Australia's newest aid programme brings the total amount paid out by Australia in all forms of overseas aid in 1965-66 to more than $113 million.

The figure does not include Australia's South Pacific Commission contributions, but does include more than $72 million for Papua-New Guinea—which is equally regarded as aid to an under-developed territory. (Britain and France give more than 90 per cent. of their aid funds to their present or former colonies).

The Colombo Plan for 1965-66 is taking $12 million of Australian aid money, and the remainder is distributed from Afghanistan to Korea through international financial institutions, United Nations funds and programmes, economic assistance under SEATO and SCAAP, defence aid, disaster relief and special help such as wheat for India, and the Commonwealth Co-operation in Education.

The aid figure rises each year, in some departments dramatically.

Total foreign aid in 1963-64 was $90 million, in 1964-65 it rose to almost $99 million, and in the current year it is $113.5 million.

Defence aid to Malaysia rose from more than $3 million in 1964-65 to more than $11 million in the current year.

Colombo Plan aid has increased from more than $9 million in 1962-63, to $10 million in 1963-64, $10.6 million in 1964-65, to the current year's $12 million.

Such payments as the Indus Basin Development Fund and the Laos Stabilisation Fund continue to show increases.

Foreign aid expressed as a percentage of the gross national income continues to rise, but the Australian figure has not yet reached the 1 per cent. of national income which the United Nations considers should be the minimum aid given by economically advanced countries to developing ones.

The Australian figure on the last available figures is on a par with the UK and Germany, but behind that of France, the US and some smaller countries such as Belgium.

The foreign aid figure for Australia has not yet begun to hurt the population and therefore the overall sum has provoked little public interest.

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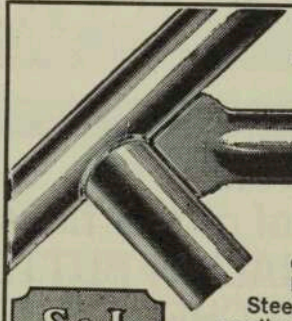
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INTEREST SNOWBALLS IN DUKE'S AWARD SCHEME IN FIJI

From Beryl Cates in Suva.

After 12 months or so of promising development in Fiji, the Duke of Edinburgh Award Scheme, which has so far been confined to boys, is to be expanded to include girls.

THE plan to include girls follows the arrival in Fiji from Britain of two young women who hold the Duke's Gold Award. They are Miss Penelope Louden, who is working with the Young Women's Christian Association, and Miss Rosemary Wilkinson, who works with the Social Services Department.

The Duke of Edinburgh Award Scheme, which is aimed at developing perseverance and initiative in the fields of community service, expeditions, pursuits and interests, and physical fitness, is now operating in almost every Commonwealth country.

The initiator of the scheme in Fiji, District Officer J. R. Deverell, originally had first-hand experience with its workings in Kenya.

When transferred to Fiji in 1963, he brought with him ideas for its introduction into the Pacific—his intention carrying with it the blessing of a friend and erstwhile neighbour in England, Sir John Hunt, the scheme's director.

Mr. Deverell worked on preliminary plans for setting up the scheme until early last year when it was launched with the Governor, Sir Derek Jakeway, as its patron, and with community leaders and representatives of youth organisations, sports clubs, churches, Rotary, the Army, the RNZAF, etc., on its executive committee. Mr. Deverell was elected secretary.

Perseverance, Initiative

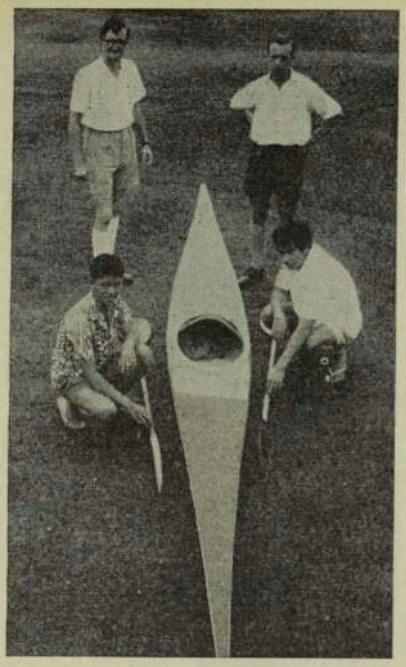
Early sceptics shook their heads over what they imagined to be yet another youth organisation in the Colony. Perseverance and initiative being the keynotes of the scheme, the doubters wondered also if the locals—sprinters rather than stayers—could adapt themselves to the necessary requirements.

The scheme soon showed itself to be neither a new organisation offering leisure time activities, nor one with standards beyond average abilities. For success, endurance is vital, but under careful guidance participants test and toughen their own characters as they progress. What is more, each can adjust the pace of his progress according to his ability and temperament.

The scheme works through existing organisations and authorities concerned with education or the training of young people—schools, scouts, sports clubs, etc.

A candidate enters the scheme between his 14th and 19th birthday, buys a record book for a couple of shillings and then decides what activities he would like to go in for.

In Britain and elsewhere the choice is freer than in Fiji, but nevertheless the scope here is wide enough to include a wide variety of activities from stamp collecting to the building of a kayak. (Award candidates living at Lomaivuna Settlement



This 18 ft replica of an Eskimo kayak was built by 12 students of the Derrick Technical Institute who are working for a Duke of Edinburgh Award. The boys are full-time students at the Institute and are either studying for the Fiji Junior or Senior Cambridge examination. Two of the boys, Martin Chan and Alfred Varea, are seen with the kayak. With them are Mr. G. H. Bolt, the institute's physics teacher (left), who is an authority on building kayaks, and Mr. Paul Griffen, a Voluntary Service Overseas officer from England, who is the institute's sports teacher.

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School are making the scientifically-run banana plantation their leisure time study).

Through the school or organisation to which he belongs, the candidate is coached by available authorities on the activity chosen, and his studies lead up to awards in three stages—bronze, silver and gold.

Personal Interest

In Britain the Duke of Edinburgh, himself, presents gold medallists with their awards—thus showing his continuing personal interest in the scheme he instigated.

Requirements for the bronze and silver medals have to be fulfilled in each of the four sections of service, expeditions, pursuits and interests, and physical fitness. There are certain other requirements for the gold award.

In the service section, candidates have to reach set standards in a form of community service such as first aid, lifesaving, etc.

For bronze awards in expeditions, candidates have to undertake a 15-mile expedition on foot camping out for one night; for silver awards the expedition is extended to 30 miles on foot (with two nights camping out), or a comparable journey must be made by bicycle, canoe, sail or horseback. For gold awards the expedition is extended to 50 miles in wild country (three nights camping out), or a comparable journey by bicycle, canoe, sail or horseback.

For pursuits and interests (hobbies), candidates have to follow the *one* pursuit for six months and qualify as to knowledge and/or ability. After qualifying for a bronze award, a further six months' study on the same subject is necessary for a silver award, and yet another six months for a gold.

Initial Course

Physical fitness awards are given for set standards of fitness. Bronze awards candidates must be able to run 100 yds. in 13 sec.; silver, 100 yds. in 12.2 sec.; gold 100 yds. in 11.8 sec.

After an initial course for leaders at the Queen Victoria School early last year, award schemes were begun at Lelean Memorial School, Fulton Missionary College, Derrick Technical Institute, Central Fijian Secondary School, Naivucini District School, Lomaivuna Settlement School and Ratu Sukuna School.

Last September much of the pioneering work shifted to the shoulders of a young English university graduate, Tom Sage, who arrived in the Colony as a VSO. Originally Tom planned several types of youth work during his 12 months of voluntary service, but within weeks he found his main attention being given to the award scheme, and it has been that way ever since.

He has recently helped set up a divisional council at Lautoka, following the executive council's policy of decentralising the scheme, and on that side of Viti Levu there are now branches at Natabua High School, Tilah High School and the Muslim High School.

In Suva the scheme will shortly begin operating within the St. John's Ambulance Brigade and the Suva Youth Centre, and, it is hoped, Suva Grammar School and the Marist Brothers' High School.

About 250 boys are now endeavouring to qualify for awards, and many are almost at bronze award standard. Warwick Williams, a part-European who attended the Queen Victoria School leadership course, has almost reached gold medal standard.

Recently inquiries were received from the Women's Interests Officer in the Gilbert and Ellice Islands and it is hoped that sufficient interest will be shown there for the scheme to be introduced.

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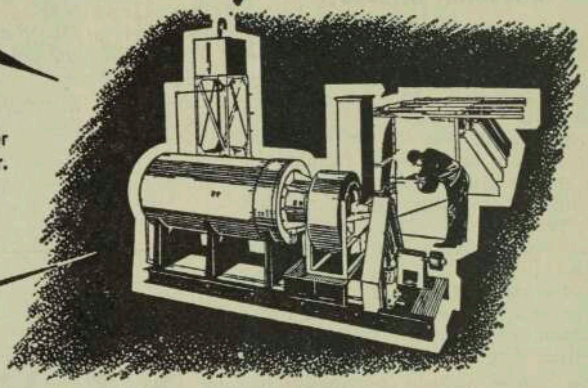
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NEW GUINEA LAND OWNERSHIP "NEEDS OVERALL REVIEW"

From an AAP-Reuter correspondent in Port Moresby

Land claims by native tribes in Papua-New Guinea are rapidly getting out of hand. Last year more than 300 disputed land claims were heard by the Territory's Land Titles Commissioner, Mr. D. J. Kelliher. That number seems certain to be exceeded this year.

ALREADY there are enough claims set down for hearing to keep the Land Titles Court busy for the next 12 months.

Native tribes have claimed all the land on which the town of Lae is built, the whole town area of Wau and a substantial part of Rabaul.

Daera Guba, an elderly member of the Tubumaga clan, has personally claimed an acre of valuable industrial land in the Port Moresby suburb of Konedobu.

Assistant Administrator Dr. John Gunther is sceptical of the claims. "Claims of this kind are being made all the time," he says. "There is no justification for them."

The chief reason for the large number of claims is that it costs a native nothing to make one or to pursue it as far as the High Court of Australia.

Fee Needed

Technically, a native can make a claim on any piece of land which takes his fancy. Officials are unanimous that some fee will soon have to be charged to prevent these indiscriminate claims. But some claims are genuine and in several cases tribes have moral rights to compensation for land, even though they have no real legal claim on it.

This applies particularly on the New Guinea side of the border where most of the major land litigation has centred.

There have been many allegations that the Germans tricked or bullied native tribes out of areas of land and most of the present claims date back to the German administration.

Then came the Japanese invasion, and some title deeds the Australian administration had been able to establish by then were destroyed under the "scorched earth" policy.

Deciding the rightful owners of much disputed land in New Guinea since then has been a long, difficult and expensive process.

In Papua, however, disputes are much more easily settled.

The Administration generally has been meticulous in its land dealings with the natives and few claims against it have been successful.

Daera Guba, one of Papua's best known "land barons", also claims that his clan owns "several hundred acres" in other parts of the capital.

For several years he has been claiming many areas in and near Port Moresby. His claims have been disputed both by the Administration and by other tribes.

Many land claims are handed down from generation to generation. Each new generation inherits tales about the land from their elders and in turn makes a new claim on the same piece of ground.

Some disputes date back to the begining of the century.

Probably no court will ever settle them to the tribes' satisfaction.

Senior Lands officials believe that it is time the Australian Government took a comprehensive look at the whole land situation throughout the Territory.

Disputed lands have been a source of much discontent among native tribes and have put the Government to considerable expense.

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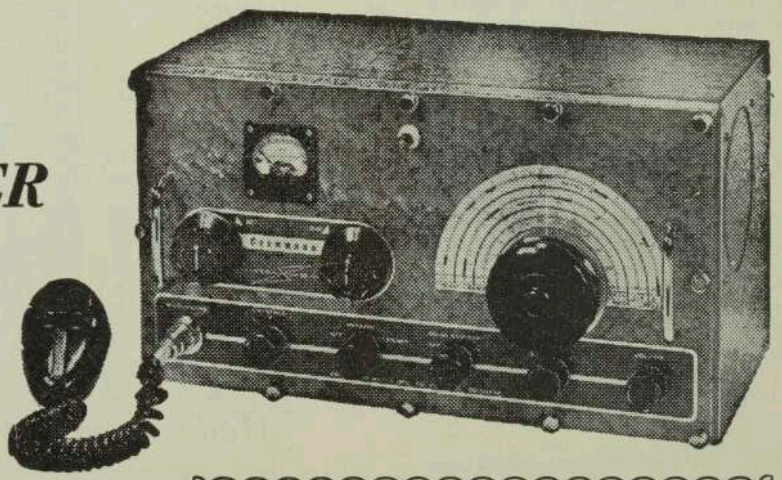
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PACIFIC PLANTERS' DIGEST



THE USE OF PROPS IN BANANA-GROWING

GOOD plantation practices produce good bunches, and proper care of the bunches ensures the production of quality bananas.

Propping banana bunches is often necessary under tropical conditions.

Most bananas are grown on hillsides and there is a natural tendency for them to fall down the hill. This is accentuated by the fact that bunches generally come out towards the sun.

Generally speaking, the better the plantation the more need there is to prop the bunches. This is obvious as the bunch weight must be heavier and so the plants are more likely to be blown down or the bunch stalks to be broken.

The best type of prop is to use two strong stakes joined together with a wire about nine or 10 inches from the top of the stakes, the wire being fastened so that there is about one foot of wire between the stakes. This allows one stake to be placed on each side of the bunch. The piece of wire joining the stakes together goes under the bunch stalk close to the top of the bunch and gives the necessary support.

The plant and the two joined stakes make a tripod, which is very strong and supports the weight adequately. The bunch cannot be dislodged from the prop by winds—as it can be if only a single prop is used.

The legs of the prop should be well spread and made as firm as possible and kept out of the middle of the rows to allow free walking. This becomes very important when the plantation is being misted for disease or pest control and the operator is walking through with a machine on his back.

Props badly placed become a nuisance.

Props are generally made of 2 x 2 hardwood and their length varies according to the variety of bananas and the steepness of the hillside.

PLASTIC COVERS FOR BANANAS

PLASTIC covers over banana bunches not only improve and protect the bunches, they increase the bunch weight by about 25 per cent.

Plastic covers were first used in 1950 in Australia owing to a shortage of hessian. They are now used by the million to cover bunches in New South Wales.

The covers used are made from plastic tube 28 inches wide when flat and are cut one yard or more in length. They are slipped up over the bunch and secured around the bunch stalk above the top hand by using a nail, plastic string or a clip. The bottom of the cover is left open.

With the taller varieties, a ladder is necessary, and a special light ladder with two wide legs and loose chain at the top has been designed for the purpose. The chain fits around the pseudo-stem of the banana and prevents the ladder from slipping.

When the bunch is harvested the cover should be left on for protection until the bunch is in the shed and ready to be dehanded.

After use, the covers, if still in good condition, should be cleaned, dried and hung in an airy place until the next season. It has been found that 0.002 gauge covers will last one season, and the heavier gauges proportionately longer.

Oddly enough, the colour of the plastic plays an important role as far as the appearance and quality of the fruit are concerned.

It has been found that blue, green and yellow covers give about equal results. Blue is the colour favoured by growers, probably because blue covers are easier to see on a plantation. However, clear plastic is likely to cause sunburning of fruit, especially in plantations defoliated by leaf spot and speckle.

Red covers fade quickly and sunburn may follow. Black covers make the fruit pale. The temperature and humidity under plastic covers is higher than in uncovered bunches, and under ideal conditions it is possible to regulate the time that a bunch is harvested.

EFFECTIVE ANT CONTROL

ANTS are one of the most plentiful, intelligent and annoying insects on earth. Entomologists have identified 3,500 species of ants, living in all climates inhabited by man.

Ants in houses and lawns are irritating, unsightly nuisances, and many species have painful bites. They injure flowers and vegetables by direct feeding, by destroying vegetation around their nests, or by carrying aphids (plant lice) from plant to plant. Ants can also damage trees and larger woody shrubs by nesting in the in-

On The Brink Over The Demon Drink

NEW CALEDONIANS are now drinking so much liquor that they cannot drink more "without real danger for the whole population". A Noumea newspaper editor said this recently in commenting on the latest import figures for alcoholic beverages.

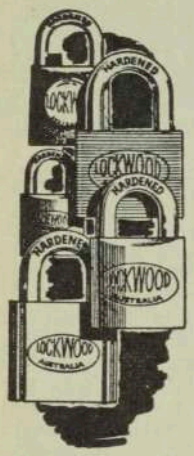
The figures show that New Caledonia imported 6½ million litres of liquor last year—300,000 litres more than in 1964.

Last year's imports were made up of nearly 3½ million litres of beer, costing $A856,100; 3,087,800 litres of wine costing $A726,270; and 58,900 litres of sparkling wine and champagne, costing $A106,690. Meanwhile, the local brewery produced 601,700 litres of beer.

With 3.785 litres equal to one gallon, the total quantity of liquor available to New Caledonians last year was more than 1,900,000 gallons —roughly one gallon a fortnight for every man, woman and child in the country.

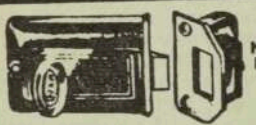
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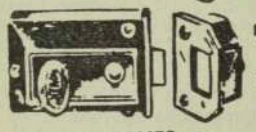


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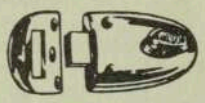


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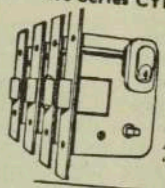
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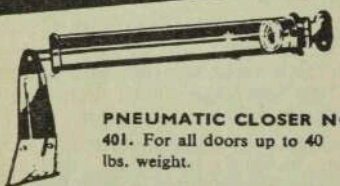
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ANGLICAN MISSION IN P-NG TO CELEBATE 75TH ANNIVERSARY

The Archbishop of Brisbane and former Bishop of New Guinea, the Most Rev. Philip Strong, will visit P-NG in August when the Anglican Mission celebrates its 75th anniversary.

The mission's founders, the Rev. Albert MacLaren and the Rev. Copland King, landed at Kaieta, near Dogura, on August 10, 1891 (St. Laurence's Day).

Dr. Strong will conduct a retreat for clergy and, it is hoped, will lay the foundation stone for the rebuilding of St. Barnabas Hospital at Dogura. Other anniversary plans include the reconstruction by local people of the shrine which marks the landing spot of the first missionaries and the calling of a special synod for diocesan clergy.

One man with a special interest in the celebrations will be Peter Rautamara, who can remember Albert MacLaren and Copland King. Now about 87, he was a boy at the village of Taupota when the missionaries visited it shortly after their arrival in New Guinea. More than 20 years later, in 1915, he became the first Papuan Anglican priest.—**Susan Young.**

terior of the trunk or branches, or around roots.

The most effective insecticide for the control of all types of ants is Chlordane. This not only controls ants, but prevents further infestation because of its long residual properties.

The first step in control of ants in the home, lawns, or in gardens is to find the ants' nests or at least trails. Indoor nesting quarters are usually in walls, foundation sills, door frames, sub-floors, cracks and behind baseboards.

Ants nesting outdoors may be found in anthills or mounds, tree trunks, under stones or timber and next to foundation walls.

Inside ant control is easily accomplished by applying a 2 per cent. Chlordane oil base or Chlordane water emulsion spray, or a 5 per cent. Chlordane dust to the ant trails and areas around door sills and window frames. Repeated treatment may be necessary to maintain effective control.

In controlling ants outdoors, Chlordane should not be applied to the edible portions of vegetables or fruits, once the edible portions are formed.

For garden control, treat the entire infested area (using the broadcast method) with a 0.25 per cent. Chlordane spray prepared from a wettable powder, emulsifiable concentrate or a 5 to 10 per cent. Chlordane dust.

It should be noted that oil sprays usually cause burning or wilting and should not be applied to vegetation.

For trees, spray the trunks and lower portions of the larger branches with a 0.25 per cent. Chlordane spray and also drench the soil under the spread of the branches. If spray equipment is not available, dust trunks of the trees and the soil under the branches with a 5 to 10 per cent Chlordane dust.

For control in lawns, use an 0.25 per cent. spray or a 5 to 10 per cent. dust. If ants are numerous, treat the entire area with Chlordane, as well as surrounding areas.

Soaking the nest after treatment with water will wash the insecticide down into the nest. Remember, however, that in the underground nests, there are many galleries, tunnels at many levels, and, in some cases, the ramifications may go to a depth of 20 to 30 feet.



From the Islands Press

THE pettiness of the current arguments on free buses for the tourists is most illuminating, if only for the small-mindedness being publicly displayed by the contestants. The contestants in this sense extend to and embrace a number of traders, which is even more disgusting. People who have transport interests on the island have a heavy responsibility to see that no unpleasantness is manifested or transmitted to our visitors. Such is not the case now. This whole ugly scene is being freely discussed by everybody.

With the arrival of modern, comfortable buses, surely the aim should be to stimulate interest in the island itself rather than carry on like squabbling kids? Tourism is our island's life blood. Notwithstanding, even the tourist, should he desire transport, should pay for it. The hatchet should be buried and the pipe of peace smuk. And a regular and alternating bus service should be conducted, serving both the tourist industry and the community.

In short, everyone, including the operators themselves, could derive lots of benefits out of a well-conducted bus service. What about swallowing your pride, gentlemen, and getting around the round table?—*Editorial in "The Norfolk Islander".*

BECAUSE much of the population is a shifting one, there is not the same civic pride in Port Moresby usually found in more stable communities.

But a proper clean-up as suggested by Chamber of Commerce president, Mr. H. H. Stubbs, seems long overdue, despite the local junk collections occasionally organised by the Administration.

As it looks at present, Port Moresby must be regarded by tourists and other visitors as the world's shabbiest capital.—*Editorial in the "South Pacific Post", Port Moresby.*

THERE are now only nine months to go before the Second South Pacific Games in Noumea, to which, we are told, the Colony Amateur Sports Association intends to send a team.

There is, as far as I can see, absolutely no athletic activity of any kind being organised by the Amateur Sports Association at the moment. Is it not about time they started doing something about our team for the Games?

Sending two tennis players to New Zealand is a step in the right direction, but cannot the ASA do something more than that? May I ask the secretary of the ASA . . . to inform the members of the ASA and the people of the Colony just what plans the ASA has got?

It might also be thought relevant to ask what has happened to cricket. Since the proliferation of sports associations cricket seems to have died, although, on Betio, at least, it was flourishing until the moment when the Sports Association was formed. Since that date there has been no cricket on Betio. Is this the aim of the Sports Association?—*Letter from "Sports Fan", in "Colony Information Notes", Tarawa.*

AFTER 50 years or more of talking, bickering and planning, and less than two years of actual construction, Apia finally has a deep sea wharf. Some still hold doubts as to its effectiveness —these will be resolved one way or the other before very long.

The main significance of the wharf however lies in it merely being there. Although much has been done in the way of development since independence, its effect in many cases is still hard to see. Political attitudes have become more progressive, the need for planned development has been generally accepted, a five-year plan has been adopted and parts of it already implemented, but none of this has produced anything so spectacular and so much in the public eye as the new wharf. The wharf provides the first tangible proof for many people that this country is in fact on the move.—*Editorial in "Samoana", Apia, Western Samoa.*

THE basic wealth of this primarily agricultural country [of Fiji] has come, as it must always come, from the products of the soil.

There has been a most welcome addition to this in recent years from the tourist trade, and all indications point to the continuing growth of this source of revenue.

But all this must be viewed against a background of a school roll of nearly a quarter of the Colony's total population—with many children not included in this total.

Fiji may never become a highly industrial country, but to provide jobs for so great a number of potential workers and to meet the demand for goods and technical services for an expanding population, it is essential that existing industries should continue to grow and new ones be introduced. This calls for the availability of money and knowledge, together with managerial ability at many levels, from the junior foreman to the managing director.

—*Editorial in "The Fiji Times", Suva.*

IF in Britain and Australasia the vast majority are "telephilics", then we on Nauru, with a few notable exceptions, can be described as "inactophilics".

Imagine the average worker arriving home at 4.30 p.m. or 5 p.m. after a hard day's labour spent in trying to get other people to work. Shirt off, singlet off, socks off, fridge open, hiss of top leaving bottle, chair creaks, bottle tilted . . . stupor!

You may think this doesn't apply to you, but just stop and think —what have you accomplished this week—an Ian Fleming, a couple of Headley Chases or a dozen Carter Browns?

OK, so that wasn't you, either. You run, swim, play tennis, golf or basketball or even sit on your backside on a Go-Kart every weekend—but how about exercising your mind and doing something for your fellow creatures here?

Yes, that's right, how about sitting down and writing a bit for your newspaper!

There is a lot of talent on this little, isolated world of ours and practically anything can be designed, built, made or repaired by us. By the same token there must be quite a few of us with varying literary potentials as yet undeveloped.—*Editorial comment in "Pinnacle Post", Nauru.*

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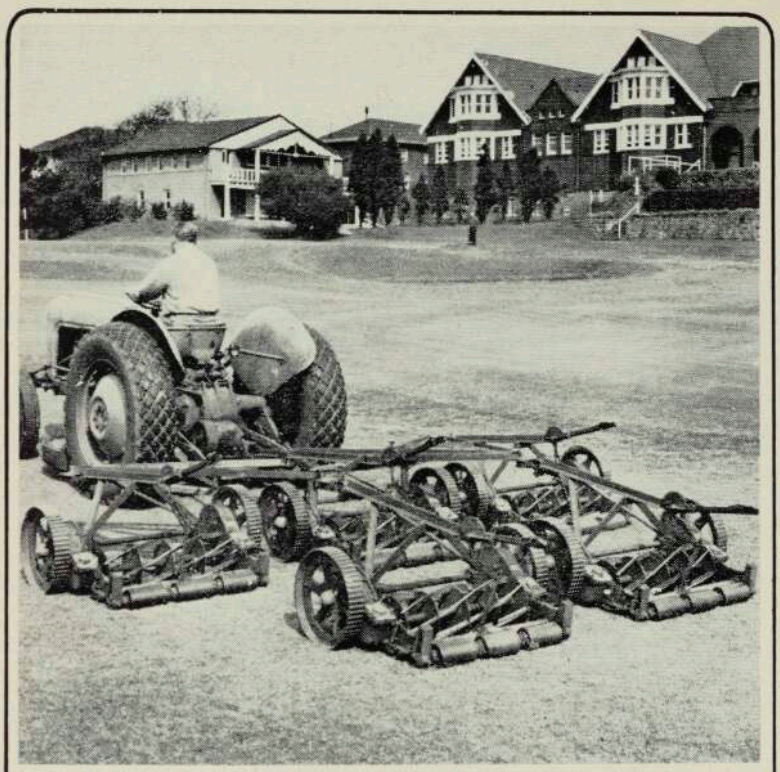
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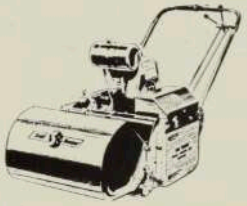
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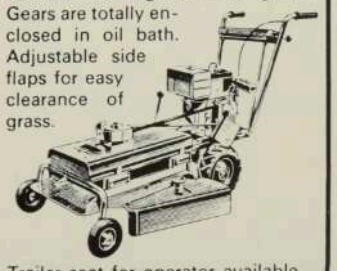
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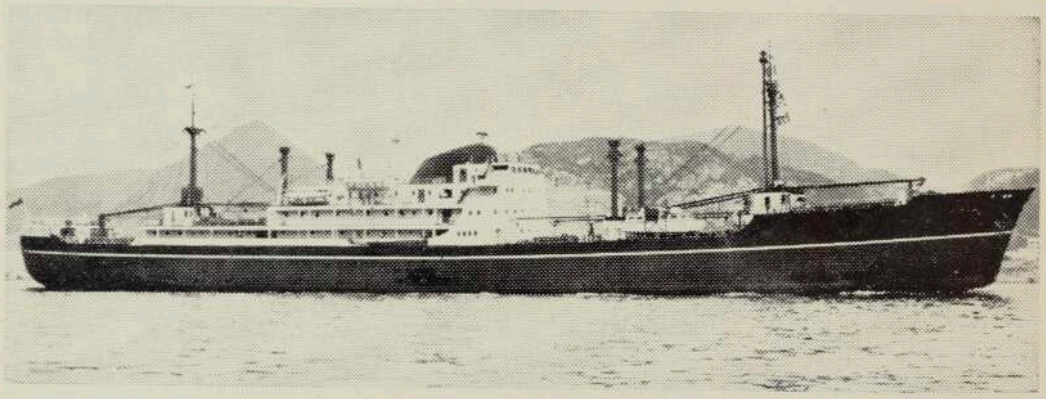
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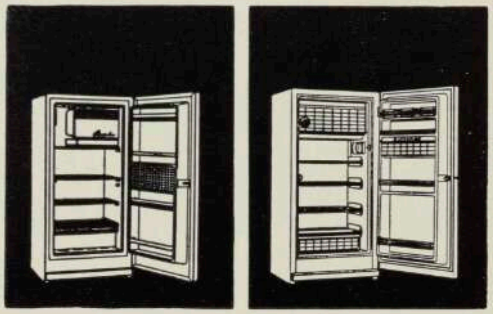
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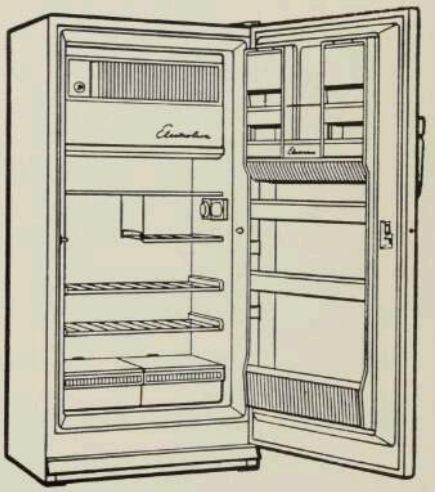
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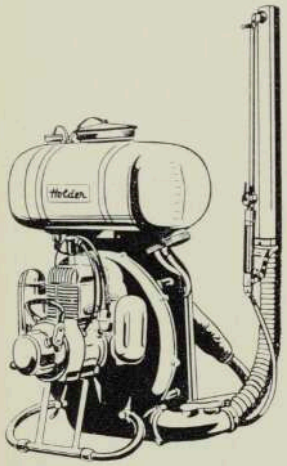
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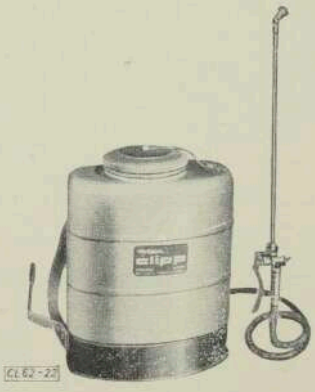
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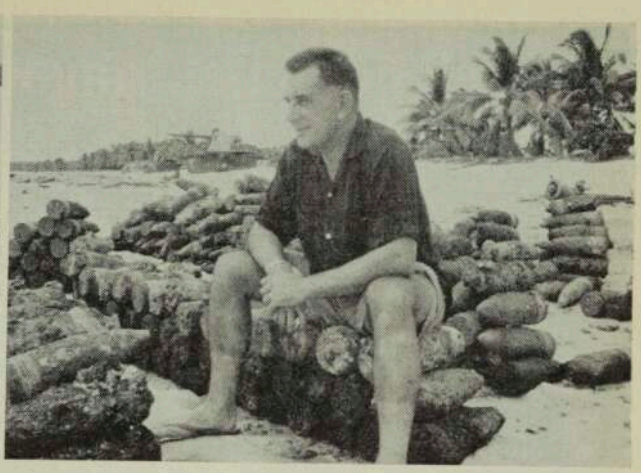


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U.K. ARMY DISPOSAL EXPERTS ADD A FOOTNOTE TO THE BLOODY BATTLE OF TARAWA

● At left, a couple of Gilbertese children pose beside a 500 lb Japanese bomb on the weather beach at Betio. The other picture shows Army disposals expert, Major Qualtrough, waiting for the tide to come in so that a stack of 120 mm Japanese ammunition can be taken out in a workboat and dumped over the weather reef.—Photo: P. Wilder.

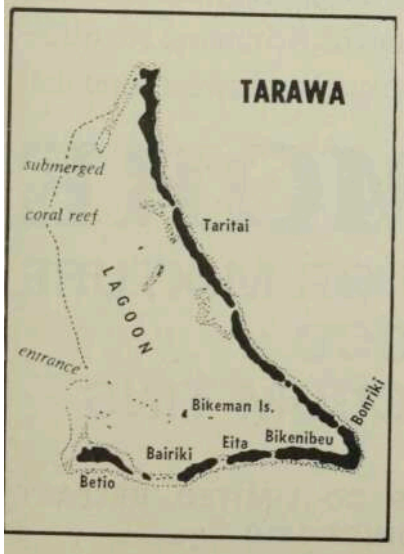
From a Tarawa Correspondent

Twenty-three years after the United States Marines routed the Japanese in the famous Battle of Tarawa, two British Army men have cleared away dangerous debris from the battlefield and dumped it in the sea.

THE two men, Major H. P. Qualtrough and Sergeant H. E. (Joe) Cook, of the Royal Engineers, arrived in Tarawa, Gilbert and Ellice Islands Colony at the end of last November. For the next three months, with a labour gang of 12 civilians and 16 prisoners, they systematically searched the tiny islet of Betio for explosives.

By the time they left Tarawa on March 8, they and their assistants had located and dumped about 92 tons of explosives over the weather reef at Betio—the explosives ranging from American 100 lb bombs and Japanese eight-inch shells to small arms ammunition.

This enormous amount of material came from an area scarcely bigger than a market garden, for Betio Islet, which is on the south-west corner of Tarawa, is only 800 to 1,200 yards wide by 2¼ miles long.



Guns From Singapore

The Japanese occupied Betio early in 1942, and set about immediately to fortify it and convert it into a bomber base.

With 400 Koreans doing most of the work, they cut down palm trees in the islet's centre and laid out an airstrip; and on all sides of this, they dug a labyrinth of caves, tunnels, foxholes and bunkers in which their supplies and ammunition were stored and in which their men lived and kept watch for the enemy.

There were about 500 fortified places altogether. They were fantastically strong and difficult to attack—the foxholes, for example, being arranged like the spokes of a wheel, so that grenades had to be poked into each spoke to blast away the men inside, one by one.

The islet's armament included 8-in Vickers guns brought from Singapore, which were put in four twin emplacements on the island. These gave the Japanese a wide and effective range of fire.

Several pairs of 5-inch guns were dug into the coral sands, and there were numerous 3-inch guns which could be used effectively against an enemy travelling either by sea or in the air.

The gun emplacements were well-protected and well-camouflaged. And the 4,000 troops who manned them also had radio direction finders, searchlights and range finders to aid them against an enemy.

In addition, they were protected by a ring of barbed wire on the islet's fringing reef, then a barricade of coral blocks; then a submerged moat gouged out of the coral so that tanks could not pass over it; then more blocks and more barbed wire.

The only error the Japanese made in fortifying Betio was that they reckoned on an enemy attacking them from the ocean side of the islet rather than the lagoon side. The greater part of their artillery and blockhouses were therefore placed to meet a seaward attack.

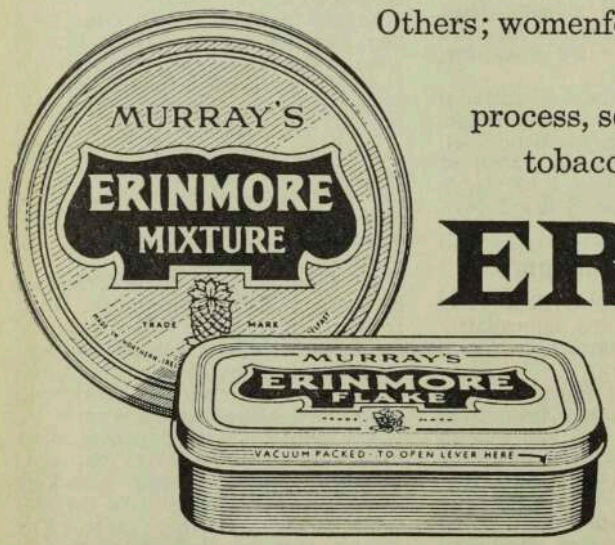
Even so, the Japanese were able

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to reply with a withering barrage of fire when the first landing barges of the US Marines began moving in on the islet from the lagoon side at dawn on November 23, 1943, under cover of heavy bombardment from US Navy warships and American dive-bombers.

So fiercely did the Japanese resist that few of the Marines in the first wave of landing barges reached the shore; and at the end of the first day's fighting, they held only a pitifully small strip along the islet's northern seawall.

During the night, however, the small beach-head was reinforced, and on the second day the Marines inched their way into the heart of the island, wiping out Japanese blockhouses, pill-boxes and foxholes with grenades mortars, .75 mm howitzers and flame throwers.

On the third day, strong US infantry reinforcements landed on the west coat of Betio and mopped up there, leaving the Japanese in possession of only the islet's eastern end.

These defenders, realising their position was hopeless, suddenly swarmed out of their dug-outs in a suicidal charge, carrying only rifles and grenades.

They charged in perfect order, without attempting to take cover, and were annihilated.

5,000 Dead

This mass annihilation left only snipers and small, isolated pillboxes to be cleared out, and the Marines dealt with most of these by the end of the third day.

Next morning, after 75 hours of fighting, the battle was over. Almost 4,000 Japanese were dead—only nine of the garrison had surrendered; while the American casualties were 1,026 dead, and 2,557 wounded.

The American casualties represented the greatest single battle loss, by ratio of men participating, in the history of the United States Marine Corps.

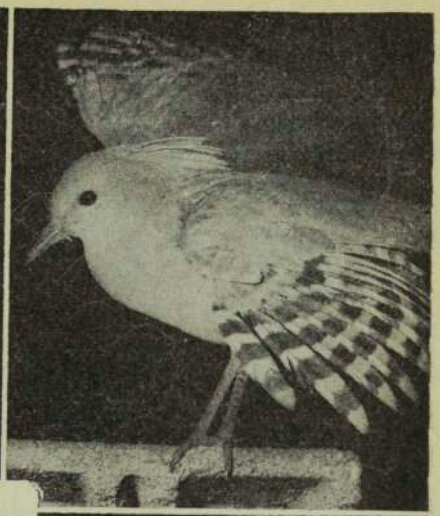
And the Battle of Tarawa itself rated as one of the bloodiest and fiercest of World War II.

In the 23 years that have passed since then, the airstrip that the Japanese built in the centre of Betio has been replanted with coconuts, and the islet has been developed as the headquarters of the GEIC Wholesale Society and in other ways.

But the islet still bears a decidedly battle-scarred look, and until the arrival of Major Qualtrough and Sergeant Cooke last November, many of the old Japanese fortifications had

(Continued next page)





A Strange Bird Is New Caledonia's Flightless Cagou

VISITING ornithologists and local nature lovers have expressed concern in recent years over the fate of New Caledonia's national bird, the flightless cagou.

The bird is one of five species in New Caledonia which are in danger of extinction.

The cagou has blue-grey plumage and black marks on its wings, and although it is only about 21 inches high, it can run like a greyhound.

Cagous live in the forests, subsisting on grubs, snails and all sorts of vermin.

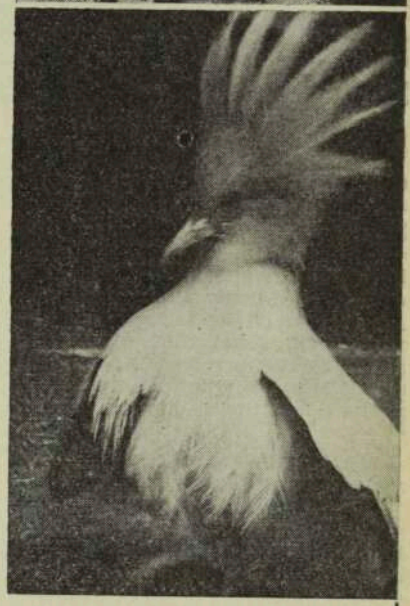
Kept in captivity, as some are in Noumea—despite the law—they are partial to choice liver steak, or a bit of your leg if you don't keep an eye on them when cleaning out their enclosures.

Such cagous usually start being vocal at 4 a.m. and continue until sunrise. Their cry is most penetrating and is often triggered off by the crowing of a distant rooster. They start off by tuning up with a repeated note, which might continue for about three minutes, and this degenerates into a kind of bark. The owners of captive cagous, not surprisingly, are looked on with a jaundiced eye by the rest of the neighbourhood.

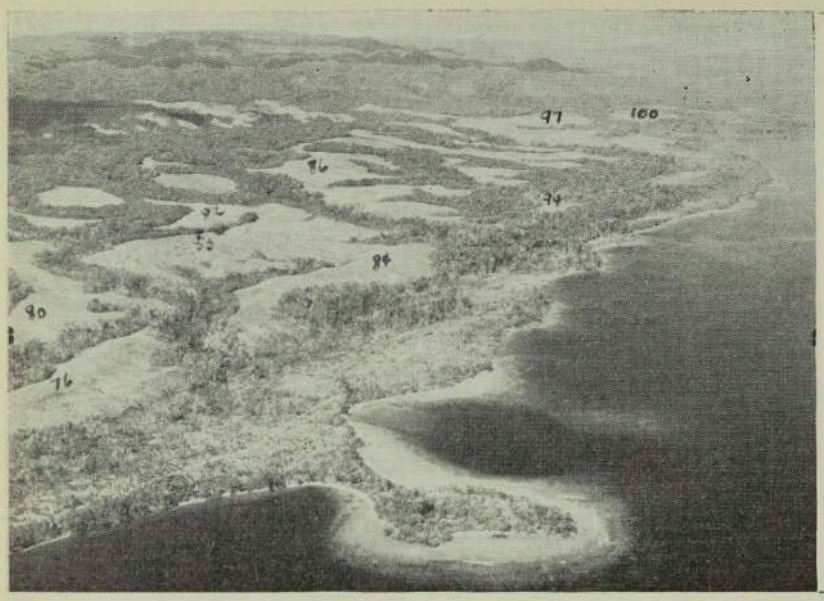
Cagous like to show off, and when you go near them they throw out their chests, raise their crests, and strut up and down.

Some German scientists collected a few cagous a couple of years ago to try to breed them, but recent reports say they have had little success. Eggs with dead chickens in them was about the best they could do.

Radio Noumea uses a badly-executed and badly-recorded partial cry of a cagou to open its broadcasting sessions, just as Radio Australia uses a recording of a kookaburra's. The call of the cagou is thought in some quarters to be the best part of Radio Noumea's programmes. — FRED DUNN.



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Oh, Honiara . . .

By a Staff Writer

Among the "fan" letters to turn up in our office recently was one from Mr. Urban D. Kapler, of 1726 W. MacKenzie Drive, Phoenix, Arizona 85015, USA. Mr. Kapler was a member of the 25th Infantry Division, US Army, on Guadalcanal and New Georgia from January, 1942, to December, 1942.

"The enclosed photo," Mr. Kapler said, "was taken for tactical purposes back in 1942 for use by our Armed Forces in Guadalcanal, as you may surmise from the numerals shown thereon.

"Judging from the information contained in PIM from time to time, it is my assumption that Honiara been virtually untouched since the Battle of Tarawa ended.

Among the jobs that the explosives disposal team did during their three-month stay at Betio was to go over the ground with detectors and investigate 42 reinforced concrete bunkers which had been used as ammunition storage dumps. It was from these bunkers that the team retrieved much of the 92 tons of explosives that were dumped in the sea.

The bunkers were also found to contain the remains of more than 100 soldiers, all of whom were thought to have been Japanese. The remains of these men were removed from the bunkers and buried.

Other discoveries included a solitary Japanese sword—which has been sent to the Royal Engineers in England—and a number of helmets, rifles, machine-guns and other items of equipment, nearly all Japanese.

Major Qualtrough said before leaving Tarawa that most of the high explosives and scrap that had been on the surface at Betio or underground to a depth of two feet had been cleared.

Asked whether the area had been dangerous before, he said that high explosives were always dangerous and that there could have been accidents if someone had lit a fire on the ground where they were buried or had violently disturbed explosives stored in a bunker. However, he said his team had found less than 20 items which had caused real concern and these had all been in the bunkers.

Pagan Fears Kept Americans From Secret Cave On Choiseul

From Gabrielle Lawson in Honiara

Somewhere on Choiseul in the Western Solomons is a secret cave containing human skulls, strings of shell money and intricately-carved clam shells that would undoubtedly be of exceptional interest to Pacific anthropologists—if they were allowed to see it.

THE cave's existence was revealed to a group of us one night recently by Belshazzar Gina, a well-known and rotund character of Honiara, when he got to reminiscing over a piece of cake and a cup of tea as the moon made a silvery path over the sea, and Melanesia (the Dark Islands) stood out like ghostly sentinels.

Gina, who is 55, is a native of Choiseul. His wife is the daughter of a paramount chief, and their sons and daughters all have Gina's physical characteristics—they are big sideways.

Pagan Uncle

They are a Christian family and Gina is ambitious for the children, some of whom are still at school. The eldest son, John Gina, is a police sergeant in Honiara.

Gina, who often marvels at the changes that have taken place in the Solomons in his lifetime, told us that when he was 15 years old, it was decided to send him from Choiseul to school at Fiji.

At that time all his family line had, through Mission influence, become Christians, with the exception of an old uncle.

This uncle took Gina aside and said that before he went away he wanted to explain why it was so hard for him to give up the old way of life and worship only one God when inside his head he thought of many gods, just as his people did who lived and died as far back as 500 years ago.

He promised Gina that when he returned from school he hoped to be able to accept the new God and be baptised. He would do it before he died, anyway.

However, he did not want to die before he had passed on to one of his own blood something he could see with his own eyes, and something that Gina could tell some day to his own son so that it would not be lost forever.

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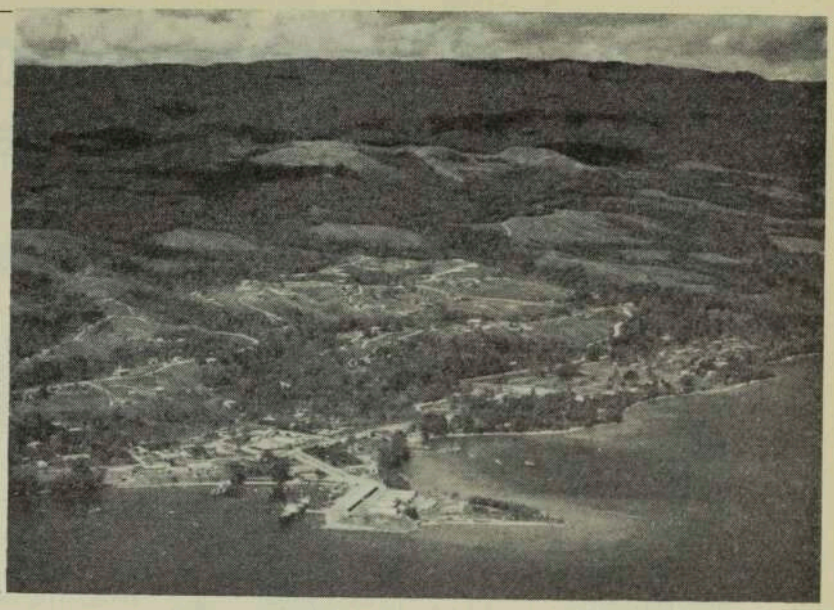
. . . How You've Grown !

should be situated just above Point Cruz, on this aerial photo.

"As Guadalcanal must certainly present a somewhat more refined aspect today, it occurred to me that you might wish to publish it."

Mr. Kapler, of course, is quite right in his assumption about where Honiara is situated—as the photo at right, taken recently by Ted Marriott, clearly shows.

Incidentally, Mr. Kapler says he has had a number of prints made of his photo, which he is willing to supply to "interested parties on Guadalcanal".



"Many, many moons ago, there were two brothers who grew up in great rivalry," Gina's uncle said.

"Gradually one of them gathered to himself a lot of warriors, so the other one followed suit but he was not able to hold as much sway with his followers.

"They split up into two distinct tribes and settled themselves on two high mountains with a valley between.

"War and treachery went on for years. People of each side were buried in secret places in an upright position so that when the body was decomposed it was easier to cut off the head and take it away so that it could not be found by an enemy.

"Heads were very precious both as trophies of war and for family reasons. The family ones were carefully smoked and cleaned and bleached in the sun.

"Great slabs of stone were cut with primitive tools and made into vaults, the locations of which were known only to some members of the family concerned and there the skulls were placed."

Long Trek

The old uncle told Gina that he was going to take him to one such place and that no one else at that time knew where it was.

They set off on a long trek over bush trails and hills, and through jungle, making sure they were not seen. Eventually they came to a halt.

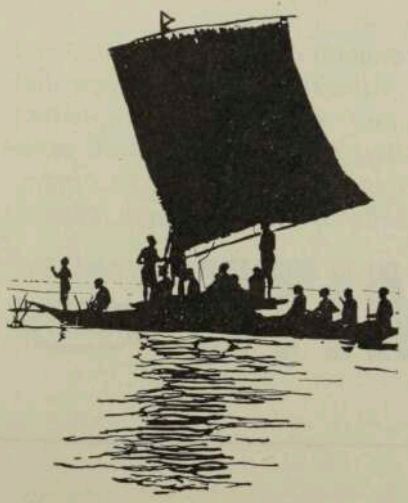
"I was tired and somewhat afraid," Gina told us, "but I was more afraid of my uncle. So when he told me to start clearing a place, moving bush and stones, I did so until we found a tunnel and we went through it for awhile and then before me was a place like a cave.

"The walls were built up with great slabs of stone and great clam shells were set in the stone.

"These were carved inside all over and a pattern could be seen in each one. All around there were human skulls and strings of shell money.

"My uncle took down one of the skulls and gave it to me. Inside it was full of a kind of honey which he told me to eat.

"I was very much afraid, but he told me I had to eat it. When I had finished, he said, 'Now you will grow to manhood with the spirit of your ancestors inside you, all your line will be big and strong, and no harm will come to you.'



"My uncle told me that all the carving on the clam shells told the history of my ancestors, and all the wealth they had was there and no one would dare touch it.

"It would be there as long as the world was in the universe, and anyone who took anything away would die within a week.

"There were tiny skulls there, too, and I was told that these were special ones.

"Before they came to their resting places, certain things had to be done. When a baby or a child died and finally its skull was white and clean, an old woman of the village put it in a basket and carried it about with her wherever she went for a period of time.

"Sometimes when she put it down by her side the basket would rock. The old woman would immediately set up a cry, and weep and wail. The baby or child was not ready for the vault.

"Finally, all was well and the skull was put safely to rest."

Fortune

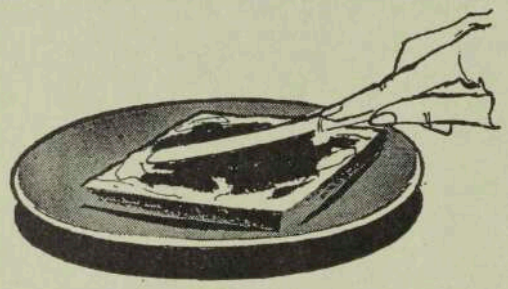
Gina said he could still find the place today, and one day he thought he might show it to one of his family.

He was very much tempted during the war, when the Americans were pulling out of Munda on Choiseul, to take some of them to the place and make his fortune, he said.

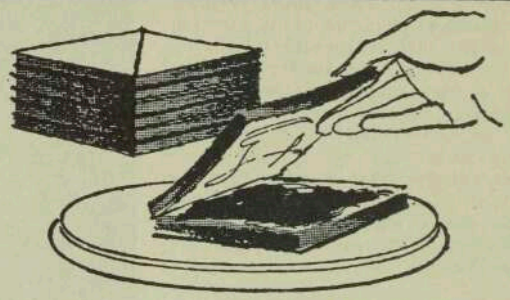
But, remembering what his uncle had said, he was too afraid to do so —and, it seems, he is still reluctant to do so now.

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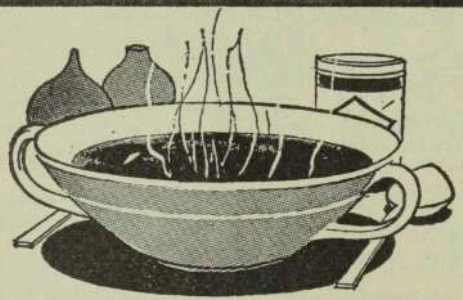
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LEVUKA'S HARBOUR LIGHTS HAD A TALE TO TELL

From Captain Stan Brown in Suva

In April last year, new leading lights were brought into use in Levuka harbour. Next day, the workmen who had built the new marks, began dismantling the old ones.

IT was a pity they had to go. They were a definite mark in the pages of Levuka's history, as the building of them brought to Fiji one of its most colourful characters.

This was in the late 1860's when the new steamship mail service across the Pacific was in its planning stage, and the merchants of Levuka were concerned lest their port be by-passed because of its lack of navigational aids.

With a public spirit that at least equalled their business acumen, the merchants raised enough money to cover the cost of surveying and marking the harbour and its approaches.

The man chosen to carry out the work was Lieutenant George Woods, a half-pay officer of the Royal Navy, variously reported as having served in New Zealand and New South Wales. At his suggestion, the lights removed last April were placed in position and a light was placed on Wailagilala Island to assist ships from America to make a safe landfall among the reefs.

Appointment Offered

But it was all to no purpose. The captains of the mail steamers preferred the port of Galoa in Kadavu and the Levuka merchants were put to the further expense of running a feeder service between their well-marked port and unmarked Galoa.

But other ships continued to use Levuka, and Woods was offered the appointment of Harbourmaster. Although the position may have seemed attractive to a half-pay officer, Woods already had his mind set on a higher and more important post. He had met Burt, commercial agent to Ratu Cakobau, who had been crowned "king" at a ceremony in 1867, a title that few recognised.

At this time, both the roistering port of Levuka and a Fiji torn by strife between the rival powers, Bau and Lau, needed a firm and secure government.

Woods and Burt planned such a government with the 54-year-old Ratu Cakobau as its titular head. A declaration in Levuka in 1871 brought it into being.

Both the Government and Woods were soon in trouble. The numerous rowdy elements of Levuka were not ready to knuckle down to authority, whether legal or not.

Woods ("Magnificent George", they had once called him) and Burt became the most unpopular men in Fiji among those who opposed the Government.

Burt resigned later, but Woods continued in office until the Ad-Interim Government, formed just before Cession, took over from the Cakobau Government.

The sites of the old leading lights are now bare. But it is not too late to think of placing a plaque there to tell of their link with Levuka's palmier days.

A BRETT HILDER PROFILE



"Toby" Donald.

After 40 Years, 'Toby' Has Quit

After 40 years and 19 days in the Islands by his own calculations, "Toby" Donald has retired to live on the Gold Coast of Queensland.

"TOBY" was born at Christchurch, New Zealand, in 1902, and was christened "Ynyr Bedell Donald" after his barbaric Scots ancestors. After attending Christ's College he enlisted in World War I, serving in Egypt before going to the Royal Flying Corps. After being a pilot in France, mostly flying Sopwith Camels, he finally left the RAF at Aden in 1920.

Toby first went to the Islands for Burns, Philp, in 1926, being stationed at Berande on Guadalcanal. He was then sent to Lofung plantation at Faisi, before he had his first spell at Tetipari, where managers, and native labour, were hard to keep.

After two years of hard labour there he was sent to Bougainville for a change, but was soon back at Tetipari for a longer stretch.

By 1934 he had escaped to Banio, on Bougainville, and later gravitated to Soraken.

When war broke out in 1939 he went to Sydney and enlisted in the 6th Division Cavalry, and served at El Aquila, Tobruk and Benghazi for 18 months.

Toby was then sent to Syria, where he had a momentous meeting with a land-mine and was invalided back to Australia.

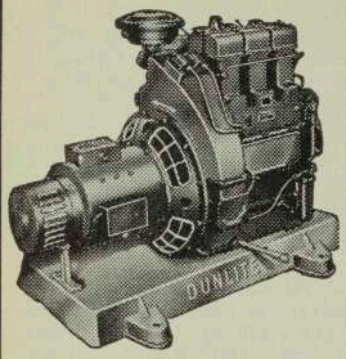
He was discharged on medical grounds, but re-enlisted the same day for service in New Guinea. He was given the rank of captain in charge of the Water Transport Group, which went first to Milne Bay.

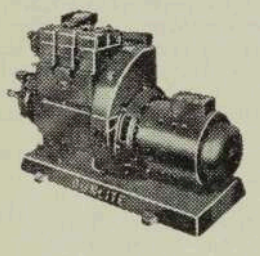
"Toby" survived the hazards of "the Army at Sea" before he was discharged again for medical reasons. His back had been injured in Syria, and it is still giving him a lot of trouble.

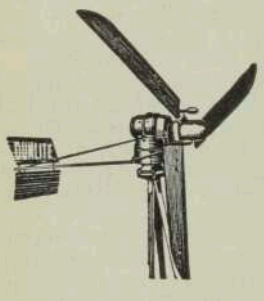
After the war he joined W. R. Carpenter's and went to Pondo on New Britain to get the coconuts into production again. Two years later he went to Wangaramut and became a Copra Inspector in New Britain until his retirement in October, 1965.

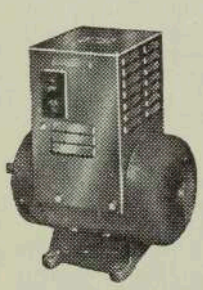
In 1939, Toby married a nursing sister, Olga Weston. They have four children—Susanne, who is married to David Webb of the Australian International News Review; Christopher who is at Rabaul; Wendy who is nursing at Southport, and Elizabeth, who is still at school. Toby and Olga now have a cottage at Miami Keys on Queensland's Gold Coast, where they will enjoy their years of retirement with the blessings of their many friends from the Islands.—*BRETT HILDER.*

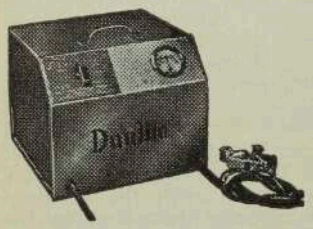
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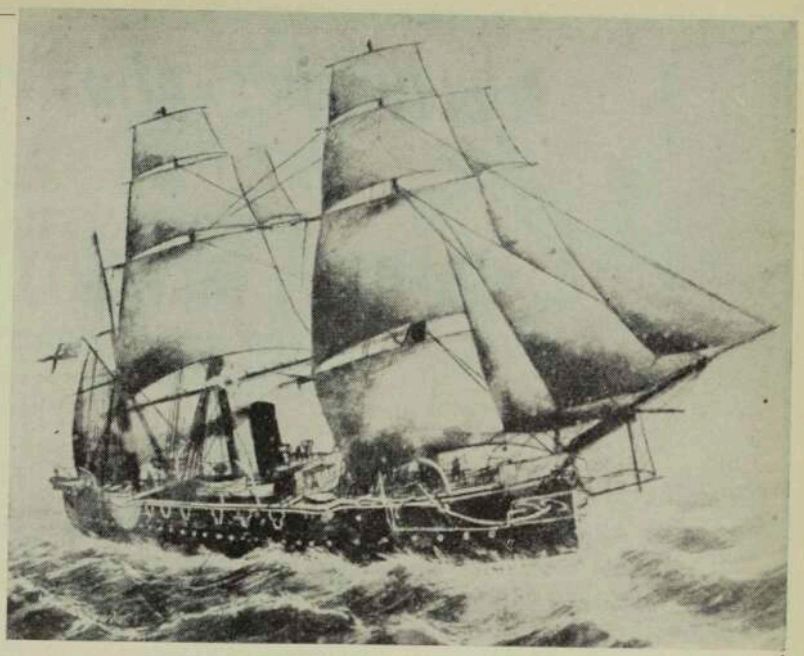
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● The hurricane which devastated the Samoas at the end of January reminded our old friend, Mr. J. D. Whitcombe, of Auckland, New Zealand, of the famous hurricane disaster of 1889, when six of seven warships in Apia harbour were wrecked with a total loss of 146 lives. The only ship to survive was the British vessel HMS "Calliope", under Captain Kane, which managed to clear the harbour and weather the storm. This picture of the "Calliope" bound for Sydney after her escape, was sent to us by Mr. Whitcombe. It is part-photograph and part-painting.



Yesterday

The rehabilitation of European industry in Papua-New Guinea was proceeding at a steadily accelerating pace, but settlers were still faced with a shortage of shipping and labour when PIM appeared in April, 1946.

OTHER items in that issue of 20 years ago were:—

THE Resident Commissioner of the Gilbert and Ellice Islands Colony, Colonel V. Fox-Strangways, had presented an historic flag to the new United States aircraft carrier *Tarawa*. The flag, a Union Jack, had been hoisted on Tarawa a few days after that island had been recaptured from the Japanese by American forces in 1943.

A LETTER about the dangers of tsutsugamushi disease, otherwise known as scrub typhus and Japanese river fever, was republished from the *Medical Journal of Australia*. Its author was Dr. J. T. Gunther, who was described as being "well-known on the Morobe goldfield before the war." (Dr. Gunther, Papua-New Guinea's Assistant Administrator since 1957, was recently appointed to the vice-chancellorship of P-NG's new university).

THE story of how *PIM's* issue of March, 1942, had been physically censored was told in an article by the editor. The issue had been printed and posted when the censors objected to two statements in the magazine, one claiming that certain looting in Port Moresby had not been done by natives, and another that the loss of Singapore had been due to the "muddling strategy" of Winston Churchill. To avoid cancelling the entire issue, the copies of the magazine were retrieved from the post office and the offending statements were removed from each copy by scissors.

FIGURES released on Western Samoa's population in 1945 showed it was 22 per cent. higher than in the 1936 census. The total population in 1945 was 68,041, compared with 55,624 in 1936. The only decrease was in the number of Europeans—from 367 in 1936, to 357 in 1945. This was the lowest number of white residents in Western Samoa since the German census of 1902, when there were 347.

NOUMEA was awaiting its first consignment of French wines, liqueurs and perfumes since 1940. It was expected to arrive in early May on board the *Sagittaire* from Marseilles. The vessel was also expected to bring large numbers of officials for the New Caledonia Administration to replace those who were ousted because of Vichy sympathies, and those who had retired, died or otherwise left.

THE transfer of Japanese prisoners to Japan from concentration camps in New Britain and the northern districts of the New Guinea mainland was proceeding much quicker than expected. Only 80,000 out of 110,000 remained at the end of March, and it was expected that these would be returned by the end of July.

A SAD result of World War II, according to a Mangaia correspondent, was the scarcity of scissors and razors in the Cook Islands. This had had its effect on tonsorial fashions. "As in the Navy," the correspondent said, "one has 'em all on or all off. The luckless ones who cannot borrow a safety razor or clippers from a European go 'bearded like the pard'; and sport Cavalier love-locks—fit to be tied with ribbon."

MRS. Laura Spence, widow of the late Mr. Frank Spence, former private secretary to the Governor of Fiji, died in Fiji on March 18. Mrs. Spence was the niece of Mr. G. L. Griffiths, who founded *The Fiji Times* in Levuka in 1869.

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THE MONTH'S NEW READING

LUCID ANALYSIS OF WHAT IS HAPPENING IN NEW GUINEA

In the flood of recent books on the vexed subject of where Papua-New Guinea is headed there has now emerged one of real significance—C. D. Rowley's *The New Guinea Villager*.

IT is a highly perceptive and timely analysis of the current problems of the big Australian territory of two million inhabitants. There is urgent comment in almost every paragraph.

It examines the present-day situation in the light of New Guinea's colonial past, and finds that many problems have yet to be faced—and that it is too late to solve many problems that should have been faced years ago.

Mr. Rowley is now a director of a project on Australian aborigines with the Social Science Research Council at Sydney University, but he completed his book while he was principal of the Australian School of Pacific Administration—a position he held from 1951 to 1964. The school has helped train New Guinea patrol officers.

The villager of the book's title is not necessarily the man who lives in village. He is *the* New Guinean—man, in Mr. Rowley's view, left defenceless to a degree dangerous both for himself and for Australia.

He believes the appearance of malleability of the New Guinean is deceptive, and the illusion that an administration can, in fact, build a society to some kind of blueprint as misleading in New Guinea as anywhere else.

Only those who concede that the New Guineans—ill-informed as they may be—are likely to be as clever as us, will not be surprised if they remain unmoved by the new flurry of developmental activity and suspicious that it is at least as much of our interests as in theirs.

In other words, Australia and Australians are in New Guinea mainly for their own purposes and the New Guineans know it, and will be glad when the time comes for us to leave.

Because of the influences of history and these Mr. Rowley lucidly outlines) the New Guinean remains suspicious of both Asian and European, yellow man and white, especially as they appear as seekers after the black man's labour.

Mr. Rowley offers strong evidence that the future attitudes of New Guineans to the concept of a New Guinea nation, to Australians, and to the whole outside world, are taking place in the streets of the towns, and especially in Port Moresby.

"The town, and the capital, especially what the government and the Australians are reputed to do there, are discussed all over the country," he says. "The attitudes and opinions formed in the streets tend to set the pattern of thinking in the villages. Discontents come to a head in the hard world of town. . . . The basic importance politically of good living conditions in the towns is clear".

The author paints a depressing picture of urban living conditions for New Guineans, compared with the higher standards of comfort, health and general welfare of the Australians.

He says if lawlessness, born of urban discrimination (including wage discrimination), is allowed to grow, it may easily take a political tinge, providing reckless followers for the first urban leader who dares the violent short cut to power. This, he points out, has happened frequently in other emerging countries.



Mr. Rowley.

Mr. Rowley submits that urban rioting, of the kind seen recently in Rabaul and Port Moresby, can, in fact, be a protest against the white man, even though the dispute might appear to be between native groups, such as an attack by the Tolai on Sepik labourers in Rabaul.

Smaller, secondary targets are attacked because the New Guinean is not strong enough to overwhelm what he may feel is the real cause of his resentment, the white man. The secondary targets could one day combine to attack the common foe.

Race relations are, by implication, the subject of Mr. Rowley's valuable book, although the author may not have intended this when setting out to write it.

The impact of the explorer, the missionary, the patrol officer, the planter, businessman and base clerk—all of whom are dealt with in detail—is the impact of one race on the other; and Mr. Rowley does not subscribe to the comfortable assumption that the prevailing attitude to Australians is one of gratitude for favours received.

His book does give reasons *why* he thinks that what Australia has done in New Guinea is very like what other colonial powers have done in their colonies, and why he thinks the reactions of the people may be expected to be broadly similar. In this he deserves thanks for the stimulation he offers to all who care about New Guinea's future.—SI.

(THE NEW GUINEA VILLAGER. F. W. Cheshire. $5.)

PACIFIC STORIES—FROM THE CLASSICAL ERA

Most of the stories in "South Pacific Adventure", edited by Olaf Ruhen and published by Sun Books as a paperback, are vintage pieces from the classical period of Pacific writing.

Herman Melville, Louis Becke, Robert Louis Stevenson and Jack London are all represented in the 13 long short-stories that describe the Pacific as it was rather than as it is. Each of the stories is introduced by a short background piece by the editor. The book should have instant appeal for those who take their hunt for Pacificana seriously.

(SOUTH PACIFIC ADVENTURE. Sun Books. 90c).

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THE REAL WORLD OF SPIES, by Charles Wighton. Spying is the world's second oldest profession, says the author. Ever since man made war on man it has been a major weapon. Most of the famous spies that he deals with are, however, of recent vintage—beginning with Mata Hari and ending with some of the atomic spies of today. (Fontana; 80c).

THE INDIAN MUTINY, by Richard Collier. Interesting reading for all British school children who were brought up on the fable that the blood-bath of 1857 was caused by the refusal of Sepoys to use bullets smeared with cow fat or pig lard. Compiled from old letters, diaries and documents. (Fontana; 80c).

THE PLAGUE AND THE FIRE, by James Leasor. The story of London in 1665 and 1666 and the two great calamities of those years that laid the foundations of the modern city. (Pan; 80c).

THE AFRICAN CHILD, by Camara Laye. A French-speaking African recalls his childhood in Guinea. Translated by James Kirkup. (Fontana; 60c).

Fiction

DON'T KNOCK THE CORNERS OFF, by Caroline Glyn. The author is the grand-daughter of Elinor, which may account for the fact that she is a child prodigy. She wrote this first novel while she was 15. All about Antonia Rutherford whose parents sent her to a state school because it was free and the money thus saved could be spent on travel abroad. Antonia's adventures in her blackboard jungle make British education sound like hell. (Pan; 80c).

THE RADIANCE OF THE KING, by Camara Laye. This is an unusual novel by the author of *The African Child*, in that it is an African writer's attempt to portray a European idealist in Africa. (Fontana; 80c).

THE YEAR OF THE LION and GILLIGAN'S LAST ELEPHANT, by Gerald Hanley. Two modern novels of East Africa, its human and other animals, and race relations. (Fontana; 60c each).

CAREFUL, HE MIGHT HEAR YOU, by Sumner Locke Elliott. An Australian Prize-winning novel based on the bitter struggle between two women for the possession of a six-year-old boy. (Pan; 80c).

Thrillers And Crime

THE BLUE ICE, by Hammond Innes. Background is Norway, and the hunt and the skulduggery are concerned with jet-age metals. (Fontana; 60c).

FRAME UP, THE CUCKOO LINE AFFAIR and MURDER IN MOSCOW, all by Andrew Garve, who still manages to write ingeniously without joining the bash and sex brigade. (Fontana; 60c each).

SINGING IN THE SHROUDS and SPINSTERS IN JEOPARDY, by Ngaio Marsh. Both of which have had numerous reprintings in paperback form. (Fontana; 60c).

A SWORD FOR THE BARON and BOOKS FOR THE BARON, by John Creasy as Anthony Morton. Why Creasey should write as Morton remains the biggest mystery of this series, whose hero is John Mannering, otherwise known as the Baron. (Hodder; 60c each).

Miscellaneous

THE BOOK OF FUB, by Michael Frayne. This is a collection of pieces that appeared in the author's column in the *Guardian*. His writing has been likened to a wasp-sting planted in the fattest, most complacent bottoms. He does, in any event, take on anyone—from detergent ad-men to some of Britain's most sacred cows. (Fontana; 60c).

PASSIONELLA and SICK, SICK, SICK are both collections of carton-stories, by Jules Feiffer who has had his pictorial crusades against conformists published in the best UK publications. (Fontana; 60c each).

SPECTRUM 3, edited, by Kingsley Amis and Robert Conquest; THE EXPERT DREAMERS edited by Frederik Pohl; and EXPEDITION TO EARTH, by Arthur C. Clarke are all collections of stories strictly for those who like science fiction. (All Pan; 80c; 60c; and 60c).

(Overseas) Ltd., Sydney; and Hodder and (Our copies from William Collins Stoughton, Sydney).

A Shelf Of This And That

Books of short stories and poems, a learned tome on *Cyrtandra*, several books for children and a couple of useful booklets on postage stamps are among the miscellaneous items to reach *PIM's* reviewing department recently.

SAMPLES of the work of three Australian literary figures appear in collections this month: *Stories of the Riverina* by E. O. Schlunke, selected by Clement Semmler; *The Big Burn*, short stories by Brian James, selected by Norman Lindsay; and the *Collected Poems* of A. D. Hope.

In the case of Schlunke, this is a memorial edition, as he died in 1962. He was a third generation Australian, of German migrant stock. He was born on the land and was a practising farmer until he died, as well as a part-time author of stories that appeared in the *Bulletin* and elsewhere. He also wrote several novels but it is by his short stories of the wheat, sheep and cattle country of New South Wales that he will be remembered.

Brian James also has been most concerned with country characters, although more in the role of observer. He was brought up on a farm but became a teacher. As a teacher he began to write, mostly for his own pleasure, under the name of Brian James. His real name is John Tierney.

A. D. Hope is Professor of English at the Australian National University. The present volume of poems is an enlarged version of an earlier collection published in 1960. It has been published simultaneously in Sydney, London and New York.

(STORIES OF THE RIVERINA, $2.75. THE BIG BURN, $2.75. COLLECTED POEMS—1930-65, $3.75. All published by Angus and Robertson).

IT is a great help to non-scientific book reviewers if the publishers of learned tomes send a little enlightening literature with them, in layman's language.

A case in point is *Monograph of Cyrtandra (Gesneriaceae) on Oahu, Hawaiian Islands*, by Harold St. John. This has been published as a Bernice P. Bishop Museum Bulletin and is a large work of 464 pages, innumerable illustrations, all on expensive art paper. It is, however, completely incomprehensible to anyone except a botanist.

After careful sleuthing we have come to the conclusion that it is a most exhaustive account of a shrub that comes in 500 different species in the tropical lands around and in the Pacific Ocean but in only 118 species on Oahu.

We can only guess at the common names of the shrubs that come into the genus *Cyrtandra;* but a wild plunge, after examination of the hundreds of plates, might suggest (a) croton; (b) hibiscus; (c) oleander; (d) loquat.

This book is probably of very great value and interest to botanists interested in the flora of the Pacific area. We are sorry we can't tell them more about it.

(Published by the Bernice P. Bishop Museum, Honolulu. $US12).

A MISCELLANY of information about the odd and unusual newspapers of Australia and adjoining islands has been gathered into a 110-page book called *Pens and Ems*, by an Adelaide man, Alan Finch.

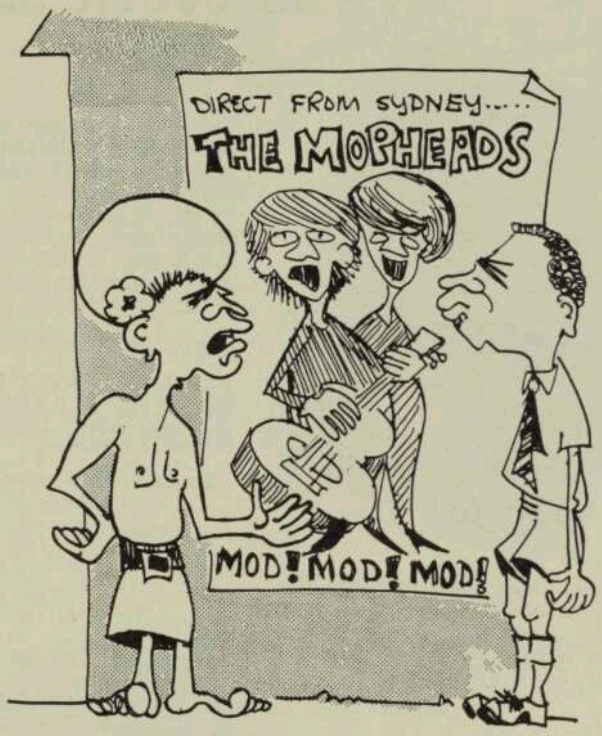
The book is a sort of "Believe It Or Not", about newspapers.

There is information about handwritten newspapers, papers printed on silk and on brown paper bags, on board ships, by the services, by a troupe of dwarfs and by a handful of bored and isolated telegraph operators.

Other oddities described are the world's smallest daily newspaper, the *Torres Straits Daily Pilot* (printed on a 9 in. x 16 in. sheet), and

Islands Life

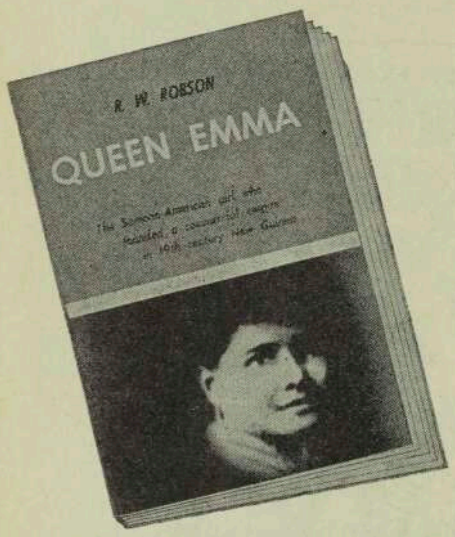
WITH ROB WALSH



"NOW who has a haircut like a bush kanaka?"

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—Sydney *Daily Telegraph*

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or from Islands agents.

another that solved circulation problems by fastening its sole copy to a tree for the benefit of the passing public.

New Guinea newspapers, including the pidgin English *Nu Gini Toktok*, published at Lae, are mentioned as are the predecessors of the present *Norfolk Islander*.

Newspapers published on islands have, in fact, the dignity of a special chapter of their own, those of Thursday, Torrens, Kangaroo, King and Flinders Islands all being covered.

A particularly interesting chapter concerns the first newspapers to be published in each State.

(PENS AND EMS. Rigby. $3.)

TWO books for children and particularly for those interested in animals, are *The Story of the Platypus* and *The Story of a Hippopotamus*, both by Alfred G. Milotte and both delightfully illustrated by Helen Damrosch Tee-Van.

Both author and artist are American citizens. Milotte has specialised in filming wild life and has worked with Disney on four of his award-winning films. He spent two years in Australia closely observing the platypus and did the research for the hippopotamus in Kenya when filming segments of Disney's *African Lion*.

The artist is an expert illustrator of undersea life, animals and flowers, and has undertaken numerous expeditions while attached to the New York Zoological Society.

Although each story has a special hero (or heroine, in one case) there is also a wealth of material about all the animals of Africa and Australia.

(Published by Angus and Robertson. $A1.75 each).

PACIFIC stamp collectors will be interested in two of the Pocket Book series published by Review Publications Pty. Ltd., of Sterling Street, Dubbo, NSW, at 25c each.

THE PAPUA AND NEW GUINEA STAMP CATALOGUE is a simplified catalogue listing the postage stamps of German New Guinea and the former German North-West Pacific (taken over by Australia in 1914), and Papua and New Guinea to date. It is well illustrated and gives stamp values.

DECIMAL STAMPS OF AUSTRALASIA is a priced and illustrated catalogue of all the decimal definitives issued on February 14 by Australia, the Solomons, the Gilbert and Ellice Islands, Nauru, Norfolk Island and Papua-New Guinea. There is a note on when decimal currency will be issued in other South Pacific territories.

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VARIED SETTINGS FOR THE LATEST NOVELS

Novels with settings as far apart in place and time as modern Bhutan, ancient Rome and Sydney in the 1920's are among the most recent offerings in the fiction field.

THE PULSE OF DANGER, by Jon Cleary. This author has come a long way since his prize-winning, Kokoda-Trail novel *The Climate of Courage*. A long way metaphorically and actually. In selecting background for his books he's like lightning: he never hits the same place twice. The 1965 novel, as we remember it, was set in Turkey. The current model in Bhutan, the small independent Himalayan kingdom squeezed in between China and India.

The plot revolves around a botanical expedition — Australian Jack Marquis and his wealthy wife, an American couple and an Englishman—cut off when Chinese troops cross the Indian border. The action is packed into four days when they try to escape across the mountains.

(Collins; $3.50).

A PILLAR OF IRON, by Taylor Caldwell. This huge historical novel follows along in the same line of country as the author's *Dear and Glorious Physician*. It is, in fact, set in the same period—Rome, in the last century before the birth of Christ. Its hero is Marcus Tullius Cicero, idealistic lawyer, sharp-tongued patriot, public figure, whose enemies were as numerous as his friends, and slightly more powerful.

The author evidently sees a parallel between Rome as it was then and the United States as that country is today—trembling on the abyss and likely to take the whole world with it into another Dark Age. She dedicates the book to the memory of President John F. Kennedy and to Senators Barry Goldwater (Republican) and Thomas Dodd (Democrat).

If Kennedy is Cicero, the reader will have a lot of fun reading Goldwater and Dodds into other of the Roman characters.

(Collins; $3.50).

SEVEN POOR MEN OF SYDNEY, by Christina Stead. This author has had nine novels published in the United Kingdom, including this one (in 1934). This is, however, the first one published in Australia where she was born but which she left permanently in 1928. Perhaps it is published now because someone in the publishing business considers that Australia has grown up to it.

The novel exists on two levels—the realistic one of the city of Sydney, Watson's Bay, the North Shore, etc., at a period when virtually everyone was poor; and that of the higher realms of the mind—philosophy, art, politics and sex. If this reprint does nothing else, it proves that Australia had intellectuals as far back as the 1920's.

(Angus and Robertson; $3.25).

SPRINT FROM THE BELL, by Pat Booth. The author writes novels as an extra-curricular activity; he earns his living as a journalist—currently assistant editor of the *Auckland Star*. His first novel, *Long Night Among the Stars* was an *Otago Daily Times* prizewinner. Its hero was Britain's first astronaut, taking off into space from Woomera.

The hero of the present story is also a contemporary figure—a New Zealand Olympic runner who hopes to run a 3.50 mile. Booth portrays the New Zealand background well: A combination of earnestness, togetherness and sport.

(Collins; $2.30).

THE DOORBELL RANG, by Rex Stough. A Nero Wolfe thriller in which the hero takes on the whole FBI. A Crime Club Choice.

(Collins; $2).

NEW STUDY OF NEW GUINEA

New Guinea on the Threshold, a 300-page book on New Guinea for the general reader, is shortly to be published by the Australian National University, Canberra.

VARIOUS aspects of the Territory are examined by a long list of contributors, including D. G. Bettison, H. G. Brookfield, Paula Brown, E. K. Fisk, Norma McArthur, R. S. Parker, Marie Reay, Ric T. Shand, O. H. K. Spate, F. J. West and S. A. Wurm.

The book is edited by Mr. Fisk, and there is a foreword by Sir John Crawford. The contributors report on the Territory's economy, resources, and social and political problems among other subjects.

An increasing number of books is now being produced under the ANU colophon. Recent publications include:

THE PAPUA-NEW GUINEA ELECTIONS, edited by D. G. Bettison, Colin Hughes and Paul van der Veur. A full examination of the first elections to the House of Assembly, electorate by electorate, and a commentary on the first two meetings of the House.

NUCLEAR DISPERSAL IN ASIA AND THE INDO-PACIFIC REGION. Part of the 1965 Defence Studies Project, giving proceedings of a seminar.

HARRY HOLLAND, Militant Socialist, by P. J. O'Farrell. A study of the political life of the Australian who might have become the first Labour Prime Minister of New Zealand.

KINSHIP AND CONFLICT, by L. R. Hiatt. A study of an Aboriginal community in northern Arnhem Land.

PROFESSIONAL SOCIAL WORK IN AUSTRALIA, by R. J. Lawrence. The first historical account of Australian professional social work, including a discussion on major issues facing the profession.

LET ME ENJOY, by O. H. K. Spate. A book of essays, some serious, some amusing, by the Professor of Geography at ANU, well-known in Fiji and New Guinea.

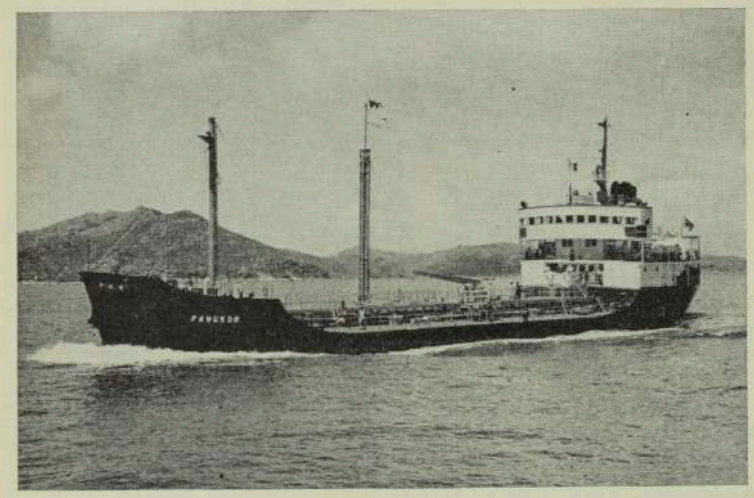
The ANU also produces regularly the bulletins of the university's New Guinea Research Unit, of which the latest are Nos. 9 (published January) and 10 (published February). No. 9 is a symposium on the Integrated Approach to Nutrition and Society among the Chimbu, and No. 10 is a report on the Silanga Resettlement Project, New Britain, by Olga van Rijswijck.

AUSTRALIAN NATIONAL UNIVERSITY PRODUCING MORE BOOKS

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TAIKOO DOCKYARD HONG KONG

SHIP AND ENGINE BUILDERS AND REPAIRERS



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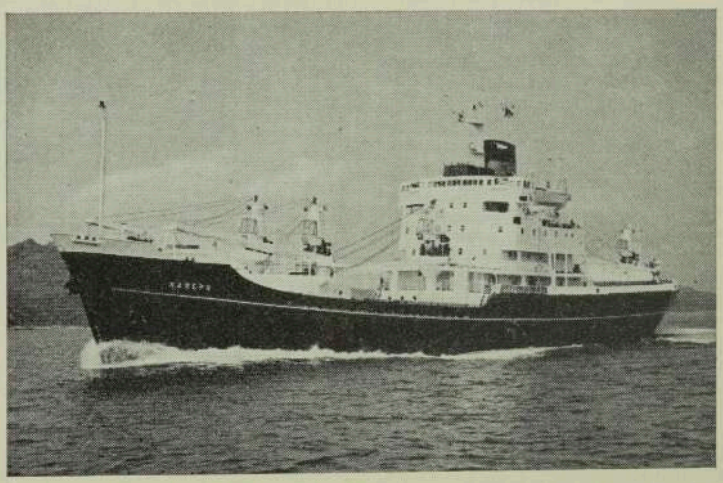
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RIGHT:—

M.S. "KAREPO"

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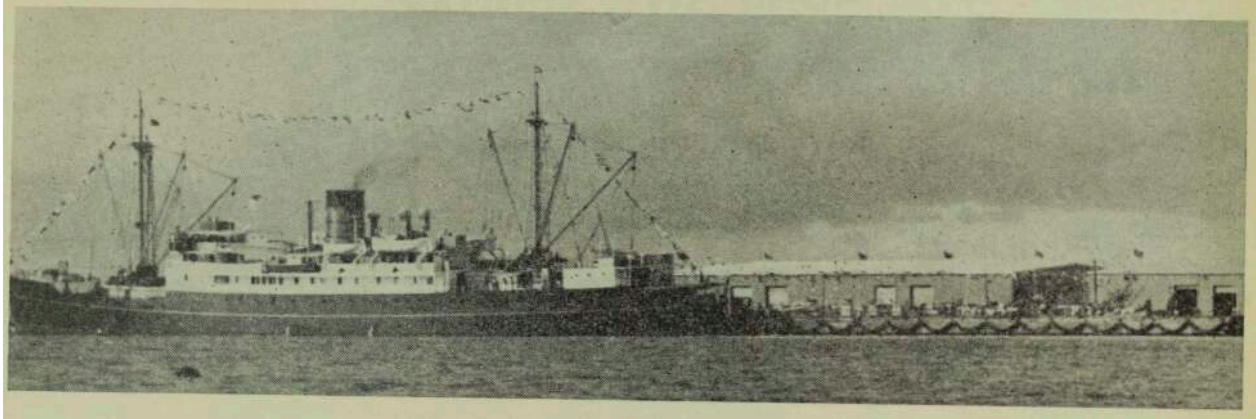
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Pacific Shipping And Cruising Yachts



Deep-Water Wharves Opened At Two Islands Capitals

A dream of more than 50 years was fulfilled on March 4 when a new deep-water wharf was opened at Apia, Western Samoa, with the berthing of the *Matua,* the veteran passenger-freighter of the Union Steam Ship Company (see picture).

SEVENTEEN days earlier, a deep-water wharf had also been opened at Honiara, British Solomon Islands Protectorate, with the berthing of the Burns Philp ship *Tulagi.*

Several thousand people were on hand to see the *Matua,* escorted by two decorated 40-oarsmen longboats, berth in Apia for the first time. The wharf is 605 ft long and cost £800,000.

The opening ceremonies began when Western Samoa's Head of State, Malietoa Tanumafili, inspected a police guard of honour. Later, he cut a ribbon and declared the wharf officially open.

Special guests included Governor H. Rex Lee, and other officials from American Samoa; New Zealand's Minister of Marine, Mr. W. J. Scott; and the chairman and managing director of the Union Steam Ship Company, Mr. F. K. Macfarlane, and Mrs. Macfarlane.

Speaking at the ceremony, Prime Minister Mataafa expressed thanks to the New Zealand Goverfnment for underwriting the £1,000,000 raised in New Zealand that made possible the construction of wharves at Apia and Asau, Savaii.

In reply, Mr. Scott said that the wharves at Apia and Asau would greatly stimulate Samoa's economy and that the loan was underwritten in the spirit of co-operation that would continue under the Treaty of Friendship between New Zealand and Samoa.

The building of Apia wharf was a joint venture by Merritt-Chapman and Scott Corporation, designers, of New York; the Tecon Corporation, of Dallas, Texas; and the Fletcher Construction Company Ltd., of New Zealand. Mr. Steve Olko, of Olko Engineering, New York, was design consultant.

To ensure adequate depth for vessels entering Apia harbour, about 700,000 cubic yards of material from the harbour floor was dredged and used to reclaim 36 acres of land elsewhere.

To enclose the reclaimed areas, it was necessary to build 6,500 feet of rock dykes—an operation that involved more than 25,000 truck-loads of rock fill.

The opening of the new wharf is expected to bring an end to the careers of the towboats and lighters that hitherto were used to load and unload ships moored in the Apia roadstead.

In recent years, the lighterage service has handled an average of 105,000 tons of cargo a year.

Honiara Wharf

Honiara's new wharf, which cost $A440,000, was put into use exactly one year after the first pile was driven on February 15, 1965.

The wharf is a continuation of the existing stub jetty, and provides 210 feet of additional wharf space. It is 76 feet wide and has a depth of 29 feet alongside.

One hundred and fifty people attended a ceremony on board the *Tulagi* to inaugurate the wharf extensions.

In The News This Month

Arita
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Car-Da-Cher
Carlock
Carronade
Cythera
Dampier
Endeavour
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Hakua Nui
Hifofua
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Moana Raoi
Monsoon
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Niuvakai
Oriental Queen
Outward Bound
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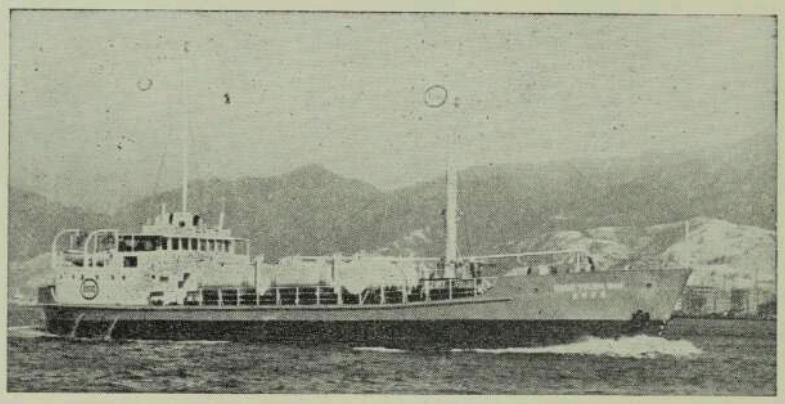
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"Esso Tsuen Wan" Twin Screw Harbour Oil Tanker for Hong Kong

The Hongkong & Whampoa Dock Company has built and delivered to Esso Standard Oil (Hong Kong) Ltd. a harbour oil tanker which will commence employment at once in her local service. The vessel was constructed to the Builder's design, to Owners specification, and to the requirements of Lloyd's Register of Shipping Class + 100 A.1. The following are the main particulars:—

Length Overall	170 feet 3 ins.
Breadth Moulded	36 feet 0 ins.
Depth Moulded	12 feet 0 ins.
Draught	9 feet 9 ins.
Deadweight	890 tons

The hull is of all welded construction. The hull is shotblasted and pointed and the internals of the cargo tanks are shotblasted and treated with epoxy resin paints. Mounted on deck are five 4,000 gallon tanks for the carriage of special fuels or oil. The interior of these tanks being treated in the same manner as the cargo tanks.
Main propelling machinery comprises two Cummins LTR-6-M Marine Oil Engines, each 325 B.H.P. @ 900 r.p.m. coupled to 3.04:1 reduction gearboxes to give a propeller speed of 300 r.p.m.
A trial speed of 9¼ knots was obtained in the fully loaded condition.

Two identical marine auxiliary sets are installed, each 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, CO_2 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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KEEN INTEREST IN TONGAN SHIP'S VOYAGE UNDER SAIL

Captain C. H. Filmer, master of the Tonga Copra Board's 1,800-ton motor vessel *Niuvakai*, found he was something of a celebrity when his ship was towed into Brisbane on February 28 by the Queensland tug *Carlock*.

Reporters interviewed him, radio men recorded him and TV cameramen filmed him.

The reason for the fuss was that Captain Filmer had rigged up sails from hatch tents, lifeboat covers and scrap canvas when his ship broke down about 350 miles west of Noumea on February 17 en route from Suva to Melbourne.

The makeshift sails, which were rigged on the derricks on the fore and aft hatches, enabled the *Niuvakai* to travel nearly 350 miles before the *Carlock*, which had gone to her aid from Brisbane, met her on February 23.

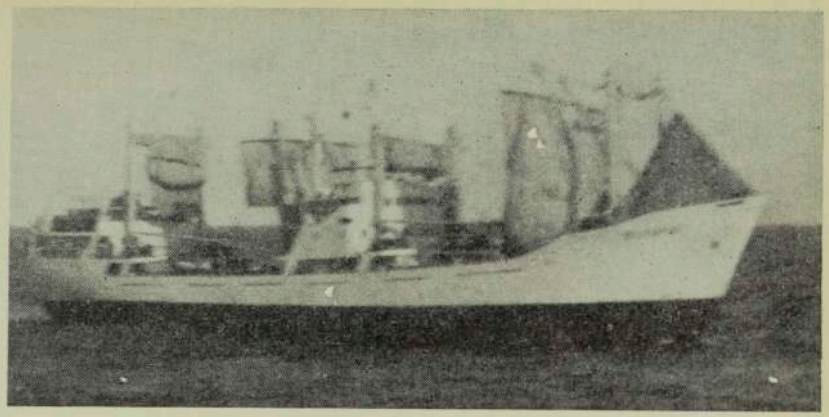
Captain Filmer ordered the sails to be rigged and 136 tons af ballast to be discharged from the forward area after the *Niuvakai* had begun to drift towards Noumea. The ship's engine had been stopped because the drive shaft had been overheating.

The ship was under sail for three days, during which the crew worked continually to add and improve canvas. The ship reached a maximum average speed for a day's run of 4.58 knots.

The noon to noon runs were 97, 100 and 110 miles—a total distance under canvas of 331 miles. This resulted in a considerable saving for the Copra Board, as the tug's voyage was reduced by 662 miles.



Captain Filmer



This slightly blurred picture of the "Niuvakai" under sail was taken from the deck of the Queensland tug "Carlock", which towed the Tongan ship to Brisbane.

Captain Filmer said in Brisbane that he had decided to use the sails instead of merely wallowing in the sea until the tug arrived because it seemed "the obvious thing to do".

He added: "I don't know what all the fuss is about. However, it just seems to have caught the public imagination, coupled with the fact that as we were being towed in, Hurricane Connie was building up in the Coral Sea and starting to move off south-east towards where we would have been if we had not got cracking."

A passenger in the ship, Mr. George Walters, who was on leave from his position of first officer in the *Hifofua*, said that morale remained high throughout the voyage and that the ship had had the appearance of an old four-masted square-rigger while she was under makeshift sail.

The *Niuvakai* spent about a week in dry dock in Brisbane for repairs to the lubricating system of her stern bearing and inner and outer seals.

Meanwhile, a party of 12 Tongan seamen from the ship, led by Third Officer Malakai Tapealava, appeared with the Stariders Revue Company and performed Tongan dancing, singing and music at the Ipswich Mental Hospital, 25 miles from Brisbane.

The chairman of the Nudgee Branch of the Young Liberals' Movement, Mr. Des Neylan, gave Captain Filmer a large landscape painting of an Australian scene to present to King Taufa'ahau of Tonga, as a goodwill gesture. Mr. Neylan also gave Captain Filmer a boomerang as a memento of the *Niuvakai's* first visit to Brisbane. This is to be hung in the saloon lounge.

The *Niuvakai* left Brisbane on March 9 to complete her voyage to Melbourne. On leaving Melbourne she called at Sydney to pick up supplies for hurricane-torn Western Samoa. These supplies are part of a $A25,000 gift to the Government of Samoa by the Australian Government.

The cargo included some food, but mainly agricultural supplies. As a goodwill gesture King Taufa'ahau reduced the freight rate on cargo by 15 per cent.

LITTLE HOPE FOR MISSING KETCH

All hope has virtually been abandoned for the safety of the 38 ft ketch *Marinero*, which left Wallis Island for Apia on January 27 but failed to reach her destination.

The ketch, which had five people aboard, appears to have foundered in the violent hurricane that devastated four territories in the central Pacific at the end of January (*PIM*, March, p. 45).

The five people are the owner, Dr. H. R. (Rudy) Egli, of Honolulu; Karen Onishi, of Kuilua, Hawaii; Charles Swain, of Birmingham, Alabama; Ted Thorpe, of Auckland; and Norman Ehrs, of Fiji.

Marinero, American-owned, but with a Swiss flag painted on her stern, was under charter to the World Radio Propagation Study Association, an amateur radio organisation.

Aircraft from four air forces and two airlines took part in a search for the ketch lasting nearly three

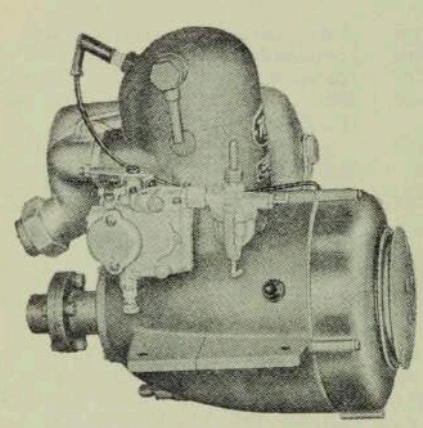
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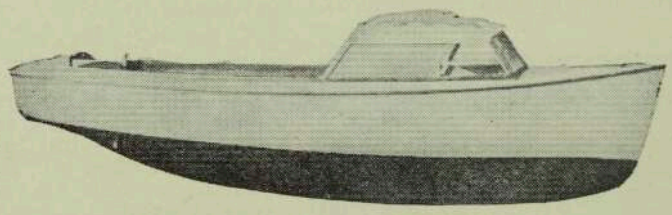
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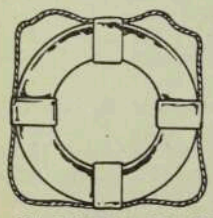
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weeks, costing about £50,000, and covering about 170,000 square miles.

A New Zealand Civil Aviation Department spokesman said the RNZAF made 21 sorties totalling 167 hours, and USAF planes made 25 sorties totalling 111 hours.

In addition, French Air Force planes flying through the area had made two sorties totalling eight hours, and an RAF Belfast from Apia had made two sorties of 11 hours. An American helicopter had searched for 12 hours.

"We are satisfied that we have done everything possible to find the ketch," the spokesman said. "If she had been in the area searched she would almost certainly have been seen."

NEW CAPTAIN FOR SURVEY SHIP

A new captain was due to join the Royal Naval survey ship, HMS *Dampier* at Suva on March 25. He is Commander P. G. N. Cardno, who is succeeding Commander M. J. Baker.

HMS *Dampier* arrived in the South Pacific last year, after working in Asian waters for many years, to carry on work begun by HMS *Cook*.

Commander Baker has been her captain for 2½ years. His next post will be at the Admiralty in London.

The *Dampier* is currently working in the New Hebrides, but calls at Suva every two weeks for fuel and stores.

In March she was surveying the coastal waters of Malekula where the sea bottom was greatly deformed by earthquakes last year.

SERVICES TO NEW GUINEA TO BE EXPANDED

The China Navigation Co. plans to expand its services to New Guinea ports soon. The expansion will include a new direct call at Lae as the company feels that, with the completion of the Lae-Goroka road and the general prosperity of Lae, there is a demand for increased exports from Australia.

The first service will be by the *Kweilin*, from Melbourne, Sydney and Brisbane, followed by the *Wanliu*, *Woosung* and *Wenchow*. The present monthly service to Rabaul will continue.

The China Navigation Co. also has fortnightly sailings by the *Shansi* and *Soochow* to Port Moresby and Samarai from Sydney and Brisbane, and monthly sailings to Port Moresby with the *Changsha* and *Taiyuan* from Melbourne, Sydney and Brisbane.

Lae will also be served by the China Navigation Co. on a regular basis direct from Japan, starting this month, with the *Chefoo* and the *Kweilin*.

This service will be in addition to the monthly sailings from Japan and Hong Kong to Papua, New Guinea and South Pacific ports.

YACHT SKIPPER ON ARMS CHARGE "SKIPS" NOUMEA

John Dean, owner-skipper of the 34 ft Auckland yawl *Te Mariner*, slipped out of Noumea "a la Anglaise" on the night of March 6-7 while a case was pending against him in a Noumea court for illegally importing five rifles and a quantity of ammunition. (In New Caledonia, the term "a la Anglaise" means to leave "without notice").

Dean, who has spent quite a lot of time in New Caledonian waters in the last few years, arrived in Noumea from Auckland in February. Customs officials later raided his yacht, and on finding the firearms and ammunition, Dean was arrested.

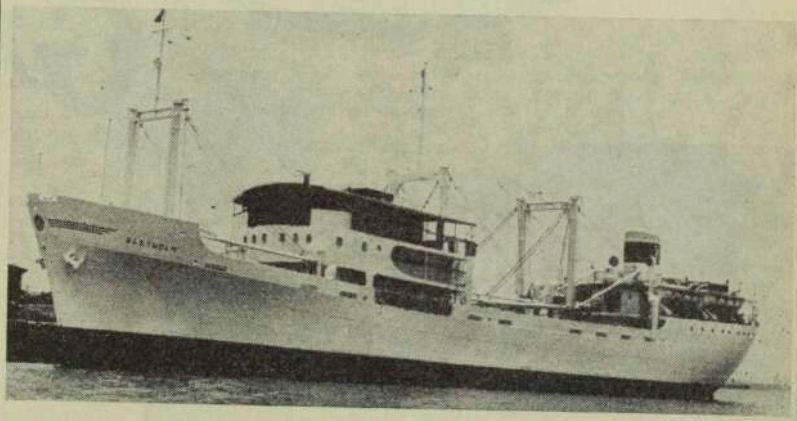
Charged in a Noumea court with having the material in his possession, Dean said he did not know of a local law which made it necessary for the master of any vessel under 100 tons to declare any firearms aboard when entering New Caledonia.

He added that he had had the

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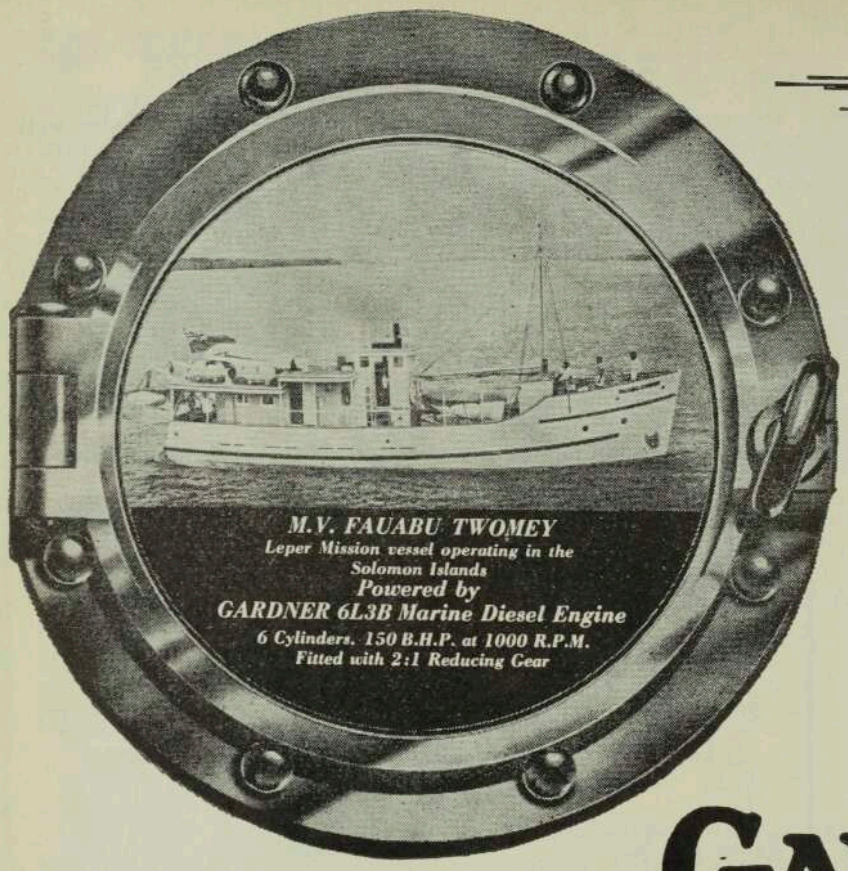
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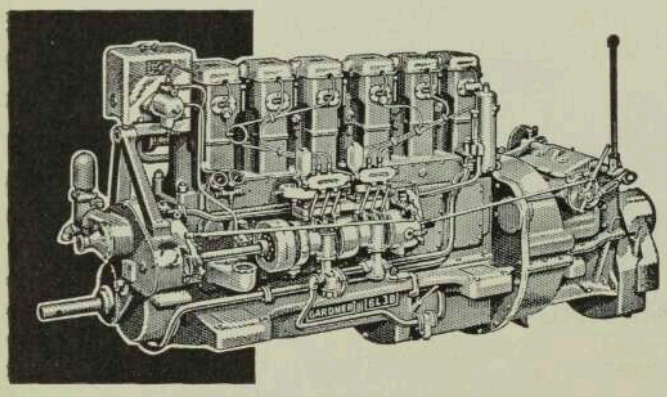
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firearms aboard his yacht because he intended to go crocodile-hunting in the Solomons.

After this evidence had been given, Dean's case was adjourned for eight days. Later, after Dean had been permitted to take care of his yacht, which had been sealed by the authorities, he slipped out of harbour unobserved.

In mid-March, *PIM's* Noumea correspondent reported: "On the evidence, it seems that Dean was anxious to place *Te Mariner* out of reach of seizure by the local authorities. If he had been fined, his vessel would probably have been seized and sold to pay his fine, which probably would have been about $A600.

"Although *Te Mariner* is worth at least $A10,000, it would not have brought one-third of that sum in Noumea."

Our correspondent added that people in Noumea were awaiting the resumption of the Dean case with keen interest, and that Dean's flight had "seriously aggravated his position".

Dean arrived in Sydney on March 7, and claimed in an interview in the *Daily Mirror* that day that he had been persecuted and "framed on a gun-running charge" in Noumea.

Apology

To save his yacht from falling into the hands of the New Caledonian government, he said he had slipped away at night.

Mr. Dean blamed an Australian in Noumea for the trouble. He said he had had five .303 rifles with him, which he intended to use on a crocodile-shooting expedition in the Solomons.

"This man's allegations were enough to get me arrested and tried before a special tribunal on a charge of importing firearms without having declared them to the Customs officials," Mr. Dean told the *Daily Mirror*. "The judge threw the case out and blasted the Customs men for having brought the matter to court."

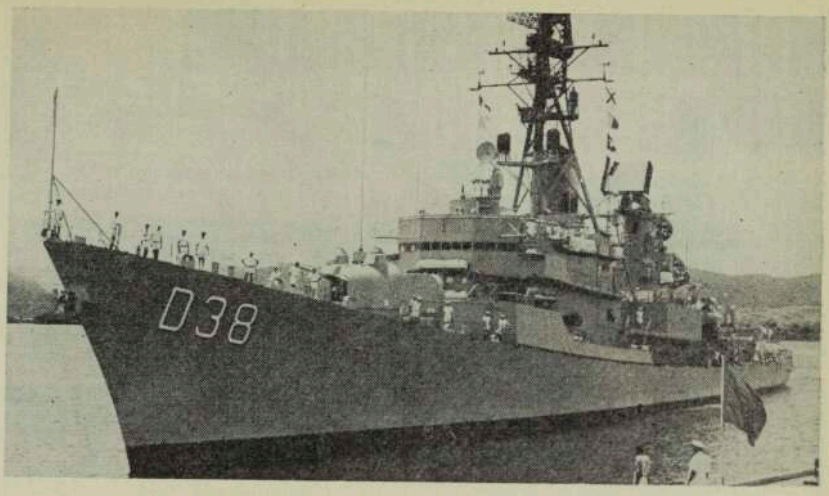
Despite his acquittal, Mr. Dean said the Customs imposed a $2,500 fine for having the rifles in his possession.

"While my solicitor was wrangling with them, I hoisted sail one night and lit out for Sydney," he said. "I had a tin of beef a day until it ran out two days before reaching Sydney."

Mr. Dean told the *Daily Mirror* that he was broke, and that he hoped to get a job in Sydney doing charter work on his yacht.

Interviewed by *PIM*, Mr. Dean said he was willing to go back to New Caledonia to face the charge against him now that his yacht was safe.

He added that as he has been attempting to build up a tourist business in New Caledonia during the past two years, he hoped to be allowed to return there without prejudice to continue this business.



RUSSIAN INTEREST IN NEW DESTROYER

AUSTRALIA'S first guided-missile destroyer, HMAS "Perth", called briefly at Suva on March 1, for refuelling during her delivery voyage to Australia from the United States. The commander, Captain I. H. Cartwright, was the guest of the Governor of Fiji, Sir Derek Jakeway, and Lady Jakeway for afternoon tea. He also called on the Mayor, of Suva, Councillor C. A. Stinson, and the Australian Commissioner, Mr. R. N. Hamilton.

The arrival of the "Perth" in Suva harbour caused much interest among crew members of the Russian research vessel "Canopus", which had arrived in Suva three days earlier for minor repairs and painting, and to secure medical aid for the chief fishing specialist, Mr. Mandrika Vasily.

The departure of the "Canopus" from Suva was subsequently delayed several times, and she was still in port on March 11 when four destroyers from the United States Destroyer Squadron 25 arrived in Suva to bunker overnight. The destroyers had been serving off Vietnam.

There was considerable speculation in Suva on whether the "Canopus" was in port by accident or design at the same time as the "Perth" and the four American destroyers.—Photo: Rob. Wright.

ISLANDS FREIGHTER IN SYDNEY COLLISION

The 7,500-ton Messageries Maritimes freighter *Velay*, was involved in a collision with the freighter *Iron Flinders*, of 14,000 tons, in Sydney Harbour about 10.30 p.m. on March 8.

The bow of the *Iron Flinders* hit the *Velay* amidships on the starboard side and cut open three decks.

It spread open iron companionways on three decks, from the hull top to the boat deck. A lowered gangway was smashed.

The *Velay*, with a pilot on board, was entering the harbour. Tugs later towed her to a wharf.

The *Velay*, which had just arrived from Newcastle, trades between Europe and Australia, taking in Tahiti, the New Hebrides and New Caledonia.

Broken Hill Pty. Ltd., owners of the *Iron Flinders*, about the middle of March, filed a writ in admiralty in the NSW Supreme Court for $500,000, claiming damages against Messageries Maritimes, owners of the *Velay*.

NEW FISHING SHIP FOR TONGA

The *Pakeina*, Tonga's new fishing ship, arrived at Nukualofa on

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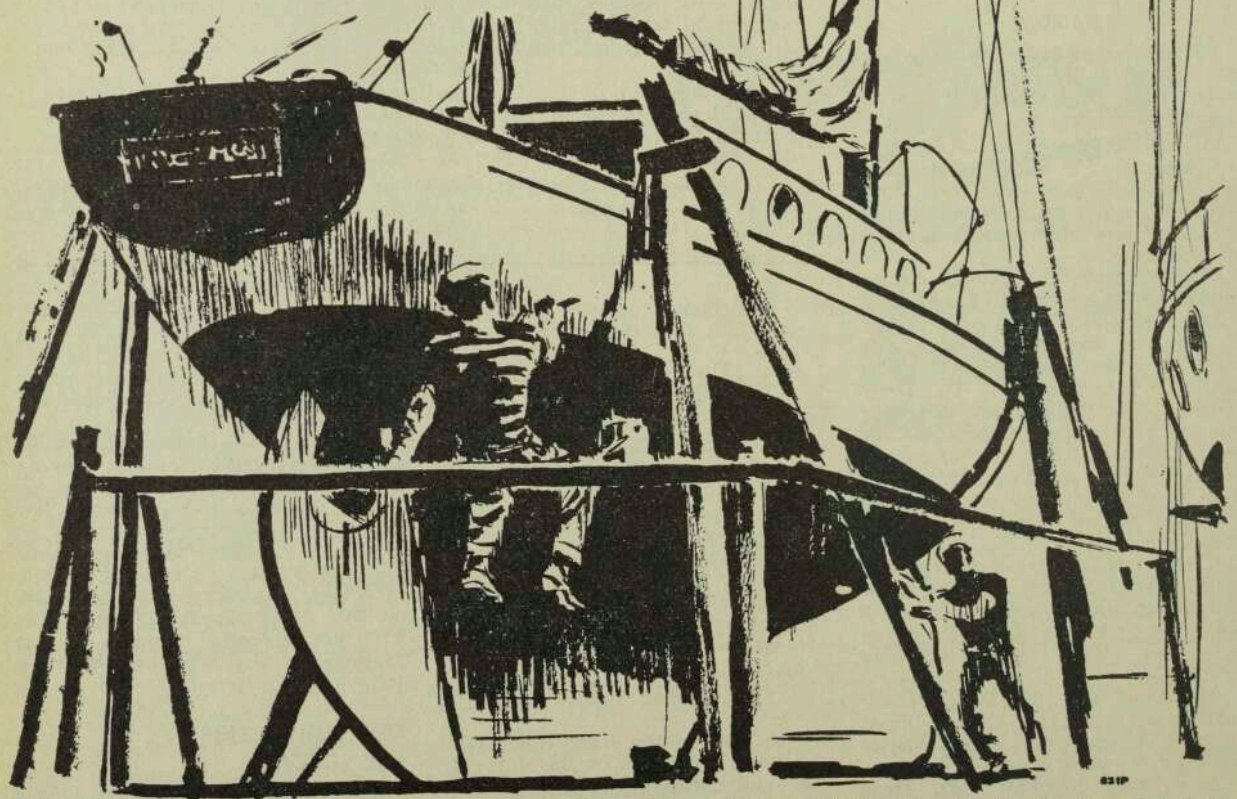
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February 27 as deck cargo in the Dutch ship *Seine Lloyd*.

The *Pakeina*, built in England for tropical conditions, has a capacity of 1,950 cubic feet, and is capable of deep freezing 25 tons of fish. She is powered by a Lister Blackstone diesel main engine developing 165 hp.

The ship was named by Queen Salote at a Privy Council in August, 1964.

The name refers to the ancient Tongan fishing lure made of mother-of-pearl shell, commonly known as *pa*. If a *pa* was particularly successful, it was *keina*.

Lady Luke, wife of the senior Crown Agent, London, launched the *Pakeina* at Berwick-on-Tweed on August 26, 1965.

FAST NEW BOAT FOR LORD HOWE ISLAND

Mr. Carl Dignam and Mr. Ron Payten, of Lord Howe Island, were to take delivery in March of a 40 ft fishing boat, which they plan to operate in the waters around Lord Howe.

The vessel, *Car-Da-Cher*, is powered by a 200 horsepower diesel and has a top speed of about 20 knots—almost twice as fast as any other Lord Howe Island boat. She is also fitted with a radio transmitter, echo sounder and automatic pilot.

It is expected that the vessel will be licensed to carry 28 people within three miles of Lord Howe and 18 people to Balls Pyramid.

THREE SHIPPING INSPECTORS APPOINTED

Shipping inspectors have been appointed to three main ports in Papua-New Guinea. They are Captains A. Janoulis (Port Moresby), C. B. Bateman (Rabaul) and A. L. Lewis (Madang).

Captain G. A. Hawley, Superintendent of the Marine Division of the Department of Trade and Industry, said in March that the new appointees would carry out normal shipping inspections and would assist the harbourmasters in surveys and pilotage.

NEWS FROM THE CRUISING CALDWELLS

Texan yachtsman John Caldwell, who sailed through the yachting columns of *PIM* in the 1950's, first in the 36 ft ketch *Tropic Seas* and later in the 45 ft ketch *Outward Bound*, recently sent us word from the West Indies that he and his family were planning to "swallow the anchor" and move ashore on their own island in the British Grenadines. The Grenadines lie between St. Vincent and Grenada in the Windward Islands.

The Caldwells, who still have *Outward Bound*, have been doing charter work for the past four years or so, specialising in taking tourists on two-week cruises from Antigua to Martinique, or Martinique to Grenada.

Meanwhile, John has been planting coconut palms and tropical trees on the treeless beaches of the Windwards to beautify them—and attract more tourists.

One of the islands he planted in this way was uninhabited Prune Island in the Grenadines. But herds of goats destroyed his plants, and when he negotiated with the St. Vincent Government to get rid of them, the government gave him a 99-year lease of the island so long as he agreed to develop it for the tourist industry.

The island lies in the centre of the Grenadines, is half a mile long and nearly as wide, has four good beaches, and contains 150 acres of level land.

The Caldwells are now planning to construct a 20-room South Sea style cottage resort, a grass airstrip capable of landing a six-seater plane, and a six-hole golf course. To finance the project, they will subdivide the island

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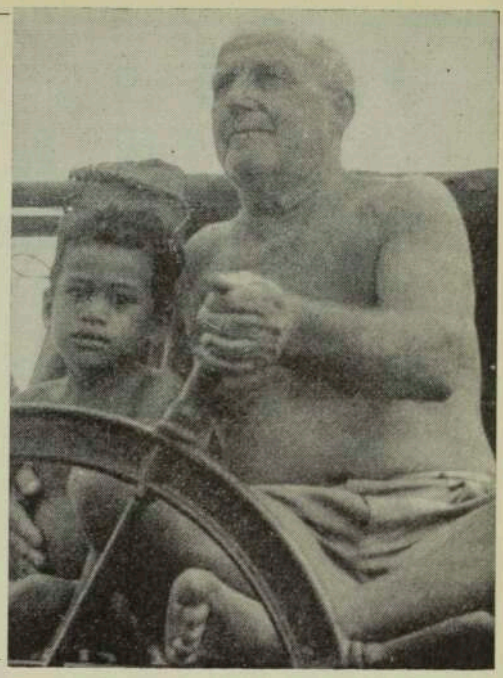
CAPTAIN ANDY THOMPSON, one of the South Pacific's last sailing schooner skippers, is known and loved by thousands of people throughout the eastern Pacific from Fiji to Tahiti. Now in his 80th year and living in retirement in Rarotonga, Captain Andy was still in command until a short while ago.

This picture was taken on a trip from Palmerston Atoll to Aitutaki in 1959. After a 16-hour day working cargo off a tricky reef, Andy declared he had the best job in the world.

"Millionaires pay fortunes to take a few months' schooner voyage through the islands and here I am doing it every day of the year and getting paid for it," he said.

With his tremendous capacity to enjoy life, he sees the good in everything and everyone.

Andy came to the South Seas as a sailor from Boston 64 years ago. He married in Rarotonga and he and his wife Ngarangi have six sons. The eldest, Tony, is chief officer and frequently acting master of the New Zealand government's cargo and passenger ship *Moana Roa.—RON CROCOMBE.*



accommodate at least 50 beach ›mesites, of which they have now ›ld subleases to 14.

Son Johnny, who is now 18, will ke over *Outward Bound* as skipper ith his mother, while Dad moves hore to direct the island's develop-ent.

The yacht will be kept attached to e resort and will be part of a new rvice in which tourists can spend week on the yacht and a week the resort for an all inclusive fee. ıe resort will be called the ısuarina Beach Club.

Thirteen-year-old Roger Caldwell, ıo was born during the voyage of e *Tropic Seas,* and is now at board-g school in Barbados, hopes to join e family hotel-charter business later .

EW OIL PROTECTS YACHTS ND MOTOR BOATS

A petroleum-based rust preventive id and protective oil that should ›ve of great value to yachtsmen d owners of other pleasure boats s recently come on the market in ıstralia and other countries.

The Petroleum Information Bureau ıstralia) says that the fluid dis-ıces water from metal surfaces d covers them with a soft greasy n.

This film, which can be wiped off h a cloth dipped in kerosene, ›tects the surfaces from rust for m six to 12 months. It comes in aerosol pack.

Wire rigging, brass, copper, chromium and other metals may all be protected with the fluid, which can also be sprayed on to plug leads, magnetos and other electrical components of inboard and outboard motors.

Even tools left on board for the winter can be protected in this way. Those parts of boat trailers that enter the water when boats are being launched from them will also benefit from similar treatment.

Workshop tools and garden implements, too, can be kept in good condition by being sprayed with the fluid as often as necessary.

Results obtained by use of the new fluid provide adequate proof of the old adage that prevention is better than cure.

NSW GOVERNMENT SUPPORT FOR 'ENDEAVOUR' VOYAGE

The New South Wales Government recently gave $A20,000 to aid a plan to sail a replica of Captain James Cook's *Endeavour* from England to Australia in 1969-70.

The new *Endeavour* will be sailed under the command of a veteran Australian shellback, Captain Alan Villiers.

The object of the voyage is to commemorate the 200th anniversary of Cook's discovery of Australia's eastern coast.

The new *Endeavour* will sail round the Horn and will call at Tahiti, New Zealand and possibly Hawaii before reaching Sydney.

Ships In Brief

● AGENTS: B. J. Back Pty. Ltd. of Madang have been appointed agents for the Karlander New Guinea Line Ltd. shipping company.

● THREE MISSING: An outboard motor boat with three men on board was reported lost on a fishing trip from Betio, Tarawa, Gilbert and Ellice Islands on February 19. A search by the vessel *Moana Raoi* and a Fiji Airways Heron covered the Central Gilberts area but no trace was found of the missing boat.

● NEW TRADER: A new 50 ft inter-island trading vessel, *Maris Stella,* arrived in the Solomons recently. She was built in Hong Kong for the owners, Kwan Hong Pty. Ltd. She is claimed to be the first Rolls Royce-powered inter-island trader.

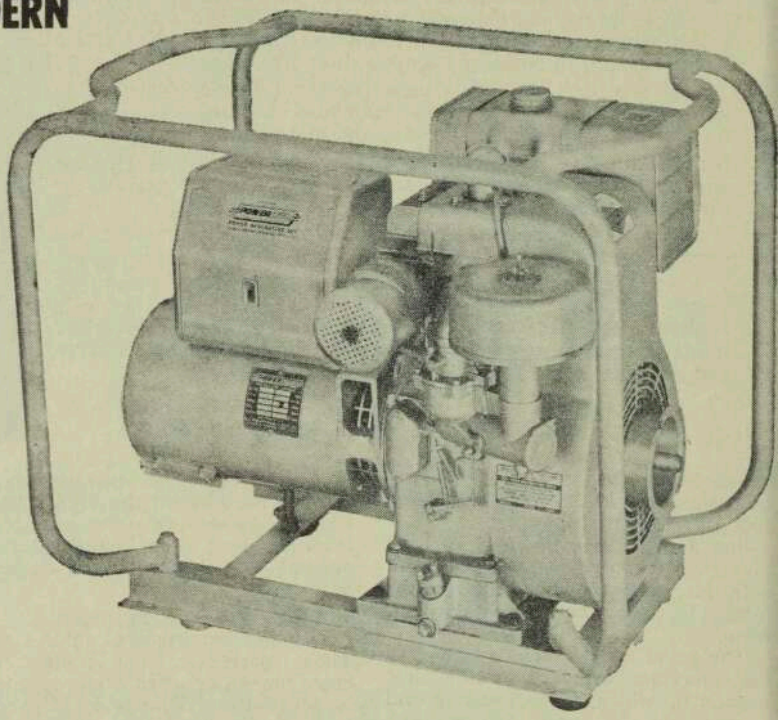
● REFLOATED: The 503-ton tanker *Pacific Enterprise* was refloated from a reef in Munda Lagoon, BSIP, on February 8, after having run aground three days earlier. Some of the vessel's cargo was taken off in empty oil drums to aid the refloating operation.

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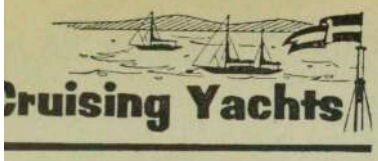
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Cruising Yachts

● *WAHLBORG*, 66 year-old vedish schooner, arrived at Raro-nga, Cook Islands an February 10, om Tahiti. Her crew is reported comprise Swedes, Americans, maicans and a Frenchman. *Wahlborg* was built in 1900 and rved as a Baltic lumber schooner.

● *VALHALLA*, 61 ft yacht, rned and skippered by 22-year-l Ann Brittain from Greenwich, nnecticut, set out from Sydney mid-March on a coastal "shake-wn" cruise in preparation for a yage across the Pacific to the rribbean, where Miss Brittain hopes do some charter work.
Helping Miss Brittain sail the ht will be a crew of four young n—three in their twenties and e aged 19. Two of the crew are erienced yachtsmen, but the ers have done only a little sailing. were recruited in Sydney.
Miss Brittain, who is fulfilling an bition she has had for many rs with the cruise, came to Aus-lia from the United States about months ago and worked for a hting magazine. She bought *lhalla*, which was built 14 years , last March.
As skipper, Miss Brittain envisages trouble with discipline.

● *VOLADORA*, an American naran, was wrecked at Bora Bora, nch Polynesia, in February.

● *STORMVOGEL*, 73 ft ocean ing ketch skippered by Peter denberg, called at Madang, NG, in late February, en route to ng Kong where she is to compete the Hong Kong to Manila ocean e.
She crossed the Pacific last year *M*, Nov. p. 113) and competed the annual Sydney-Hobart yacht e—taking line honours. Earlier, came second in the Los Angeles-nolulu race, breaking the record a day and a half.
Built in South Africa in 1961, *rmvogel* usually carries a racing w of 16 but at present has a crew 10, including two women.

● *NEW ENDEAVOUR*, 132 ft sail schooner skippered by Cap-George Keeble, arrived in Syd-on March 15 after a leisurely se of about eight months from nsgate, England. She came via Panama and crossed the Pacific, calling at the Galapagos Islands, Tahiti, the Cooks, Tonga, Norfolk and Lord Howe Islands.

The vessel carried 17 crew including three women, each having paid about $A1,000 for the trip. The owner, Mr. Geoffrey Preston Layton, was also on board.

After a stop of about six weeks in Sydney for a refit, *New Endeavour* is to sail to Mackay, Queensland, from where she will make 10-day "Captain Cook Cruises" around the islands in the Great Barrier Reef.

During the cruises *New Endeavour* will have a crew of seven and accommodation for 24 tourists. Prices range from $A160 for a "bachelor bunk" to $A220 for a twin-berth cabin.

New Endeavour originally saw service in Scandinavian waters as the *Cito*.

The present owner, Mr. Layton, discovered her in Denmark and after a refit had her registered in London under the present name in 1965.

Built in 1919, she is one of the few square-rigged sailing ships remaining. She has three 80 ft masts, which carry 12 sails under full rig.

Captain Keeble's trip to Australia was marred by the death of his seven-month-old son Gordon, who accidentally suffocated in his bed

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at a Sydney hotel the day after Captain Keeble had seen him for the first time.

● *MONSOON*, 45 ft schooner, arrived in Honolulu from the South Pacific in early February with owner Hugh H. Gordon, skipper Des M. Kearns and crew Vanaka Haiti and Pua Terootao. *Monsoon* left Honolulu last June bound for Fiji, under John Curren of Fiji.

● *SITISI*, 42 ft block island ketch, built and sailed by Americans John and Mary Lavery, has been in Honolulu recently after a 13-day passage from the Marquesas late last year.

Sitisi is on the last leg of a circumnavigation which started from San Diego in 1958 and is expected to finish in mid-1966.

The Laverys crossed the Pacific from Sydney in 1965, calling at New Zealand, the Cook Islands, the Society Group and Marquesas Islands.

● *SOLO*, 57 ft Sydney racing yawl, sailed by owner Vic Meyer and crewmen R. Blaikie and G. Swanson, reached Nukualofa from Honolulu on March 16, and sailed for Australia, via Norfolk Island, on the 21st.

Blaikie and Swanson decided to fly home from Nukualofa, so Meyer took off lone-handed for the remainder of the trip.

● *CARRONADE*, 30 ft Sydney sloop, was in Honolulu at the end of February. She arrived in Hilo, Hawaii, on October 30 last year, and in December moved to Honolulu. Her skipper is Andrew Wall, who planned to stay in Hawaii for six months from December.

● *BRAMBLING*, 37 ft steel yawl, owned and sailed by William Horton, a Honolulu mailman, arrived in Honolulu on February 13, after a 109-day voyage from Tasmania. Horton picked up Peter Adams as crew in Auckland, and John Hundhammer in Tahiti.

The yawl was designed by Allen Payne and built in Tasmania.

In September, 1960, Horton and two crewmen sailed an English sloop from Ipswich, England, to Hawaii in 126 days. The sloop was lost 10 months later when she drifted on to a reef outside Honolulu's Ala Wai boat harbour.

● *GRISETTE*, 49 ft cutter, built in England in 1904, and sailed by Dick and Toni Terry, is in

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Hawaii after sailing from Nukahiva, Marquesas Islands, late last year.

The Terrys left England in August, 1962, and sailed to Spain, the Canary Islands, West Indies, Panama Canal, the Galapagos and French Polynesia. They plan to stay in Hawaii indefinitely.

● *SANS SOUCI,* 91 ft wooden auxiliary ketch built in Australia in 1949, will leave Hawaii for Tahiti soon with a Californian family, Mr. and Mrs. Eric Schiff, of California, their three sons Arius, Rickey and Emil, and two daughters Penny and Marina.

They sailed to Hawaii from Los Angeles recently in 13 days.

Next on their itinerary are Fiji, Samoa, New Guinea, Indonesia, Egypt, Canary Islands, the Caribbean, Panama and back to California. Schiff, the skipper and navigator, is making a TV movie series of his family's experiences. Patricia Vaughn, wife of the ship's doctor, is schoolteacher for the children.

● *CYTHERA,* 50 ft Sydney yacht owned by Mr. and Mrs. Peter Fenton, to leave Sydney in mid-April to continue the cruise which was interrupted three years ago when two crew members stole the yacht during a stopover at Lord Howe Island.

The yacht was later recovered at Norfolk Island after being damaged in a collision with the *Colorado del Mar.* The two thieves were later each sentenced to four years' imprisonment in a Sydney court.

Mrs. Fenton said in a letter to *PIM* in March that she, her husband and daughter Penny would sail on their new voyage to San Francisco to Lord Howe Island, New Zealand, Rarotonga, Tahiti, the Tuamotus, Marquesas and Hawaii. They would have one crew member.

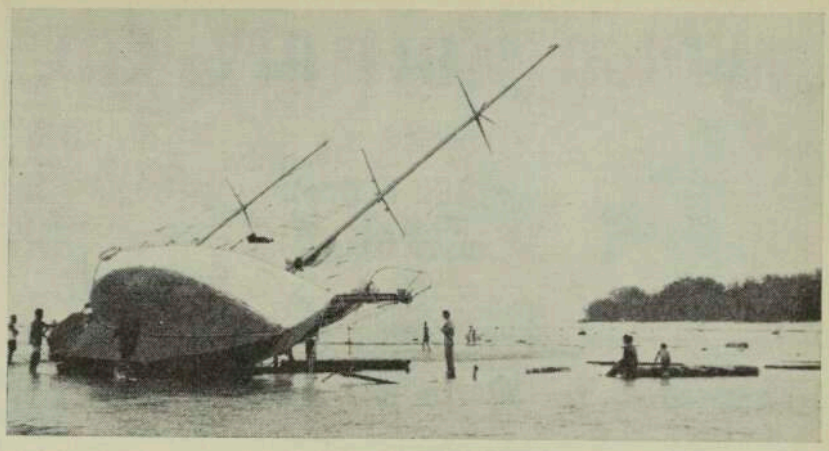
"We certainly do hope for better things this time round, and let no man say that the spirit of adventure is dead!" Mrs. Fenton said. "We mean to be living up to the old cliche—'if at first, you don't succeed. . . .'"

● *ARITA,* 48 ft ketch, built by Mr. R. M. McIlvride of Paihia, New Zealand, was to sail for Fiji in late March from Whangarei, New Zealand.

Mr. McIlvride built the ketch from kauri tree which he bought while it was still standing.

Arita displaces 14 tons and is powered by a 65 horsepower diesel. She has a ketch rig with a sail area of 940 square feet.

Mr. McIlvride will be accompanied on his voyage by his wife.



LUCKY ESCAPE FOR KETCH FROM RAROTONGA'S REEF

The 35 ft ketch *Trendaway,* which recently joined the small list of ships to be refloated after going aground on Rarotonga's treacherous reef, was being made seaworthy in Avatiu Harbour in March.

THE ketch is skippered and owned by Norman Baylay of Oakland, California.

She drifted on to the reef at Black Rock about 10.40 p.m. on Saturday, February 19, when hove-to for the night (*PIM,* March, p. 16). The man on watch saw the lights of Avarua, and those of the Sanatorium high above Black Rock, but thought *Trendaway* was well clear of the reef and drifting past the island. The rest of the crew were sleeping, tired out after battling a storm for two days.

Although the seas were calm, the ketch was carried about 100 feet on to the reef where she crashed down on her port side, damaging the hull and fracturing some frames. On board besides Norman Baylay, were Vincent Burgett, an American, Jim Peterson, a Canadian, and Christopher Duncan, an Englishman. They spent a wet and uncomfortable night on board and waded ashore for help the next morning.

Mr. William Heather, of Arorangi, offered to help refloat the vessel and he put 25 men to work on February 21, cutting up trees for use as rollers.

The men began to move the yacht towards a hole in the reef, using tree trunks and cut up lengths of old masts for rollers, and a block and tackle secured to an anchor jammed in the coral. Two days later, *Trendaway* lay at the edge of the hole ready for launching (see picture).

A crowd gathered to watch, and about 100 people, including women and children, gave a hand to haul the yacht into the sea. She went in stern first, sliding over timber placed to prevent damage to the hull.

The fishing research vessel *Hakua Nui* was standing by with her engine idling, and a hawser attached to the *Trendaway*. The yacht, badly damaged by the stranding and the action of the timber rollers, was towed to safety in Avatiu harbour. After she has been made sufficiently seaworthy it is hoped to sail her to Suva for slipping and repairs.

Trendaway left San Francisco with Norman Baylay, Vincent Burgett, and another man on board. She called at the Galapagos Islands and Nukuhiva in the Marquesas. Then came Papeete, where the third man left and was replaced by Jim Peterson.

Calls were next made at Moorea, Raiatea and Bora Bora. Christopher Duncan, from Devon, joined *Trendaway* at Bora Bora. He is emigrating to New Zealand by signing on as crew of various yachts.

Trendaway left Bora Bora on February 13, battled a storm en route to Rarotonga on the 17th and 18th and was wrecked the following night.—*W. H. PERCIVAL.*

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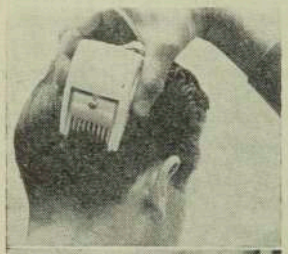
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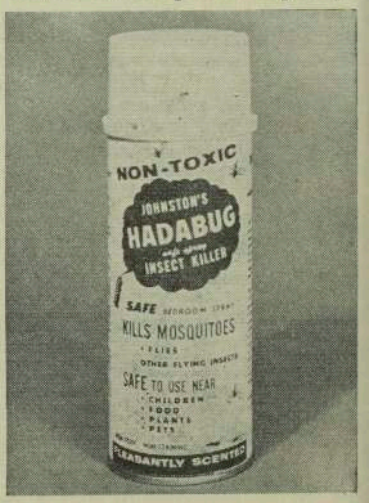
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People

● Dr. Thor Heyerdahl, the Norwegian archaeologist, who led the Kon Tiki raft expedition in 1947, visited New Zealand and Fiji recently in the course of a world tour to inspect museums with holdings of Easter Island artifacts.

Dr. Heyerdahl said in Suva—according to the Fiji Broadcasting Commission—that discoveries by the Fiji Museum of ancient settlements in the Sigatoka Valley were altering the whole scientific concept of South-West Pacific history. He added that there was evidence to prove that voyagers who came on rafts from South America about 2,000 years ago, eventually reached the fringes of Fiji and New Zealand. These people preceded the Polynesians by more than a thousand years.

Dr. Heyerdahl thinks the Polynesians came from Asia, crossing to North America and then moving southward to Hawaii, while the South Americans entered the Pacific Islands by way of Easter Island. He has nearly completed 11 years of research on Easter Island to find evidence to support his ideas.

● Mr. John Geoffrey Cowap has taken up the post of Official Secretary in Norfolk Island. He has succeeded Mr. Gordon Williams, who left the island on January 18 to take up an appointment as administrative officer of the Mines Branch of Australia's Northern Territory.

● Local controllers for the P-NG Civil Defence and Emergency Services have been appointed for Rabaul, Goroka, Wewak, Mt. Hagen and Lae. They are: Messrs. H. W. West, District Commissioner, New Britain (Rabaul); M. B. Orken, Eastern Highlands District Land Titles Commissioner (Goroka); B. K. Leen, Deputy District Commissioner, South Sepik Division, Sepik District (Wewak); S. M. Foley, Deputy District Commissioner, Western Highlands District (Mt. Hagen); and W. J. Guest, who is employed by New Guinea Company Ltd., Lae, and is controller for Lae.

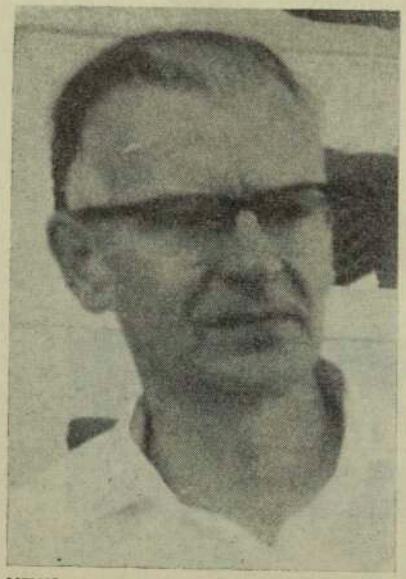
● Captain W. M. Reade has succeeded Captain E. H. Bullman, who retired recently from the position of general manager of the Bank Line (Australasia) Pty. Ltd. after 40 years' service with that company.

● Mr. B. A. Dye arrived in Vila, New Hebrides, in mid-February from the United Kingdom to take up the position of Superintendent of the British Residency's Works Department. He replaces Mr. George O'Brien, who has returned to Australia.

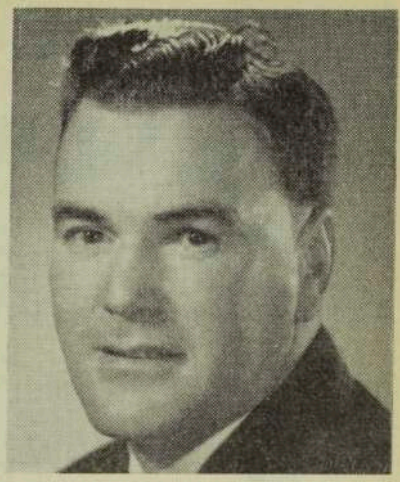
● Captain Eileen Steenson, one of the few women pilots in Papua-New Guinea, escaped injury when a Territory Airlines' Cessna she was flying, crashed while landing at Omkalai, Eastern Highlands, on March 8, apparently because of wheel trouble. The aircraft was carrying general cargo. Captain Steenson, who has been a qualified flying instructor for 16 years, only recently left a full-time teaching job at the Methodist Ladies' College, Kew, Victoria, to take on flying in the Territory.

● Papua-New Guinea in March appointed three new District Commissioners following the creation, last October, of three new districts. It was not announced what districts the new men would have. They are Mr. E. G. Hicks, Mr. K. W. Dyer and Mr. D. J. Clancy. All are Deputy District Commissioners and their new appointments are provisional.

● Mr. K. P. Glasson has been appointed manager in Papua-New Guinea of the Bank of New South Wales, and also manager of the Port Moresby branch of the bank. He previously served with the bank in Australia and Fiji.



NEWS MAN: The information services of the Western Pacific High Commission area have had a new look since the recent arrival in Honiara of Mr. David Tudor-Pole, above, as Chief Information Officer. The services will be further extended under Mr. Tudor-Pole.



Mr. Hegan

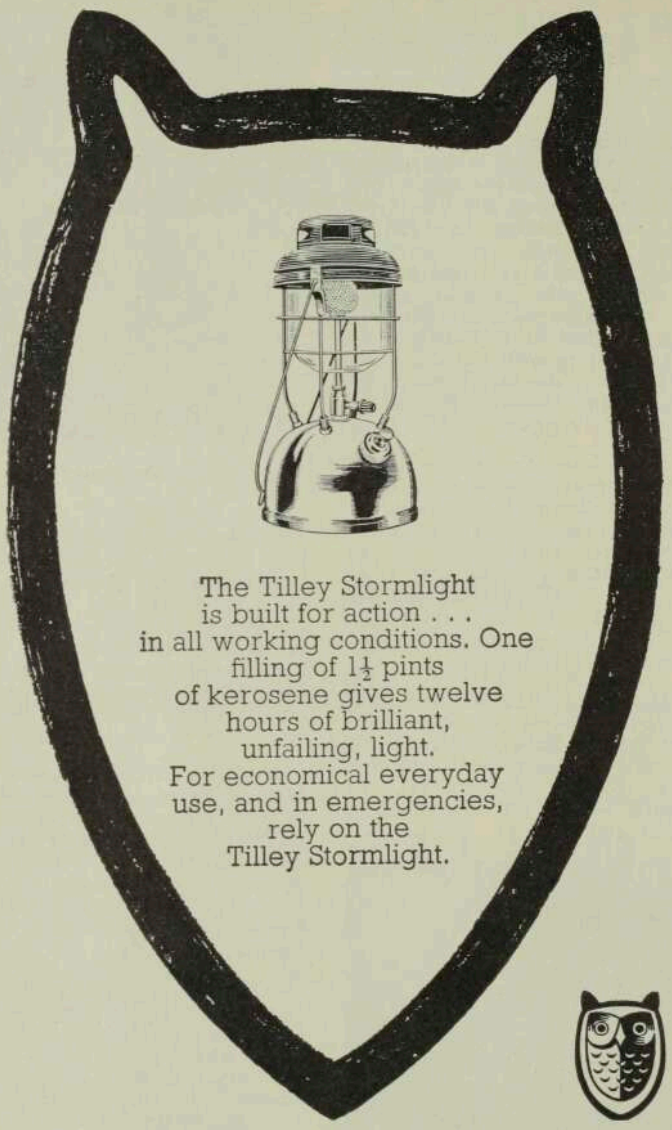
● Mr. Morris Leslie Hegan has been appointed Secretary of the Cook Islands Premier's Department for four years from January 5. Under the Cook Islands Constitution, the occupant of this position is the principal administrative officer of the Cook Islands Government, head of the public service, secretary to Cabinet and Clerk of the Executive Council.

● An Australian scientist, Mr. Michael Tyler, has found 10 species of frogs previously unrecorded in the New Britain area. Mr. Tyler is from the Department of Physiology and Pharmacology, University of Adelaide, and is honorary Curator of Reptiles and Amphibians at the South Australian Museum.

● In Sydney on their honeymoon recently were Mr. and Mrs. Fred Chow, of Rabaul, New Guinea. Mrs. Chow was formerly Miss Margaret Hamilton, a Rabaul pre-school teacher. The couple were married in Kavieng, where Mr. Chow's mother lives.

● The Very Rev. H. W. Figgess, Dean of Holy Trinity Cathedral and Rector of Suva, has resigned. The Dean arrived in Fiji in 1948 as Rector of Holy Trinity Parish in Suva. He was appointed Vicar-General in 1960 and Dean in 1963. His resignation is effective from the end of this year.

● Mr. J. V. Verran, of the Ministry of Aviation in Britain, has been appointed Controller of Transport and Civil Aviation in Fiji. Mr. Verran, who is 50, was born in New Zealand. He had a distinguished record in the RAF during the war serving as a squadron leader on bomber operations and was awarded the DFC and bar. He joined the



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Ministry of Aviation in London in 1947. His experience since then includes five years in Cyprus as Chief Operations Officer and two years with the International Civil Aviation Organisation as adviser to the Somali Republic.

● Inoke Tabualevu, a Rugby player, cricketer, tennis, basketball and squash player has been chosen Fiji's sportsman of the year. Ana Ramacake, a leading woman athlete, has been selected Sportswoman of the Year. The two were chosen by a committee selected by the Fiji Amateur Sports Association.

● Mr. William Edward Rimmell, of Pennsylvania, has been appointed Superintendent of the Publications Office, Saipan, in the United States Trust Territory of the Pacific Islands.

● Mr. David Saunders, Senior Lecturer in the Department of Architecture, Melbourne University, visited Norfolk Island in March to inspect the island's convict-built structures and explore the possibility of bringing a group of some 20 students to the island later in the year to do "measured drawings" of the old buildings as part of their training.

● Mr. W. G. (Tui) Johnson, chairman and managing director of W. R. Carpenter and Co. (Fiji) Ltd., married Miss Joan Money, of Sydney and Rabaul, at an early morning ceremony at Nadi Airport on March 8. The Dean of Suva, the Very Rev. H. W. Baggess, flew from Suva to officiate. Mr. Johnson's first wife died about two years ago.

● An American entomologist, Dr. L. Gressitt, arrived in Papua-New Guinea in March for four months' research into insects at Wau. Dr. Gressitt is chairman of the Entomology Department of the Bishop Museum, Honolulu, and holder of the L. A. Bishop Distinguished Chair of Zoology. He has been in the Territory several times before.

Dr. Gressitt is working in close co-operation with the Senior Government Entomologist, Dr. J. J. H. Szent-Ivany. For more than 10 years they have been working on a book listing all references to insects in the Territory. About 5,000 references will be included in the book which is expected to be published at the end of the year.



Sir Ronald Garvey

● The New Zealand Ombudsman, Sir Guy Powles, visited Apia in early March while on his way to New Zealand from Canada. Sir Guy has been lecturing on the functions of an Ombudsman at the invitation of the Canadian Government. Before his appointment as Ombudsman, Sir Guy was High Commissioner of Western Samoa from 1949 to 1960, then High Commissioner for New Zealand in India from 1960 to 1962.

● Mr. John Grover addressed a meeting in Honiara on March 7, aimed at reviving the British Solomons Islands Society which was formed originally in 1951. A postal ballot is to be conducted among former members of the society and those potentially interested. Mr. W. I. Laing has been appointed interim secretary-treasurer.

● Dr. John R. McCreary, Associate Professor in the Department of Social Science at the Victoria University, Wellington, has been appointed Executive Officer for Social Development in the South Pacific Commission. Dr. McCreary, who is married with three children, was born in 1920. A graduate of the University of New Zealand, he began his career as a school teacher.

Dr. McCreary took over his new post in Noumea in March from Dr. Richard Seddon, who had been the SPC's top man in Social Development since 1957. Dr. Seddon is moving to an academic job in the University of Canterbury at Christchurch, NZ.

The SPC at its 28th session in Noumea last October passed a resolution recording its "high appreciation" of Dr. Seddon's "distinguished services to the Commission and the territories" and regretting that he would not remain in his position until the next session.

● A former Governor of Fiji, Sir Ronald Garvey, who has been Lieut.-Governor of the Isle of Man since he left Fiji in 1958, is to retire to England soon, according to one of our Manxmen friends in the Islands, Mr. Doug. Askew, of Samarai. Mr. Askew tells us that Sir Ronald plans to grow asparagus in England on his retirement.



POLICE CHIEF: Inspector J. C. Woodmansey has recently taken up his new appointment of Director of Police on Nauru. Inspector Woodmansey is well known in Papua-New Guinea where he was a senior inspector with the Royal Papua-New Guinea Constabulary from 1948 to 1958.

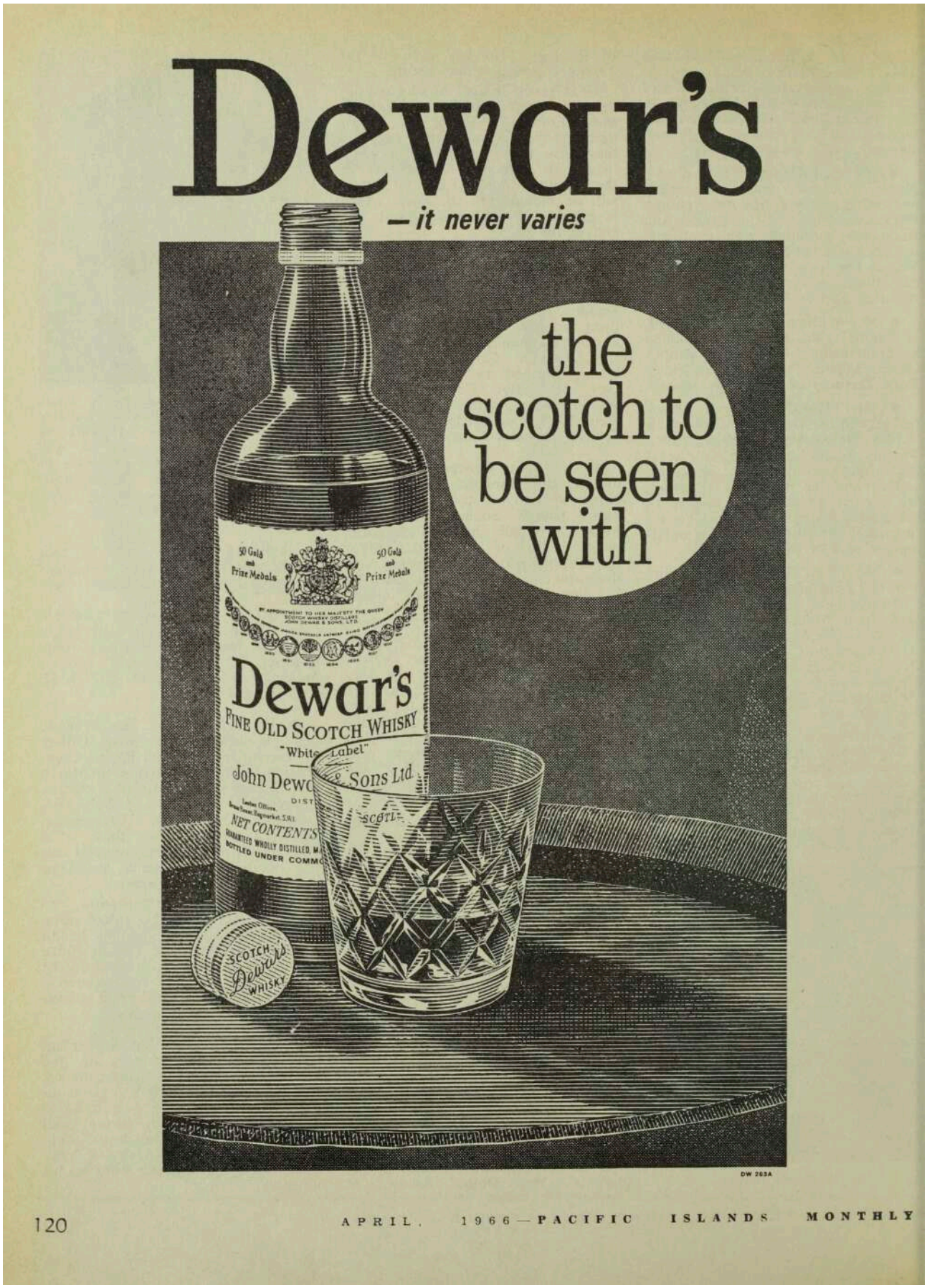
● Mr. P. J. Keenan, an advocate from Dundee, Scotland, arrived in the BSIP recently to become Crown Counsel. His duties will include drafting ordinances for the BSIP Legislative Council.

● Dr. Guy Loison, the dynamic and plain-spoken Executive Officer for Health in the South Pacific Commission, visited Wellington in March for discussions on health matters. Interviewed by the Wellington *Dominion*, Dr. Loison, a Frenchman, said characteristically that after tuberculosis and malaria, tourism was one of the biggest health problems in the South Pacific today.

"Tourism breeds urbanisation, and urbanisation breeds alcoholism, prostitution and a mental health problem," he said. Dr. Loison added that this year the SPC would be forced to seriously tackle mental health problems in the Islands arising from increased urbanisation.

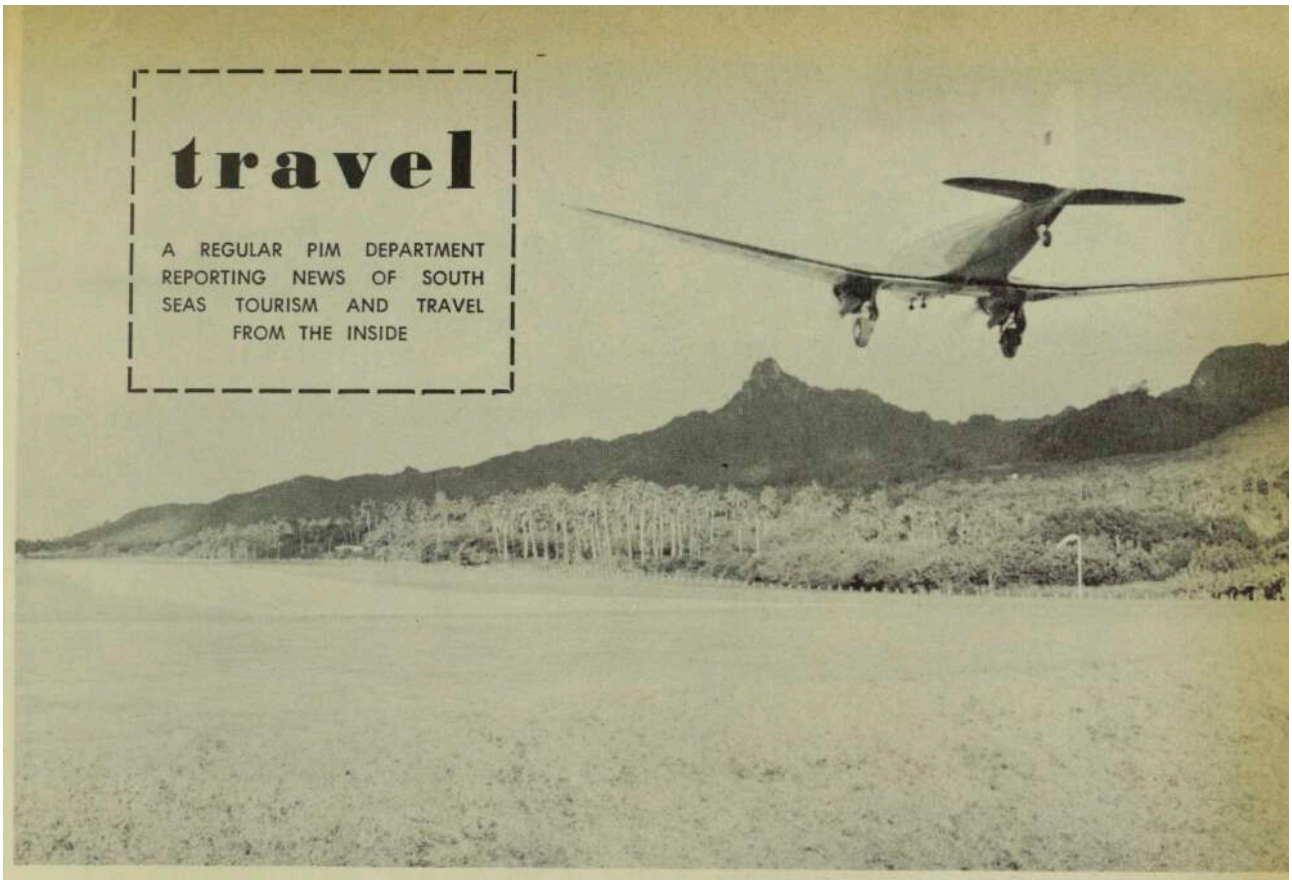
● Dr. Victor A. M. Beerman, representative in Sydney of the UNICEF Technical Assistance Board, was to begin a 10-day visit to Papua-New Guinea on March 24 to obtain information on current and possible future international aid programmes. Port Moresby, Rabaul, Lae, Bulolo and Goroka were on his itinerary.

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Away From It All In The Cook Is.

THE self-governing Cook Islands, consisting of 15 small islands scattered over 850,000 square miles, are little known to the outside world (a) because they are not easy to reach, and (b) because there is little accommodation in the group for tourists. However, the Cook Islands Government may soon attempt to encourage tourism on a limited scale, provided a solution is found to its current aviation problems. At present, two islands in the group—Aitutaki and the main island of Rarotonga—are linked with Apia, Western Samoa, by a DC3 aircraft of Polynesian Airlines (seen above landing at Rarotonga Airport). But after June 30 the DC3 service will be discontinued for technical reasons.

If and when the Cooks do get into the tourist business, visitors will find to their delight that both

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Aitutaki and Rarotonga are as "unspoiled" as Pacific islands can be these days—Rarotonga being a smaller and quieter version of Tahiti. Of volcanic origin, Rarotonga has a dramatic profile of 12 bush-clad peaks, two of which exceed 2,000 ft in height. The island is 21 miles round the coast and is 16,602 acres in area. Aitutaki, on the other hand, is an atoll enclosing a peaceful lagoon (top picture), but unlike most atolls, the land on the main islet is high and volcanic. Aitutaki is 140 miles north of Rarotonga. It was discovered by Captain Bligh in the *Bounty* a few weeks before the famous mutiny. Rarotonga is believed to have first been seen by Europeans later in the same year when the *Bounty*, under Fletcher Christian, was cruising the Pacific in search of a home for the mutineers.

Both Aitutaki and Rarotonga, like the other islands in the Southern Cooks, have long been closely connected with the activities of the London Missionary Society, which became strongly estab-

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lished in Tahiti early in the 19th century. After gaining a foothold in Aitutaki, the Rev. John Williams took the first Polynesian missionaries to Rarotonga in 1823. Christianity quickly spread, and LMS churches are now a feature of the Rarotongan landscape. The LMS church at left is at Avarua, Rarotonga.

The other pictures in this section depict Aitutakian dancers, Aitutakian girls with their distinctive "home-made" hats, and the USS Co. wharf at Avarua, with 1,590 ft Mt. Ikurangi in the background. All photos are by Van Eijk and Meers, Rarotonga.

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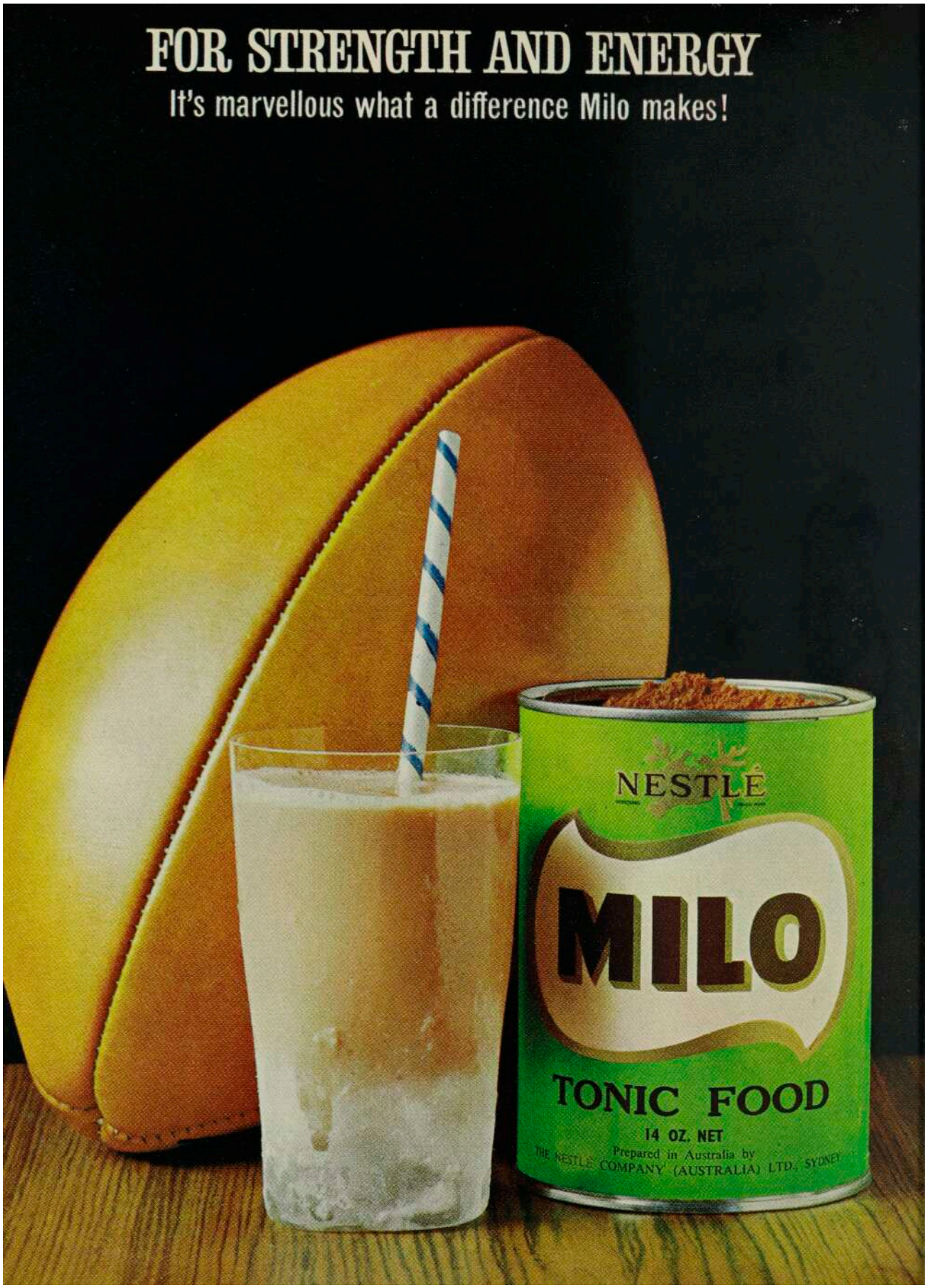
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More And Faster Air Services Planned For New Guinea

Improved aviation patterns are developing in the air-minded Territory of Papua-New Guinea as pressures on the airlines increase. And not before time, most people would say, for not always has the Territory got the airline services it deserved.

COMING SOON

These two aircraft are destined for service in Papua-New Guinea. Top is the Boeing 727 jet at present in use on Australian trunk routes, and which should be flying between Sydney and Lae by the end of this year. Lower picture shows the new Short Brothers Skyvan ordered for internal New Guinea use by both Patair and Ansett-MAL.



PAPUA-NEW GUINEA aviation still flies to the tune of Australia's "two airline policy", set by the Commonwealth Government a few years after the war.

Under it, main Australian air traffic is distributed between the Government-owned Trans Australia Airlines and the privately-owned Ansett-ANA.

One is not allowed to use initiative, or sometimes use even good business practice, to take advantage of the other.

TAA and Ansett together share the main trunk services between Australia and the Territory, and within the Territory main internal services are shared between TAA and Ansett-MAL.

They often use the same type of aircraft—a fact which has helped restrict development.

When Qantas was pushed out of Papua-New Guinea in 1960, and replaced by the two airline policy, Qantas had been all set to introduce Electras on the main trunk services to replace the rumbling DC4's which the Territorians disliked so much.

727's For New Guinea

The two airlines didn't have Electras available, so P-NG got rumbling DC6's—which were retained until only a few months ago. These aircraft were cast-offs from the Australian mainland traffic pattern.

With the introduction of pure jet Boeing 727's on Australian trunk routes, the Electras finally became available for New Guinea and these have been operating since the end of last year.

They have speeded up flying time, and are more comfortable, but it is still necessary for the aircraft to leave Sydney at night and arrive in the early morning. Night departure time was merely put back, and the Electras now leave Sydney at the odd hour of midnight.

What New Guinea people — and tourists—have been asking for for years is a fast, comfortable return daylight service between the Territory and Sydney. Such a service is now at last on the horizon. It will be achieved not because either airline is fighting the other to give the New Guinea customers service, but, simply because the two airline policy will release faster aircraft from the mainland trunk routes. The trunk routes will get something better.

Papua-New Guinea will see regular Boeing 727 pure jets following delivery later this year and early next year of four DC9's each for TAA and Ansett in Australia.

Both airlines expect to operate a daylight New Guinea service with the 727's. No details have been worked out but it would be possible for the aircraft to leave Sydney at 7.30 a.m. each day and return by 8.25 p.m.

Such a schedule would probably operate something like this:

Depart Sydney 0730; arrive Brisbane 0840, depart 0930; arrive Port Moresby 1215, depart 1300; arrive Lae 1335, depart 1430; arrive Port Moresby 1505, depart 1555; arrive Brisbane 1835, depart 1915; arrive Sydney 2025.

The airlines will use the 727's as soon as possible because of the big increase in traffic between Australia and the Territory in the last year or two.

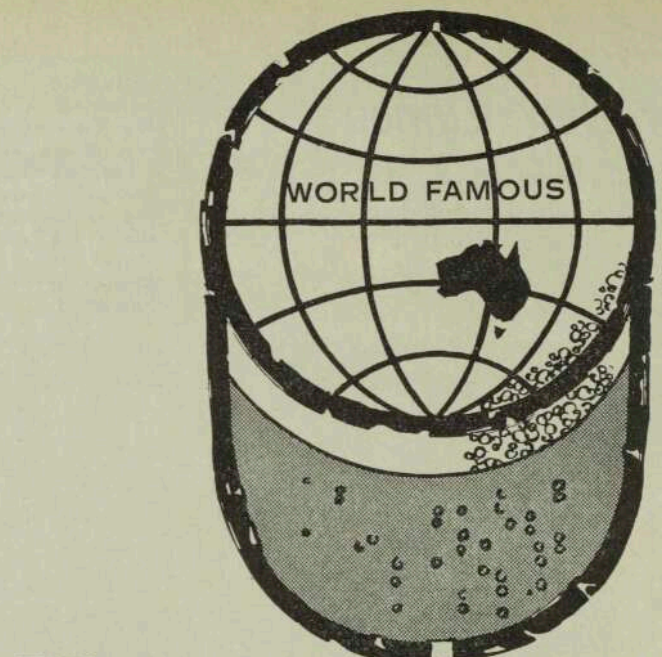
In the last 12 months there has been an increase of almost 20 per cent. in the loadings, and both airlines were able to operate daily services right through the four months from last November to February, with two aircraft a day each on heavy days.

Extra services were once required only at school break-up time in Australia, when Territory children fly home for their holidays, and in January when they fly back again. The extra aircraft after Christmas were often empty when going north.

That pattern has now changed, with full aircraft both ways, and the whole

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air activity between Australia and New Guinea has speeded up, just as it has within the Territory.

The faster trunk services planned from Sydney will generate more internal business for the two big airlines, and for other smaller ones such as Papuan Airlines, and additional trunk services are expected within the next year or two to enter the Territory via Hong Kong, and Honiara, in the Solomons.

Port Moresby-Hong Kong

The Hong Kong service will be operated with Boeing 707's of Qantas which plans to run Sydney-Port Moresby-Hong Kong as soon as Jackson's Airport, Port Moresby is cleared by DCA for 707 operations. Ansett applied for this service in 1964 (to Manila) but failed to get it.

Weight tests have to be made on the airport in the next few months to see if it can take 707's. If it won't, concrete overlay can be added fairly cheaply. Ideally, the airport would also require a short extension for 707 operation, which could be done at the same time.

If the airport does not need strengthening the 707's might operate by the end of this year; otherwise they would begin in 1967.

It's been rumoured that reason for the delay in the 707 service via Port Moresby is the need for erection of a bigger passenger terminal building at Jackson's, but this factor is not officially regarded as important.

With a rearrangement of Customs procedures the existing terminal would be adequate, and although a bigger terminal would be welcome it is not imperative.

More travellers would arrive in New Guinea from Fiji via Honiara when Fiji Airways adds to its present fleet of Heron aircraft the new Hawker Siddeley 727 prop-jet. This aircraft has not yet been ordered by Fiji Airways but Suva reports confirm that the company has selected it and that one should be in operation next year.

The Herons carry only eight passengers on the present long haul from Fiji, which they do twice a week. The new HS 748 (with two engines and a range of 800 nautical miles) will carry 40 passengers on the same link, and the service would probably be weekly.

More Via Honiara

Overseas tourist agencies, particularly in America, have indicated that once the bigger aircraft are in operation they will be able to send parties of tourists to New Guinea via Fiji and Honiara.

The Fiji Airways service would link up in Honiara with the existing TAA Fokker Friendship service through New Guinea to Sydney. Passengers could get off at Port Moresby, or intermediate New Guinea stops, and fly to Hong Kong on the Qantas 707.

A subsidiary of Papuan Airlines is now building a luxury hotel—called The Gateway—at the Port Moresby airport to cater for the expected influx of passengers from these new directions.

Meanwhile the Fokker service between Honiara and Sydney is already taking heavy loadings and more aircraft will be needed even before the 727's come on to the run.

The BSIP Chamber of Commerce is anxious to see this service expand quickly because its members are pushing tourism for the Solomons and aircraft are the key to it. But an interesting development is that Ansett-ANA is putting pressure on the Australian Government to give it a share of any increased services to Honiara.

Ansett has no rights to Honiara under the two airline policy because it is an international route, operated by TAA under charter to Qantas, which is Australia's international airline.

This situation will need to be resolved soon, especially as Bougainville people would also like to make use of increased services from Honiara, which pass through their area on the way to Rabaul. Priority for bookings naturally goes to Honiara and there are seldom seats available for Bougainville passengers.

The view of Qantas and TAA undoubtedly is that Ansett should not be allowed a share of this international route, because it would establish a new principle.



HOTEL KIETA: The only hotel in Bougainville, New Guinea, is Helmut Kroening's Hotel Kieta, here seen framed between the old German-planted rain trees, with a view of Kieta Harbour. It is a friendly 10-roomed hotel, which is nearly always full of travellers these days. It will become even busier now that headquarters for Bougainville is to be moved from Sohano to Kieta, and extensions will be needed.

Noumea's Magenta Airport To Be Improved

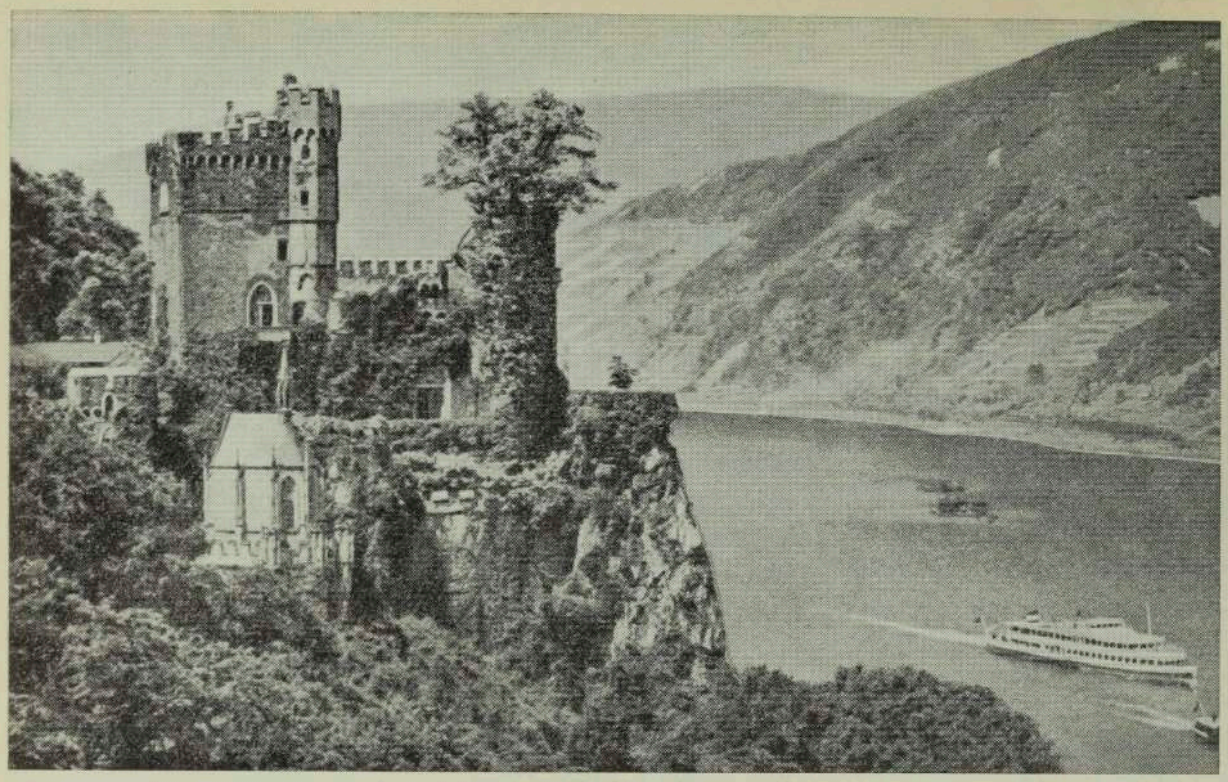
A total of 20 million French Pacific francs ($A200,000) has been allotted this year for improving Noumea's Magenta Airport, base for all internal air services in New Caledonia, including the Loyalty Islands.

Most of the money will come from France. It will enable urgent repairs to be made to the strip, the purchase of adjoining land for new buildings and the construction of a large and badly-needed hangar.

The airport, which was built during World War II by the US Air Force, has had little done to it since then, although passenger traffic increased more than 400 per cent. between 1956 and 1964, and the amount of freight carried in the same period increased 14-fold.

The 20 million francs to be spent this year are part of a rehabilitation programme to cost about 120 million.

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Mt. Yasur, Tanna's constantly active volcano, is on the opposite side of the island to where the new tourist hotel is being built. A John Frum cross, symbol of a cargo cult that formerly flourished on Tanna, is in the foreground.

OURIST HOTEL OPEN OON AT TANNA, EW HEBRIDES

A new tourist hotel being ilt at Tanna, New Hebrides, expected to be able to accom- odate its first visitors within a w months.

HE hotel, Tanna's first, is at Epul, near Lenakel, on the stern side of the island.

Tanna, 32 miles long by 15 miles ross, is a fertile, attractive island th an equable climate about 130 les south of Vila, the New brides capital.

It has a population of about 8,000 tives, and is noted for its con- ntly active volcano, Mount Yasur, ich may be viewed from within short distance of the rim of the ter.

The new hotel, to be called the tel Tanna, is a joint venture by . R. U. Paul, an Australian planter d businessman, of Lenakel, and . Pierre Bourgeois, a prominent nch businessman, of Vila. It will ve a small intake of visitors tially, but this should increase as buildings are extended.

An arrangement has already been de with New Hebrides Airways enable passengers from the Messageries Maritimes vessel *Poly- nesie* to fly from Vila and spend the day on Tanna.

New Hebrides Airways already maintains a thrice-weekly service between Vila and Lenakel.

THE Norfolk Island Council in March decided to grant permis- sive occupancy of one of the old Kingston buildings to the Norfolk Island Lions Club, to be used as club rooms and a seaside cottage for elderly people.

The building in question is a large wooden house near the King- ston pier, and it is popularly believed to be the building in which W. C. Wentworth was born around 1790. However, local historian Merval Hoare, in her authoritative *Rambler's Guide to Norfolk Island*, says there is no evidence to support popular belief. All buildings in the first settlement of Norfolk were deliberately destroyed when the settlement closed in 1814.

The building and land were excised from the Kingston Common in 1956 and the house itself has been unoccupied for some years.

A SEVEN-YEAR ban on the sale of bottled liquor between 3 p.m. on Saturdays and 9 a.m. on Mondays was lifted in New Caledonia at the end of February.

The ban had been aimed at

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curbing drinking — particularly in public squares and on the beaches and highways, and particularly among the Melanesians.

However, its effect was to concentrate drinking (and drunken) parties in the local bars, where there was no prohibition on the sale of liquor—by the glass.

Europeans, especially, were penalised by the ban, for if they were "caught short" with their home supplies of liquor over the weekend, they either had to go thirsty or buy their liquor by the glass and empty it into a hidden bottle.

The lifting of the weekend ban on bottle sales means that liquor may now be bought and carried away every day from 6 a.m. to 9 p.m.

PAN American Airways is seeking approval for a service linking Australia and Japan via Guam. Announcing this in Sydney in March, Pan Am's Director for Australia, Mr. Rush S. Clark, said that the service would provide the shortest link in both distance and time between Australia and Tokyo and would tie Australia into Pan Am's round the world services.

TRAVELLERS in Papua-New Guinea will look hard to locate good food properly served in the right atmosphere, for the big territory still has much of the frontier attitude about it.

Thus it is all the more pleasant to find, hidden away in the industrial area of Mangola Street, Lae, near the native market, a restaurant called "Bobby's Place", where the visitor can get a fine meal with an excellent selection of wines. It is open from 7 p.m. to 10 p.m. seven days a week, and the owner, Mrs. Bobby Smith, is hopeful of getting an extension of hours from the Licensing Court.

Mrs. Smith has been 34 years in New Guinea. She is best known as the former owner of Lae's taxi fleet. "Bobby's Place" is a new venture that deserves to prosper as a pleasant alternative to a late meal at a Chinese cafe.

THE growing popularity of Norfolk Island as a tourist centre was illustrated recently by figures released by the New South Wales Department of Tourist Activities.

The figures show that about 5,500 tourists visited the island last year compared with 602 in 1958, 642 in 1960, 1,356 in 1961, 1,888 in 1962, 2,707 in 1963, and 3,557 in 1964. About 8,000 tourists are expected this year.

NEED FOR MORE ACCOMMODATION IN AMERICAN SAMOA

The influx of tourists in American Samoa is increasing so fast that it is already necessary to increase the number of rooms at the new Pago Pago International Hotel, opened in December, and to think about building a new hotel.

AMERICAN Samoa's Governor, Mr. H. Rex Lee, said this at the opening session of the territory's Ninth Legislature in Pago Pago in mid-March.

"I am happy to report to you that the prospects are that our new hotel will be turning away people by late summer," the Governor said. "I have told the American Samoan Development Corporation that we need 60 additional rooms immediately and the ASDC is already involved in planning them.

"The addition to the existing hotel will not be enough. We are going to have to start concerning ourselves with the construction of an entirely new hotel. This will create many, many more management positions for Samoans and bring additional money into the territory." Governor Lee said there was also a need to establish a strong tourism promotional program.

"Tourist bureaus elsewhere have carried us along," he said. "This Legislature must find the means of raising additional funds for a well-rounded promotional campaign which will continue after the initial novelty of Samoa as a tourist destination has worn off."

Speaking of duty-free imports, Governor Lee said: "When I first came to Samoa, I said that we should move as rapidly as possible towards ending all import duties. We are still raising half a million dollars annually from this tax. The Legislature must study the means of replacing this income with other revenues so that import taxes can be ended."

Footnote: American Samoa expects to get some useful publicity soon from the *National Geographic Magazine*, which is sending Mr. William A. Allard to the South Pacific on April 3 to photograph and write about American and Western Samoa and other islands in the area.

FORTY air-conditioned rooms and a swimming pool are to be added to Aggie Grey's Hotel in Apia, Western Samoa.

The first room is expected to be completed within six months and the whole project within 12 months.

The additions will give Aggie's hotel 86 rooms, and, with the Casino Hotel, make 115 hotel rooms available in Apia.

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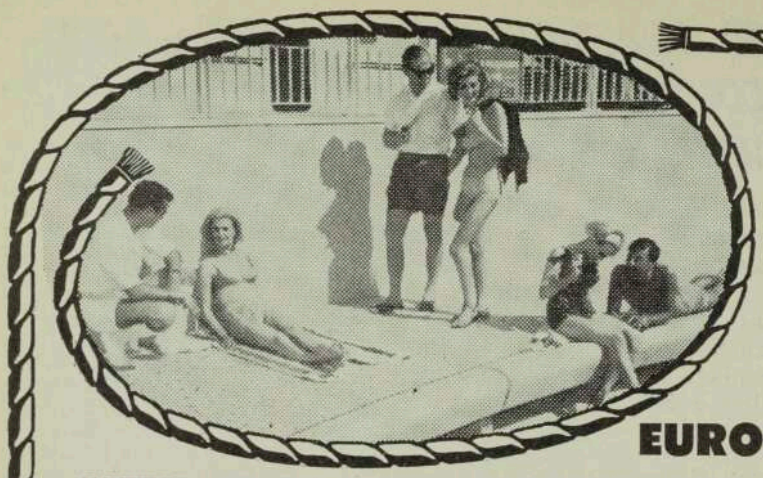
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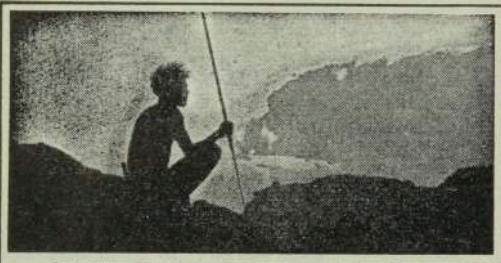
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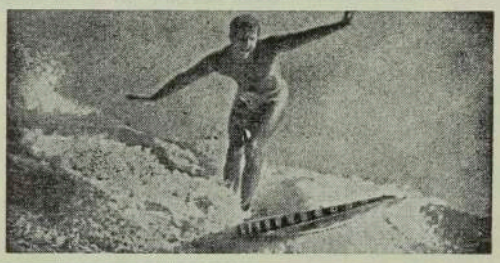
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travel

NEW PROJECTS TO CATER FOR FIJI'S BOOMING TOURISM

Fiji's fast growing tourist industry has had another record year, and plans are well in hand to build new hotels at Yanuca Island, off Viti Levu, and at Savusavu, on Vanua Levu, to cater for the growing number of visitors.

THE total number of visitors in 1965 was 40,332—more than double the figure of three years ago.

Successive annual increases have been 5,991 in 1963; 7,378 in 1964; and 8,708 last year.

Fifty-five per cent of last year's visitors stayed at least four days. The largest number came from New Zealand. They totalled 11,175.

The Americans, who sent the largest number of visitors in 1964, were in second place with 9,549. Australians were not far behind with 9,100. New Zealanders, Americans and Australians together acccounted for 74 per cent. of all visitors.

Air Travel Popular

Ninety three per cent. of visitors arrived by air compared with 89 per cent. in 1964.

In addition to staying visitors, there were 90,907 through passengers by air and 47,533 by sea, including 1,032 on cruise ships.

The new hotel at Yanuca Island, off the south coast of the main island of Viti Levu, will cost £600,000.

It is being built by a Nadi-based company, Hotel Services Ltd., which is wholly owned by Fiji Resorts Ltd. These are connected with the companies which operate Mocambo Hotel and Skylodge Hotel at Nadi Airport.

The new hotel is to be developed in three stages. A multi-storey block containing 108 bedrooms will be built initially. This will have a pool and adjoining service buildings and pavilions.

The second stage will be the construction of a further multi-storey block containing 50 bedrooms; and the third stage calls for the erection of 50 beach cottages.

There will also be extensive public rooms, restaurants and bars, a barber's shop, beauty parlour and retail stores.

A permanent causeway is to be built from Viti Levu across the 50 yards of water to Yanuca Island, to enable easy access to the island.

The hotel has been designed by Honolulu architects Wimberly, Whisenend, Allison and Tong, who were responsible for the Sheraton-Maui Hotel in Hawaii, and the Inter-continental Hotel at Pago Pago, American Samoa.

The new hotel at Savusavu, the picturesque copra port on Vanua Levu, will replace the existing Hot Springs Hotel owned by Burns Philp (South Sea) Company.

The company hopes to begin the first stage—a public bar block—towards the end of this year.

A two-storey accommodation block will follow and then the existing hotel, an old wooden structure with about a dozen bedrooms, will be demolished.

The new hotel will be much larger than the present one.



A pleasant oasis for travellers on the northern coast of Viti Levu is the hotel at Rakiraki, a sugar town, 99 miles from Suva. A section of the hotel is seen here across the croquet lawn and garden.

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New Guinea Ponders Tourism And 'Personal Dignity'

From a Port Moresby Correspondent

The value of tourism to Papua-New Guinea was debated at length in the House of Assembly in Port Moresby in March following introduction of a bill to establish a P-NG Tourist Board. The board, which will include representatives of the Government and commerce, will promote the industry in the same way as the Fiji Visitors Bureau does.

travel

THE Administration will contribute funds, and audit the accounts. ut the acting Assistant Administra- or, Mr. F. Henderson, made it clear n his second reading speech that ne effectiveness of the board would rgely depend on the financial con- ibutions it received from private ıdustry, which stands to benefit from ıcreased tourism.

Mr. Henderson said the board ould seek to attract overseas ourists, encourage regional tourist evelopment through local organisa- ons, stimulate the growth of in- ustries associated with tourism and ave the power to inspect and grade otels. Accommodation in most parts f P-NG at present "cannot be garded as being of sufficient stan- ard to meet the needs of inter- ational tourism", Mr. Henderson id.

Credit Needed

He added that the Administration garded an international air link resumably through Port Moresby to e Far East] as "being of the utmost nportance in developing the tourist dustry in the Territory", for without is New Guinea would lose many sitors unwilling to divert from main r routes.

Welcoming the establishment of the oard, Mr. Graham Gilmore (who vns a hotel at Kainantu) said also eeded was a method of extended edit finance to small businesses as- ciated with tourism. Credit was not adily available at the moment for e small man.

Mr. John Guise, leader of the ected members, who is a part- uropean representing the Milne Bay en electorate, said a reservation he d about the bill was that the Terri- ry's overseas earnings might be in- eased at the cost of the dignity of New Guineans.

Pacific Islands such as Tahiti had ade money at the expense of local dignity, he said, and he therefore wanted a majority of the board to be New Guineans, "to safeguard the respect and dignity of our people".

New Guineans were not to be considered as merely hotel waiters.

Although Mr. Guise soon came under attack from other members, he persisted in this proposal as the only way of safeguarding local dignity. He also distributed copies of some American comics, which he said "projected an image" which indicated that the New Guinean people couldn't think. He said that the House should protest about such comics, which were another example of loss of dignity.

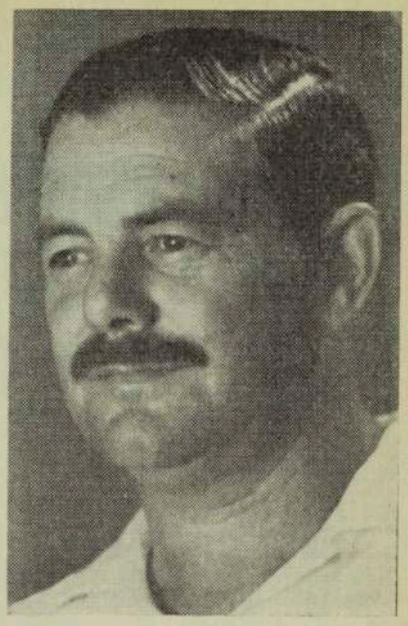
Mr. Don Barrett (West Gazelle) said that while the dignity of New Guineans had to be preserved this couldn't be done by insisting on a racial structure of a particular board.

"Travelling around the Pacific one of the things that does impress anybody is the natural dignity of the people, and I cannot believe that the New Guineans are going to lose their natural dignity," Mr. Barrett said.

Fijians Have Dignity

"I have seen something of tourism in Fiji and surely one cannot say that such men as Ratu Edward and Ratu George Cakobau, who are among my friends in that country, have lost their dignity. Nor do I believe that the average Fijian has."

Mr. Barrett said he had seen the men of Mt. Hagen and Wabag in their feathers, "performing" for tourists, and you could not wish to see more dignified, natural men, and he was confident that New Guinea could retain this natural dignity while still fostering a tourist industry.



Mr. Barrett

On the question of comics, Mr. Barrett added that children in New Guinea read another comic called "Li'l Abner", which brought into ridicule a certain class of Americans, but nobody read it seriously and New Guineans should learn to accept this sort thing about themselves, and laugh at it.

Mr. Henderson in reply said the Administration appreciated the need for considerable investment if a worthwhile tourist industry were to grow. When the P-NG Development Bank was in operation [later in the year] proposals for the tourist industry would no doubt be given sympathetic consideration.

Benefits

Nor was the Administration unmindful of the points made by Mr. Guise. There were real dangers in uncontrolled tourism, but the Administration was convinced that the benefits of a well run tourist industry far outweighed the disadvantages.

The Administration had looked at tourist industries in various parts of the Pacific. In Tahiti everything was concentrated on one point so that it became a completely artificial environment. But in Fiji the Government had spread its tourists widely, and this is what New Guinea intended to do.

The Administration would not agree to a board on a racial basis, for it wanted the best men available of any race.

The bill was passed.

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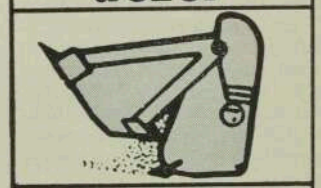
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Pacific Commerce and Produce

QUICK RESPONSE TO WESTERN SAMOAN INCENTIVES SCHEME

The Enterprises Incentives Act passed last year with the hope of attracting new industry to Western Samoa has already borne fruit.

EARLY in March it was announced that incentives had been approved for three new industries that will eventually employ about 100 people and save £90,000 annually in foreign exchange.

The three new enterprises are Percival's Garment Manufacturing Factory, Supreme Ice Cream Company, and the Apia Bottling Company, which manufactures and bottles soft drinks under a Coca-Cola franchise. The shareholders of all the new enterprises are mainly well known local businessmen and their families.

Under the Enterprises Incentives Act approved industries may import building materials, machinery, vehicles and raw materials duty free. They may also qualify for remission of taxes for the first five years of operation, and longer if approved.

The Government is still seeking major investment from overseas hotel companies and is still negotiating on a proposal from the US firm of Potlatch Forests Inc. to invest up to $10,000,000 in the Savaii timber industry. (*PIM*, Feb., p. 133).

Since Potlatch made the offer, the New Zealand firm of Fletchers has also approached the Government on timber development, but according to informed sources, they left their run too late and are considered too small compared with Potlatch. Cabinet is expected to approve the Potlatch proposal.

New Guineans Take Over Factory

A COMPANY owned wholly by New Guineans in March took over a Rabaul furniture factory at a cost of more than $44,000. The company is Palnamadaka Company, which has made the purchase from A. G. Nunn and J. A. Casey, furniture manufacturers, of Malaguna Road.

Palnamadaka Company shareholders have contributed almost $22,000—nearly half of the purchase price. The remaining amount has been made available from a bank loan.

Former part-owner of the factory, Mr. Nunn, has signed a contract with the new owners to stay as factory manager for one year to train a New Guinean manager.

P-NG Copra Board's View "Short-sighted"

SOME Bougainville planters are on the warpath over the need for an official copra depot for Buka Passage to serve the developing copra industry in the north. They pointed out their need to the Minister for Territories, Mr. C. E. Barnes, when he visited the area in February.

Bougainville has no copra depot at the moment, but one will be established at Kieta, on the east coast, when the overseas wharf is completed there.

Mr. Jock Lee, owner of Madehas Plantation, Buka Passage, who is a member of the Bougainville District Advisory Council and a former president of the Bougainville branch of the Planters' Association of New Guinea, told *PIM* editor Stuart Inder during a recent visit:

"After the establishment of Kieta with all its port facilities, a commerce area, including the whole of Buka and neighbouring islands, and from Baniu on the east to Torokina on the West Coast of Bougainville, will centre on Buka Passage.

"In the last few years vast new plantings of coconuts have been established and this area is progressing extremely well. Native plantations well planned from 2,000 to 6,000 palms are not uncommon—in fact the road from Chinatown to Kessa will soon resemble one huge plantation, 55 miles long.

"On the west coast of Bougainville, an area previously neglected and under-developed, planting, mainly under Mission encouragement, has gone on at a fantastic rate and the sum now planted exceeds 490,000 palms.

"Because of poor anchorages on this coast, a centre to bring their copra to when the weather and seas are favourable will be essential. Large amounts of copra will feed down the road system of Buka and the Selau area behind Bonis, and small boats and powered canoes will service the islands.

"After all this development the native planter, like any other primary producer, wants to have the privilege of shipping his produce to where he gets the highest price—i.e., to a Copra Marketing Board depot—and the only way he can do this regularly is for a depot to be established in Buka Passage. He is quite prepared to accept a price differential owing to the fact that Buka Passage is not an overseas port.

"The amount of copra per annum which would pass through a depot established there would exceed 5,000 tons by 1967 and top 9,000 by 1970.

"However, all approaches to the Copra Marketing Board have been rejected on the ground of costs involved. You could imagine the fury of wheat farmers in Australia on being told that no new silos would be made available for their extra production. No similar board would get away with such a policy in Australia.

"This shortsighted view taken by the board could stop many benefits to and hinder the further development of the area. If the policy was changed and depots were established in Buka, and other deserving areas, the political goodwill gained for Australia as the UN administrating power would be incalculable."

PIM referred Mr. Lee's comments to Mr. Ian McDonald, chairman of the P-NG Copra Marketing Board, who replied:

"Considerable pressure has been exerted on the board over the past year or so for the establishment of a copra depot at Buka Passage. Each special request, through the Bougainville District Advisory Council, through the Planters' Association of New Guinea, or through approaches made by individual copra producers, has been given full consideration by the board at its periodic meetings, and the answer has been that the policy of the board is not to open receival depots at centres where it would be necessary to tranship copra to a main port in order to effect export or sale of the copra."

Open Door For Lautoka Chamber

CHANNELLING Fiji's various racial communities along a homogenous path has been very much in the Fiji Governor's mind since he took office in January, 1964, and the latest mingling of races through the Lautoka Chamber of Commerce,

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announced in March, will no doubt have made him nod his head in satisfaction.

Despite strong objections from one of its members, and others who tried to stall the move by picking holes in the wording, the predominantly European body rammed home a revised constitution at a special general meeting that opened the doors of membership to all businessmen, irrespective of race.

The town of some 12,000 people has three chambers of commerce. The others are the Indian Chamber and the Western Chamber, both of whose membership lists show Indians only and both of which have been virtually inactive for some time.

Formed several years ago, the Lautoka Chamber of Commerce has represented European business houses in the community, meeting monthly to discuss affairs of commerce and matters affecting them. But the numbers attending have been small and ever dimishing, not truly representative of the majority of business people.

Its move in opening wide its doors to all races (the brain-child of one of the town's bankers who with another member, a representative of the *Fiji Times*, has for the past two years been quietly oiling the hinges) seeks to remedy its numerical shortcomings and give a more powerful voice.

Under its new constitution current members are classed as original members of the chamber with future enlargement being by invitation, accepted by a simple majority in a ballot.

Membership has been categorised with a maximum, and varying, number in each category, and allows for a total membership of 33.

Of this number it is expected that at least a dozen will be from non-European sections of the community.

Placer-Bulolo Merger

THE directors of Placer Development, Ltd., and Bulolo Gold Dredging Ltd. have announced firm plans to merge following favourable legal opinion on tax liability in the case of amalgamation.

The terms of the offer to shareholders are virtually the same as those mooted last year when the companies were investigating their tax position as a united organisation.

[In May, 1965, Placer made an offer worth $3.2 million for the outstanding capital of Bulolo. At the time Placer owned 32 per cent. of Bulolo and Bulolo owned 5.6 per cent. of Placer. The terms of the offer were two Placer shares for five Bulolo shares Placer did not already own.]

A new company, Placer Development Ltd—with no comma after "Development"—has been formed as a vehicle for an exchange of two Placer shares for every five Bulolo shares.

At the time of the announcement of plans to merge in March, the market value of Bulolo shares was $A9.80 each, compared with their last sale of $A8.80.

HEAVY DROP IN COPRA PRICES

Mr. Ian McDonald, chairman of the P-NG Copra Marketing Board, supplied the following report on the copra market on March 23:

There has been quite a heavy drop in copra prices over the last week or so, and although Philippine FM copra has not yet been quoted over the last few days, because of the delay which occurs in obtaining price fixtures through the London Copra Association, it is known that Indonesia was down to £68 and this is a pretty good indication of the present level of Philippine FM.

Much of the reason for the fall in copra prices stems from recent reports on US soyabean planting intentions, and as a result in Europe the markets for all food fats and oils have become even more nervous than in the US.

In addition, the news has hit the market of a confirmed sale of a considerable quantity of USSR sunflower oil to a large consumer in Europe. This information, together with advice of unsold afloat lots of copra, has resulted in a pronounced decline for practically all oils with the exception of cottonseed oil.

The current low price level for copra does not appear to be justified, for the reason that the Philippines growing areas have been going through a pronounced dry spell since the middle of last year, and therefore it is likely that a price recovery in copra will develop shortly.

U.S. Interest In New Caledonian Mines

TWO US mining companies have recently shown interest in New Caledonia's mining possibilities. The Patino organisation, which began as a tin-mining company in Bolivia, has sent one of its geologists to prospect in northern New Caledonia, where some gold and copper were mined early this century, mainly by Australian companies. The "Hanna" mining company also plans to send experts to New Caledonia to see what is offering in the mining line.

Bright Outlook For Mangaia Pineapples

THE pineapple industry on Mangaia, the second-largest island in the Cook Group, is now on a solid footing, and the member for the island in the Cook Islands Legislative Assembly has predicted that it will be producing between 200,000 and 300,000 cases annually in the foreseeable future. This compares with exports of only 31,000 cases in 1964—4,058 to New Zealand and 26,730 cases to the fruit juice factory on Rarotonga.

"A decade ago," W. H. Percival says in a report from Rarotonga, "the Mangaians were as proverty-ridden as most other outer islanders in the Group. Their copra industry was underdeveloped, and too often their pineapples rotted on the ground for lack of shipping to uplift them.

"Today the picture is much brighter because they have a better brand of pineapple, better shipping services, and the help of a hard-working pineapple expert from Queensland.

"It was found that the smooth Cayenne pineapple was better suited to Mangaian conditions than the Ripley Queen with which the island was planted, and a change-over is being made as quickly as possible. The smooth Cayenne is also more suitable for canning.

"Recent visitors to Mangaia have been astounded at the area of land now planted in pineapples.

"Naturally, problems still remain. Mangaia's harbour needs extra work and finance to prevent it from silting up, and improved packaging is required to prevent damage to the fruit during transit."

In a survey of prospects of other crops in the Cook Islands, Mr. Percival makes these comments:

Copra: In the past, the copra industry, which could have put the impoverished atoll-dwellers on their financial feet and helped their

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countrymen of the southern group, was neglected.

Today, copra is receiving more attention and the Islanders are showing interest in copra driers.

Bananas: Bananas from Rarotonga and Aitutaki could be a major export, but the growers are dissatisfied with the present marketing arrangements with Fruit Distributors Ltd., a non-profit organisation in New Zealand.

In 1964, 7,419 cases of bananas were exported—the largest total for some years, but only a fraction of the potential figure.

In 1910, the Cook Islands exported 110,000 cases and, even at current prices, the income from this quantity would do much to assist the limited economy.

Other Crops: Experimental crops of peanuts, coffee, pepper, ginger and tobacco have been planted and have flourished on some of the southern islands, but for various reasons it seems unlikely that they will develop into major exports.

Highlands Cattle Industry Growing

THE number of cattle owned by villagers in the Western Highlands District of Papua-New Guinea has grown spectacularly in the last two years.

At the end of 1965, there were 598 head compared with only 14 in 1963.

New Moves In Papuan Oil Search

OIL Search Limited, incorporated in Papua, will offer a special issue of shares to shareholders before June. The new capital will be used for further oil exploration in the Territory.

If the new issue is completely taken up, capital will be increased by $2½ million. To the end of March, the new issue had not been underwritten.

The new share issue will be offered to present shareholders on the basis of one new 50c (5/-) share for each fully paid 5/- share held on a prescribed date.

In March, Oil Search was awaiting the interpretation of seismic surveys made around the Iviri well in the Papuan Gulf area and north-west of Wana. If the results indicate a drillable structure, operations will be resumed in these areas. Alternatively new sites will be selected for testing and drilling.

Oil Search surrendered its permit for the Oriomo-Fly River area last year after the three wells drilled indicated that oil did not exist in commercially marketable quantities.

The only real oil strike in Papua to date was at the Australian Petroleum Company's Puri well, not very far from the New Guinea border, in November, 1958. At this time oil flowed at the rate of over 1,000 barrels a day, but for only two days, then it was replaced by a water flow.

At this time Oil Search was a junior partner in APC, holding over 10 per cent. of the shares. However, when no fresh strike was made by the end of 1960, the senior partners, Vacuum Oil and BP, virtually pulled out, retaining only a 20 per cent. interest. Oil Search, with an 80 per cent. interest, has since been going it alone on a much reduced scale.

(Over)



Four Oil Search wells have been declared gas discovery wells. These are at Kuru, Bwata, Barikewa and Iehi. The gas accumulations are known to be extensive, but they have not been exploited although negotiations have been held with many companies.

Until now, Oil Search has been prospecting in the most accessible areas of Papua—areas which are near the coast or relatively easy to get to by making use of the extensive river networks. In an address to shareholders late last year, the chairman of directors said that the company was considering extending exploration to the more inaccessible, and costly, inland areas.

An interesting recent development is a separate application for a petroleum prospecting and mining permit in Papua by British Petroleum Development. The application is for a 6,000 square mile area, with Mendi as its centre. The area is between the present area held by Oil Search as Permit 27, and the border with Trusteeship New Guinea. This move by BP presumably has something to do with the fact that the agreement made between Vacuum, BP and Oil Search in 1961 expires this year.

The new application and Oil Search's new share issue seem to indicate that renewed effort may be put into Papuan oil exploration, which has been in the doldrums for the past six years.

Droughts Hit Hackshalls

THE group profit of Hackshalls Ltd. for the half-year to December 31 was affected by drought in Australia and Fiji, and dropped by 18 per cent. when compared with the profit for the six months to December 31, 1964.

Hackshalls Ltd. owns the Pacific Biscuit Co. and Union Soaps Pty. Ltd., Suva, and is one of the "big four" among Sydney bread manufacturers. It is also a big Sydney miller, and has a substantial investment portfolio.

The directors, in spite of the fall in profit, recommend an interim dividend, unchanged at 7½ per cent.

The company's oil mill in Suva was idle for long periods because of the copra shortage which followed the drought. Copra production was earlier affected by a hurricane.

Flourmilling activities were affected by the NSW drought, and much running time was lost.

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Suva Electrical Firm Changes Hands

CAMELEC LTD., Australian manufacturer of electrical cables, etc., has acquired all the issued capital of Islands Electric Pty. Ltd., Suva electrical engineers and distributors.

Mr. Kon Maesepp, who went to Fiji more than half a century ago to work for the CSR Co., was the majority shareholder in Islands Electric.

He gave up active direction of the company about 10 years ago, and went to Sydney to live.

He returned to Fiji about two years ago, after the company had fallen on fairly lean times, and soon had it on a sound commercial basis.

Consideration for the Camelec purchase was the issue of $A9,000 of 8 per cent. debenture stock, plus about $A22,000 in cash.

The Camelec directors said that Islands Electric provided an assured outlet for the company's products and assisted in the development of export trade.

Islands Electric was expected to trade profitably and thus contribute to Camelec's earnings.

New Printers For Port Moresby

A NEW Port Moresby printing firm, the Papua-New Guinea Printing Company, was officially launched with a cocktail party on March 3.

There was special local interest in the fact that two of the company's principals, Mr. Hal Byrne, and Mr. Ray Thurecht, were until recently both with the South Pacific Post organisation and saw the opportunity to establish an independent printing organisation.

The new company is fully owned and controlled in the Territory. In addition to Mr. Byrne, who is production manager, and Mr. Thurecht, factory manager, there is a staff of five Europeans and seven New Guineans. It is fully equipped with new machinery.

Tongan Quest For Abalones

MR. JACK RIECHELMANN and divers from the Tonga Copra Board, using aqualungs, are to make a survey of the reefs at the island of Tofua to see whether abalones

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(a type of shell fish) exist there in commercial quantities.

The idea of the survey follows a recent trip to Tofua by King Taufa'ahau, who was presented with a plate of abalones, a rare delicacy in Tonga, by the Tofuans. Although only 2 to 4 in. in length, they proved particularly succulent.

The people of Tofua explained that they were gathered on the reefs just below water level. The continuous rough seas experienced off Tofua made it impossible to dive deeper, but they thought larger abalones would probably be found there.

They would make a welcome addition to the menu of the Dateline Hotel which is soon to be opened at Nukualofa.

Erromanga Timber Possibilities

MR. J. C. ROULEAU, of Vila, New Hebrides, who has long been interested in exploiting Erromanga's timber resources, believes that 670,000 super feet of timber could be produced at Erromanga each month.

This is stated in the February issue of *World Wood*, an international journal for loggers, foresters and manufacturers of wood products.

The article is based on an extensive survey made by Mr. Rouleau himself, and a later one by Mr. Robert Barets.

It says that Erromanga has extensive stands of kauri and tamanu, and that Mr. Rouleau believes the production figure of 670,000 super feet a month could be achieved with a crew of five Europeans, 12 skilled workmen, 23 to 30 unskilled labourers, chain saws, two bulldozers and three self-loading trucks. The cut could be obtained by working about 100 acres a month.

Four levels of vegetation are found in the forest. The highest level consists of 25 to 30-metre kauris. Next is tamanu *(Calophyllum)*, blue wood and beech 12 to 20 metres high. Various species of no value and the younger trees of the first two groups are found in an intermediate level which is 10 metres high.

The lowest level consists of undergrowth of many varieties in which ferns are sometimes abundant.

The largest stands of valuable timber are on the southern faces of a chain of mountains which cuts the island in an east-west direction. These stands total about 40,000 acres.

Polonia Bay, on the east of the island, offers a suitable sheltered anchorage but road construction over the rough interior will pose some problems. About 15 miles of road would be necessary before logging operations could begin.

One of the most remarkable aspects of the Erromanga forest is the combination of the high volume per acre and the small number of species. In certain areas even pure stands of one species are found.

Kauris are found mainly on the upper two-thirds of the slopes and along the ridges of the foothills going up to the chain of mountains. They are seldom found alone, but in groups of four to 12.



Fiji's First Locally-Produced Lamb

From Beryl Cates in Suva

SUVA housewives, who generally have to cope in the kitchen with the tough and tasteless frozen lamb from abroad, were jubilant early in March when a local butchery, Leylands, announced that it was selling locally-produced lamb for the first time.

The lamb, which was of excellent flavour and texture, came from the Fiji Agriculture Department's experimental sheep farm at Nawaicoba south-west of Nadi. The farm may eventually show whether Fiji can become self-supporting in lamb and mutton.

By some odd coincidence, the retail price for the local lamb was exactly the same as the imported lamb—4/3 per lb.

Five lamb carcases went on the market; another five were to follow about a month later. Consumers will then have to wait almost a year before more are available.

Nawaicoba began at the end of 1964 when the Agriculture Department brought in 250 sheep. Thirty ewes were put to the ram and as a result there were 27 lambs.

About 2,000 lb of wool from the sheep were shipped to Australia. in February to be sold.

● Photo shows the manager of Leylands Ltd., Mr. Yee Kee Chan (left), inspecting four of the carcases with the Veterinary Officer, Mr. J. L. Baker, and the Director of Agriculture, Mr. K. Garnett.

Settling or Investing in
QUEENSLAND
We offer our Services to all Islands Folk wishing to Settle or Invest in Queensland.
HOMES, LAND, FARMS, FLATS OR SHOPS.
We have contacts throughout the State —allow us the privilege of assisting or advising you.
SAUNDERS REAL ESTATE R.E.I.Q.
34 Anzac Avenue, Redcliffe. On Moreton Bay, just 20 miles Brisbane G.P.O.

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Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Aust. $ equals approximately 8/- Stg., NZ, or W. Samoa; 9/- Fiji; 10/- Tonga; 5.381 Ceylon Rupees; 98 Pac. Frs.; $US1.125.)

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, $143 per ton; FMS, $140 per ton; Smoke-Dried, $138.98 per ton.

FIJI:—The Fiji Coconut Industry Board fixes the prices to be paid for Fiji copra on a formula based on that for Philippines copra, and taking into account freight, taxes, selling costs, shrinkage, etc. The copra must be graded at centres in Suva, Levuka, Lautoka, Savusavu and Taveuni. March prices in Suva were: First grade, £F67/2/6; second grade, £F62/5/-; third grade, £F56/7/6. A scale of deductions has been established for copra delivered to grading centres other than Suva.

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. Prices, in Feb., were: 1st grade, $160; 2nd grade, $156; 3rd grade, $146 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 $12.42 per ton, Second Grade $4.21 per ton.

NEW HEBRIDES:—Official price on Mar. 21 was approximately $78 (7,800 Pac. Francs). French price in Mar. was 955 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, were £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 Mar. 30 these were approx. £Stg.185 per ton, c.i.f., Sydney.

On Mar. 30, Quote No. 1: In store Rabaul, export quality $380 per ton, ex-wharf Sydney, $420. Quote No. 2: Best quality, ex-wharf Sydney, $430, in store N.G. ports $374 (for UK, continent and USA shipments).

W. SAMOA:—There were few actual transactions in March, however, nominal prices quoted in Sydney, Mar. 30, were: Grade 1, £Stg.275; grade 2, £Stg.230, f.o.b., Apia.

COFFEE. — P.-N.G.: Mar. 30, good quality A grade, per lb. 43c; B grade 42c; C grade, 36c-38c, c.i.f., Sydney.

Approximate overseas c.i.f. coffee prices were reported on February 25 as:

Kenya A £Stg.390 per ton, B £Stg.380; Tanganyika A £Stg.385, B £Stg.368; Uganda Robusta (standard) £Stg.265 (export quota unavailable); Mataari £Stg.430; Sannani £Stg.415; Harrari £Stg.370; Hodeidah £Stg.390; Singapore Robusta AP1 Special £Stg.271, AP1 £Stg.261, AP2 £Stg.241.

PEANUTS. — P.-N.G.: Sydney agents reported Mar. 30—f.o.b., Lae; Kernels—white Spanish 17c lb.; virginia bunch 18c lb.

RUBBER.—P.-N.G. price is based on Singapore rate which on Mar. 28 was: Apr. shipment 69¼ Straits cents per lb (20.40c Aust.), May shipment 69⅝ Straits cents per lb (20.51c Aust.).

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, reported Mar. 30: White and yellow label processed, standard packs, $5.25, green label $5.15, c.i.f., Sydney.

RICE (Aust.): Prices until May, 1966, are—**P.-N.G.:** Dry brown and dressed, 112 lb bags, $117 per ton, f.o.w. Vitamised and enriched white, 112 lb bags, $130 f.o.w. **Other Pac. Islands:** Dry, white or brown, etc., $136 (any quantity), f.o.w., Sydney or Melbourne.

PEARL SHELL.—Quotations for **Australian M.O.P. Shell** on Mar. 30 by Sydney independent shell agents were: Sound $1,650 per ton, D $1,180, E $670, EE $470 (in store Sydney). **Cook Islands: Penrhyn** £NZ400 (approx.), f.o.b., Rarotonga.

TROCHUS.—Sydney buyers indicated the following quotations to Islands producers: Mar. 30, Quote No. 1, nominally $140 per ton, f.o.b., Islands ports. No. 2—**Papua**—$160-$180 per ton; **N.G., B.S.I.**—$150-$170 per ton.

GREEN SNAIL SHELL.—Sydney buyers quoted: Mar. 30, No. 1, 1st grade, $470 per ton on wharf, Sydney, 2nd grade, $240 on wharf, Sydney. No. 2, $440 (best quality), on wharf, Sydney.

CROCODILE SKINS. — On Mar. 30 Sydney buyers quoted for 12 in. and over, first grade quality as follows: **P.-N.G.**—$2.90 per in., f.o.b. P-NG ports, small scale (salt water); large scale (fresh water) $1.80 per in. **B.S.I.** $2.90 (small scale) del. Sydney.

PAPUAN GUM: $165.50 per ton, f.o.b. Islands port, $190 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 65c to 85c lb., ex-store Sydney, according to quality.

London and US Quotations

COPRA: LONDON, Mar. 30, Philippines, in bulk, $US193 (equal to £Stg.69/1/8) per long ton, c.i.f., UK/Nth. European ports. Malayan 1% c.i.f. UK/Nth. European ports, UQ. NEW YORK: Mar. 30, Philippines, c.i.f., Pacific Coast ports, nom. $US170. CEYLON: Spot, UQ.

COCONUT OIL: LONDON, Mar. shipment, Ceylon, 1% in bulk, £Stg.119 per ton.

RUBBER: LONDON, Mar. 28, Spot 20⅞d Stg. lb; Apr. shipment 20⅝d; June shipment 21d Stg. lb.

Stock Market Quotations

SYDNEY

	Feb. 23 Seller	Mar. 30 Seller
Bali Plantations . .	.48	.48
Burns Philp	4.00	b 3.56
Burns Philp (SS) .	4.23	4.15
Camalec	—	.63
Carpenter, W. R. . .	2.66	2.53
Choiseul Plntn. . .	5.60	5.50
C.S.R. Co.	3.11	2.85
Dylup Plantations .	.62	.56
Fiji Industries . . .	1.90	b 1.83
Hackshall's	1.35	1.15
Kerema Rubber . .	.33	.30
Koitaki Rubber . .	b 1.25	1.30
Lolorua Rubber . .	.65	.58
Makurapau Plntn. .	.41	.39
Mariboi Rubber . .	b .40	.50
Plantation Holdings .	.38	.40
Queensland Insurance	4.58	4.10
Rubberlands	b .15	.22
Sogeri Rubber . . .	b .60	b .57
Sthn. Pac. Insurance	b 2.07	2.10
Steamships Trading .	.94	.96
Watkins Consolidated	b .30	.42

OIL AND MINING SHARES

	Feb. 23	Mar. 30
Emperor . . .	s .49	s .48
Bulolo G.D. .	s 9.80	s 9.40
N.G.G. Ltd. .	s .43	s .43
Oil Search .	s .16	s .14
Ent. of N.G. .	s .03	s .03
Pac. I. Mines	s .40	s .36
Papuan Apin.	s .16	s .16
Placer Dev. .	s25.50	s25.50

(Quotations are in Australian Dollars $A2 = £A1.)

Sydney Stock Exchange share price index for "Ordinaries" on Mar. 30 was 312.46, on Feb. 23, it was 323.89.

EXCHANGE RATES

FIJI.—Through **BANK OF NSW, ANZ BANK, BANK OF NZ and THE BANK OF BARODA LTD. Australia on Fiji,** basis £F100: Buying, $A221.73; Selling, $A226. **Fiji-London,** basis £Stg.100: B. £F112; S. £F110/15/-. **NZ-Fiji,** basis £NZ100: B. £F111/11/9; S. £F110/4/3.

WESTERN SAMOA. — Through **BANK OF WESTERN SAMOA. Australia on W. Samoa,** basis £WS100: B. $A246.67; S. £A249.08. **W. Samoa-NZ,** basis £NZ100: B. £WS99/11/3; S. £WS100/10/-. **Fiji-W. Samoa,** basis £WS100: B. £F109/17/6; S. £F111. **W. Samoa-London,** basis £Stg.100: B. £WS100/1/3; S. £WS101/10/-.

NORFOLK IS. AND PAPUA-NEW GUINEA.—Australian currency used; no exchange payable in transactions with Australia.

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 Mar., 1966, quoted: Selling, Noumea, 98 Pac. francs to $ Aust.; Papeete 98 (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 13.687 francs to £Stg.

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Shipping, Airways Information

● PIM's shipping and airways schedules are revised each month just before publication from information supplied by the shipping and airways companies. Detailed information on ships' sailing dates should be obtained from shipping agents.

SHIPPING TIMETABLES

BRISBANE - SYDNEY - WEST NG - INDONESIA

The P.N. Djakarta Lloyd Shipping ompany operates a monthly cargo service etween Indonesia, West New Guinea and ustralia, with the Antonio Regidor, Pilar egidor and Visaya Regidor.
Details from McIlwraith McEacharn d., Union House, 247 George Street, dney (27-1481).

SYDNEY - FIJI

The CSR Company operates a ssenger/cargo service with the MV Rona om Sydney, departing every three weeks r Suva and Lautoka.
Details from Colonial Sugar Refining Co. d., 1-7 Bent St., Sydney (2-0515).

YDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains monthly cargo service with the Waimate om Melbourne and Sydney (periodically om Adelaide) to Lautoka, Suva (includ- transhipments for Vavau and Niue), ia and Nukualofa.
Details from Union Steam Ship Co. of Ltd., 247 George Street, Sydney -0528); or other branches and agents.

SYDNEY - FIJI - VANCOUVER

Pacific Shipowners Ltd., of Suva, rmally operate a passenger-cargo ser- e three times yearly with the Lakemba lling at Sydney, Melbourne, Suva, utoka, Honolulu, Vancouver.
Details from American Trading and pping Co. Pty. Ltd., 19 Bridge Street, dney (27-4147).

SYDNEY - GEIC

Columbus Lines of New York, operate regular passenger-cargo service from dney to Tarawa, Gilbert and Ellice nds Colony.
Details from American Trading and pping Co. Pty. Ltd., 19 Bridge Street, dney (27-4149).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Messageries Maritimes Line passenger- go vessels, Tahitien, Oceanien and edonien from Marseilles, via West ies and Panama, call about every six eks at Papeete (with occasional calls Taiohae, Marquesas Group), Vila, mea and Sydney, and return by same te.

—

olynesie maintains monthly passenger ings between Sydney, Noumea, Vila, Sandwich (occasionally), and Santo.
etails from Messageries Maritimes, 2 ng St., Sydney (BU 2654).

SYDNEY - NZ - FIJI - HAWAII CANADA - USA

P. and O.-Orient Lines passenger vessels sail frequently from Sydney for Auckland, Suva, Pago Pago (occasionally), Nukualofa (occasionally), Honolulu, Vancouver, San Francisco, Los Angeles, and return.
Details from P. and O.-Orient Lines of Aust. Pty. Ltd., 55 Hunter St. Sydney (2-0317).

SYDNEY - NZ - FIJI - TAHITI - PANAMA - UK

Southern Cross and Northern Star passenger vessels each make four round-the-world voyages per year, from Southampton, UK, alternatively via South Africa and Panama, calling at Sydney, Wellington, Rarotonga, Papeete and Fiji.
Details from Shaw Savill Line, 8a Castlereagh St., Sydney (28-1828).

SYDNEY - NZ - TAHITI - PANAMA - USA

Holland-America Line passenger vessels Maasdam and Ryndam leave Sydney at frequent intervals for Panama and USA, calling at Wellington and Papeete.
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).
Details from F. H. Stephens Pty. Ltd., 13-15 Bridge St., Sydney (27-8311).

SYDNEY - NORFOLK IS. - NEW HEBRIDES - BSI - BOUGAINVILLE

MV Tulagi (passenger-cargo) leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports.
Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

SYDNEY - PAPUA - NEW GUINEA

Burns Philp passenger/cargo vessels Malekula, Braeside, Bulolo, Montoro and Moresby, make regular voyages from Australian east coast ports to Pt. Moresby, Lae, Madang, Wewak, Kavieng, Lombrum, Lorengau, Rabaul, Soraken, Teopasino, Numa Numa, Arigua, Kieta, Samarai and Alexishafen.
Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

—

China Navigation Co. Ltd. vessels 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.
Details from New Guinea Australia Line (Swire and Yuill Pty. Ltd., agents), 8 Spring Street, Sydney (27-4701).

—

Karlander New Guinea Line cargo vessels Sletta, Sletfjord, Sletholm and Slitan, leave Sydney at regular intervals from Brisbane, Pt. Moresby, Rabaul, Lae, Madang, Wewak, Kieta and Honiara (BSIP).
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, calling at Rabaul, Madang and Lae.
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.
Details from Blue Star Line (Aust.) Pty. Ltd., 32-34 Bridge St., Sydney (27-1271).

—

Australia-West Pacific Line vessels maintain passenger-cargo services from Japan and Hong Kong to Australia calling at Pt. Moresby, Rabaul, Lae and Madang, on northbound and southbound trips.
Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (27-6301).

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China Navigation Co. Ltd. cargo vessels Kweilin, Wenchow and Wanliu call monthly at Rabaul and Lae on their way north from Melbourne, Sydney and Brisbane to 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.
Details from Swire and Yuill Pty. Ltd., agents, 8 Spring St., Sydney (BU-4701).

—

Dominion Navigation Co. Ltd. (UK) vessels Francis Drake and George Anson maintain monthly passenger-cargo services between Sydney and Japan (via Manila, Hong Kong and Formosa), return via Guam and Rabaul.
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.
Details from Chandris Line, 10 Martin Place, Sydney. Tel. 28-2451.

EUROPE - NEW GUINEA BSIP, GEIC

Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd operate a service

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DAIWA LINE

DIRECT SERVICE

JAPAN / SOUTH PACIFIC

M.V. "FIJI MARU" V-8

Dep. **JAPAN** April 30.	**SUVA** May 23-24.
GUAM May 5-6.	**LAUTOKA** May 25-26.
APIA May 16-17.	**SANTO** May 29-30.
PAGO PAGO May 18-19	**VILA** June 1.
***NUKUALOFA** May 21.	**NOUMEA** June 3

*** SUBJECT TO CARGO INDUCEMENT.**

Heavy lift, reefer space and passenger accommodation available.

SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE.

Next sailing—M.V. "Tahiti Maru" V-7.

The Daiwa Navigation Co., Ltd.

OSAKA: "DAILINE" **TOKYO: "FUNEDAILINE"**

AGENTS:

GUAM: Atkins, Kroll (Guam) Ltd.
APIA: Burns Philp (South Sea) Company, Ltd.
PAGO PAGO: B. F. Kneubuhl.
NUKUALOFA: Tonga Shipping Agency.
SUVA: Banno Oceania Ltd.
LAUTOKA: Banno Oceania Ltd.
NOUMEA: Agence Maritime Pentecost.
SANTO: South Pacific Fishing Co. (N.H.) Pty. Ltd.
VILA: Burns Philp (New Hebrides) Ltd.
HONIARA: British Solomons Trading Company Ltd.
PAPEETE: Etablissements Baldwin.

every six weeks from the Continent and London via Suez to Port Moresby, Honiara or Tarawa (alternating each voyage), Rabaul, Lae, Madang, Alexishafen, Wewak, Sukarnapura, Biak, Manokwari and Sorong.

EUROPE - TAHITI - W. SAMOA TONGA - FIJI - N. CALEDONIA

A regular passenger/cargo service from the Continent and UK, via Panama, to Tahiti, Fiji and New Caledonia, calling at Western Samoa and Tonga every second voyage, is operated jointly by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

EUROPE - TAHITI - NEW HEBRIDES - NEW CALEDONIA - AUSTRALIA

Messageries Maritimes passenger-cargo vessels Vivarais, Vanoise, Velay, Ventoux and Vosges, 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.

Other MM vessels run between France and New Zealand, via Panama Canal and Pacific ports.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

FAR EAST - FIJI - BSI

China Navigation Co. Ltd. vessels Szechuen and Sinkiang, operate a monthly passenger-cargo service from Japan and Hong Kong southwards to Fiji direct and BSI returning to Japan direct.

FAR EAST - FIJI - NZ - SYDNEY

Royal Interocean Lines operate a monthly passenger-cargo service from Singapore to Fiji, NZ and Australia, calling at Suva and/or Lautoka.

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA

China Navigation Co., Ltd., vessels maintain a monthly cargo service from Japan southwards to Wewak, Rabaul, Kavieng, Madang, Lae, Samarai, Pt. Moresby, Santo, Vila and Noumea, usually return to Japan direct

Details from China Navigation Co. Ltd. (Swire and Yuill Pty. Ltd., agents), 8 Spring St., Sydney (27-4701).

JAPAN - SAMOA - TONGA - FIJI - N. CAL. - N. HEB. - BSI

The Daiwa Navigation Co. Ltd. runs a regular passenger/cargo service from Japan via Guam to Apia, Pago Pago, Nukualofa, Suva, Lautoka, Noumea, Vila, Santo and Honiara.

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.

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Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. 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 Tuahine, Rangitoto and Rangitane, operating between NZ and UK, via Panama, make a call every two months at Tahiti, northbound and southbound. Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

TONGA - FIJI - AUSTRALIA

The Tonga Copra Board vessel Tuvakai operates a four to five-weekly passenger-cargo service between Australia and Tonga via Fiji. Details from Burns Philp and Co. Ltd., Bridge Street, Sydney (B 0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Wellington, Rotuma) with MV Aoniu. Calls are also made as required at Apia (W. Samoa) and Pago Pago (Am. Samoa). Turn-round in Suva is usually two days, and the agents there are Morris Hedstrom, Ltd.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co. Ltd., act as Loading Brokers in London.

UK-PANAMA-TAHITI-AUSTRALIA

Cogedar Line vessel Flavia, operates a passenger service regularly from Southampton, via Panama and Papeete to Sydney. Details from agents: H. C. Sleigh, 115 Clark St., Sydney. Tel. B 0253.

UK - PAPUA - NG - BSI

Bank Line operates a direct service from Europe to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Kieta, then to Australia for cargo-loading and return to UK via Suez. 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 and Honolulu. Details from Matson Lines, 50 Young St., Sydney (BU 4272).

USA - PACIFIC PORTS - NZ - SYDNEY - USA

Matson Line vessels Mariposa and Monterey maintain a regular service from Los Angeles to Bora Bora, Papeete, Rarotonga, Auckland, Sydney, and return via Noumea, Suva, Niuafoou, Pago Pago and Honolulu to San Francisco. Details from Matson Lines, 50 Young Street, Sydney (27-4272).

USA - TAHITI - AUSTRALIA

Farrell Lines passenger-cargo ships on Atlantic Coast-Panama-Sydney service make periodical calls at Tahiti on southbound voyages. Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport Line's vessels Thorsisle and Thor 1 maintain services from West Coast Nth. American ports to Papeete, Pago Pago, Apia, Suva, Lautoka, Noumea, and return. 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 for Honolulu, arr. 0935, dep. 1050 for San Francisco, arr. 1730.

Mon., Wed., Sat.: Dep. Sydney 1900, arr. Nadi 0050, dep. 0135 for Honolulu, arr. 0935, dep. 1050 for San Francisco, arr. 1730 (to New York, London).

Fri.: Dep. Sydney 1900, arr. Nadi 0050, dep. 0135 for Honolulu, arr. 0935, dep. 1050 for San Francisco, arr. 1730 (extends to Vancouver alternate weeks from Sydney: Apr. 8, 22, May 6, 20, etc.).

Mon., Wed., Fri.: From London, New York, dep. San Francisco 2000 for Honolulu, arr. 2300, dep. 2359 for Nadi, arr. 0410, dep. 0455 for Sydney, arr. 0700.

Tues., Thurs., Sat., Sun.: Dep. San Francisco 2000 for Honolulu, arr. 2300, dep. 2359 for Nadi, arr. 0410, dep. 0455 for Sydney, arr. 0700.

Sat.: Dep. San Francisco 1045 for Honolulu, arr. 1345, dep. 1445 for Nadi, arr. 1855 (Sun.), dep. 1940 for Sydney, arr. 2145. (From Vancouver via San Francisco alt. weeks, Apr. 9, 23, etc.).

(International Dateline is crossed between Nadi and Honolulu.)

NOTE: From Apr. 24, there will be slight time changes in QANTAS trans-Pacific schedules. Most ports of call will be affected but Sydney departure times will remain unaltered on eastbound services. Intending passengers may obtain full information from booking agents.

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. 1000 for Los Angeles, 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.

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. 1600 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 0520 for Sydney, arr. 0735 (alt. Fri to Auckland, arr. 0810).

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. 0845 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. 0625. (From Apr. 26, arr. Los Angeles 0725).

Sat., Tues.: Dep. Los Angeles 0930, arr. Honolulu 1245, dep. 1400, arr. Nadi 1810 Sun., Wed., dep. Nadi 1900, arr. Auckland 2150. (From Apr. 26, Honolulu, Nadi, Auckland times are one hour earlier).

HAWAII - AM. SAMOA - TAHITI

BY PAN AMERICAN AIRWAYS (with 707 Jets)

Tues.: Dep. Honolulu 1430, arr. Pago Pago 1840, dep. 1930, arr. Papeete 2320.

Wed.: Dep. Papeete 0100, arr. Pago Pago 0310, dep. 0400, arr. Honolulu 1005.

SYDNEY - FIJI OR NZ - TAHITI - MEXICO

By QANTAS (with 707 Jets)

Mon.: Dep. Sydney 1030, arr. Auckland 1515, dep 1615 for Papeete, arr. Sun. 2310, dep. Mon. 0015 for Acapulco, arr. 1220, dep. 1320 for Mexico City, arr. 1410.

Thurs.: Dep. Sydney 1030, arr. Nadi 1615, dep. 1710 for Papeete, arr. Wed.

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2310, dep. Thurs. 0015 for Acapulco, arr. 1220, dep. 1320 for Mexico City, arr. 1410 (to Nassau, Bermuda, London).

Sat. (from London, Bermuda, Nassau): Dep. Mexico City 2145 for Acapulco, arr. 2235, dep. 2335, arr. Papeete Sun. 0345, dep. 0445 for Nadi, arr. Mon. 0725, dep. 0815 for Sydney, arr. 1035.

Tues. (from London, Bermuda, Nassau): Dep. Mexico City 2145 for Acapulco, arr. 2235, dep. 2335 for Papeete, arr. Wed. 0345, dep. 0445 for Auckland, arr. Thurs. 0835, dep. 0930 for Sydney, arr. 1035.

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. 1805 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. 1805 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. (Apr. 9, 23, May 7, 21): Dep. Sydney 1000 for Noumea, arr. 1555.

Alt. Fri. (Apr. 8, 22, May 6, 20): 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, thence London via Singapore.

AUSTRALIA-NEW ZEALAND

Because days and frequencies of trans-Tasman services change at short notice, it is impossible to give reliable detailed information on the services outlined below. Intending passengers are advised to check timetables with the airlines or travel agents.

BRISBANE - AUCKLAND

QANTAS/AIR-NZ (with 707's and DC8's)

Twice weekly, both ways.

BRISBANE - WELLINGTON

AIR-NZ (with Electras)

One service weekly, both ways.

MELBOURNE - AUCKLAND

QANTAS/AIR-NZ (with Electras)

Four times weekly, both ways.

MELBOURNE - CHRISTCHURCH

QANTAS/AIR-NZ (with Electras)

Three times weekly, both ways.

MELBOURNE - WELLINGTON

AIR-NZ (with Electras)

Three 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 Electras)

Twice daily, both ways.

AUSTRALIA-PACIFIC ISLANDS

SYDNEY - FIJI

AIR-INDIA (with 707's)

Tues.: Dep. Sydney 1000, arr. Nadi 1555.
Wed.: Dep. Nadi 0730, arr. Sydney 0945.

SYDNEY - LORD HOWE IS.

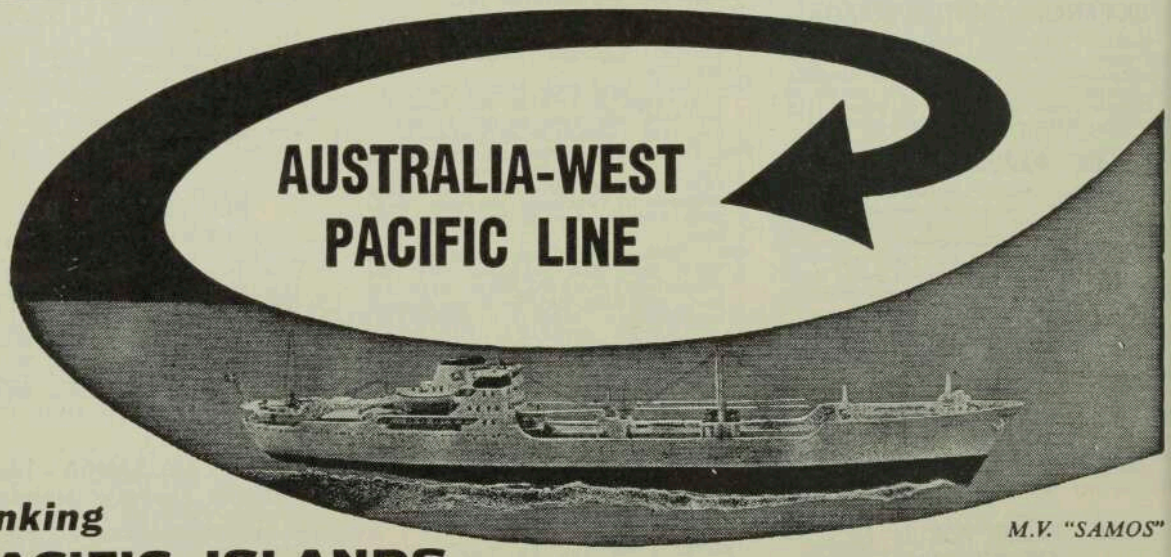
AIRLINES OF N.S.W. (with Sandringham Flying-boats)

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 707's)

Alt. Thurs. (Apr. 14, 28, May 12, 26, etc.): Dep. Sydney 1100 for Noumea (arr. 1430), dep. 1545 for Sydney, arr. 1735.



Linking
PACIFIC ISLANDS
with the FAR EAST and AUSTRALIA

M.V. "SAMOS"

Further particulars may be obtained from:

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSEN 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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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

ANA: Daily (exc. Tues., Sun.): Dep. Sydney 2340, arr. Brisbane 0110, dep. 0155, arr. Pt. Moresby 0600, dep. 0645, arr. Lae 0740.
Ansett-ANA: Daily, exc. Wed., Sat., dep. Sydney 2345, arr. Brisbane 0115, dep. 0200, arr. Pt. Moresby 0605, dep. 0655, arr. Lae 0745.

SOUTHBOUND

ANA: Daily (exc. Mon. Wed.): Dep. Lae 0930, arr. Pt. Moresby 1015, dep. 1055, arr. Brisbane 1445, dep. 1525, arr. Sydney 1655.
Ansett-ANA: Daily, exc. Thurs., Sun., dep. Lae 0925, arr. Pt. Moresby 1015, dep. 1055, arr. Brisbane 1450, dep. 1525, arr. Sydney 1700.

QLD. - PAPUA-NEW GUINEA
TAA (with Fokker Friendships)

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 Friendships)

Sat.: Dep. Cairns 1330, arr. Pt. Moresby 1545.
Sat.: Dep. Pt. Moresby 1630, arr. Cairns 1845, dep. 1930, arr. Townsville 2025.

NEW ZEALAND-PACIFIC IS.

NZ - FIJI
AIR-NZ (with DC8's)

Daily (except Tues.): Dep. Auckland 2130, arr. Nadi 0020.
Daily (except Mon., Wed.): Dep. Nadi 0505, arr. Auckland 0755.
Mon.: Dep. Nadi 0930, arr. Auckland 1220.
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 0715, cross International Dateline, arr. Nadi Mon. 0815. Dep. Nadi 0930, arr. Auckland 1220.

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. (From Apr. 26, arr. Los Angeles 0725).
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. (From Apr. 26, Honolulu, Nadi, Auckland times are one hour earlier).

NZ - NEW CALEDONIA
AIR-NZ (with DC6B's)

Sat.: Dep. Noumea 1030 for Auckland, arr. 1630.
Fri.: Dep. Auckland 1100 for Noumea, arr. 1455.
UTA-FRENCH AIRLINES (with DC6B's)
Thurs. Dep. Noumea 1030 for Auckland, arr. 1630.
Fri.: Dep. Auckland 1100 for Noumea, arr. 1500.

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 Herons)

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 Herons)

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. (Apr. 9, May 14): Dep. Noumea 0800 for Wallis Is., arr. 1530.
Monthly service (following Monday)
Mon. (Apr. 11, May 16): 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 (Apr. 4, 18, etc.).
Alt. Wed.: Dep. Honiara (DC3) 0730 for Yandina, Munda, Buka, Rabaul, Lae, arr. 1545 (Apr. 5, 19, etc.).
Alt. Tues.: Dep. Lae (Fokker) 0845 for Rabaul, Buka, Munda, Honiara, arr. 1630 (Apr. 12, 26, etc.).
Alt. Wed.: Dep. Honiara (Fokker) 0715 for Munda, Buka, Rabaul, Lae, arr. 1235 (Apr. 13, 27, 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.

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Owners: Thor Dahls Hvalfangerselskap A/S — Sandefjord, Norway

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NOUMEA—Etablissements Ballande.
SYDNEY—Birt & Co. (Pty.) Ltd.
SUVA—Burns Philp (South Sea) Company, Ltd.
LAE/RABAUL—Burns Philp (New Guinea) Ltd.
PORT VILA—Comptoirs Francais des Nouvelles Hebrides.

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 0445, 0515, 0730; Tues.-Sun. incl.: 1700; Mon. and Sat. 0800; Fri. 0830.

Sun.: Dep. Pago Pago 0615, 0645, 0845; Tues.-Sun. incl.: 1815; Mon. and Sat. 0915; Fri. 0945.

W. SAMOA - COOK ISLANDS

POLYNESIAN AIRLINES LTD. (with DC3's)

Sun.: Dep. Apia 1030, arr. Rarotonga 1645 (direct).

Fri.: Dep. Apia 0900, arr. Aitutaki 1445, dep. 1515, arr. Rarotonga 1620.

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 1300, arr. Nadi Wed. 1615.

Thurs.: Dep. Apia 1100, arr. Nadi Fri. 1415.

Thurs.: Dep. Nadi 0900, arr. Apia Wed. 1430.

Sat.: Dep. Nadi 0230, arr. Apia Fri. 0800.

W. SAMOA - TONGA

POLYNESIAN AIRLINES LTD. (with DC3's)

Sun.: Dep. Apia 0800, arr. Mon. 1115.

Mon.: Dep. Tonga 1215, arr. Sun. 1530.

INTERNAL SERVICES

FIJI

FIJI AIRWAYS (with Herons, Drovers, and DC3's)

Suva-Nadi-Suva: Daily.

Suva-Ura-Suva: Wed., Sun.

Suva-Labasa-Suva: Mon., Wed., Thurs.

Suva-Savusavu-Matei-Suva: Mon.

Suva-Matei-Savusavu-Suva: Sat.

Suva-Labasa-Matei-Labasa-Suva: Tues., Fri.

Suva - Labasa - Savusavu - Labasa - Suva: Sat.

Suva - Savusavu - Labasa - Savusavu - Suva: Tues., Thurs., Sun.

Details from Fiji Airways Ltd., Victoria Arcade, Suva.

FRENCH POLYNESIA

RAI (with DC4 and Bermuda Flying-boats)

Papeete-Moorea-Papeete: Mon., Thurs., Sat.

Papeete - Raiatea - Bora Bora: Mon., Tues., Wed., Fri., Sat., Sun.

Papeete - Huahine - Raiatea - Bora Bora: Thurs.

Bora Bora - Raiatea - Papeete: Mon., Tues., Wed., Sat., Sun.

Bora Bora - Raiatea - Huahine - Moorea - Papeete: Thurs.

Bora Bora-Rangiroa-Papeete: Fri.

Details from RAI, Quai Bir Hakeim, Papeete, or any UTA office.

NEW CALEDONIA

TRANSPAC (with Heron and/or Aztec)

Noumea-Mare-Noumea: Mon., Tues., Fri.

Noumea-Lifou-Noumea: Tues., Wed., Fri., Sat.

Noumea-Ouvea-Noumea: Mon., Thurs., Sat.

Noumea-Isle of Pines-Noumea: Daily.

Noumea - Houailou - Poindimie - Houailou-Noumea: Sat., Sun.

Noumea - Kone - Koumac - Kone - Noumea: Mon., Wed., Fri.

Noumea - Kouaoua - Houailou - Kouaoua-Noumea: Daily except Sun.

Noumea - Poindimie - Hienghene - Poindimie-Noumea: Daily except Sun.

Noumea-Tontouta-Noumea: Mon., Wed., Thurs., Fri., Sat., connecting with UTA, and Qantas flights.

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. (Apr. 1, 15, 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-RABAUL-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.

* Launch connects at Gurney to and from Samarai on Wed. only.

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Mon., Thurs.: Lae - Madang - Wewak - Manus-Kavieng-Rabaul.

Mon.: Rabaul-Kavieng-Manus-Wewak.

Sat., Tues.: Lae-Madang-Wewak.

Sat.: Wewak-Lae.

Sun., Tues.: Wewak-Madang-Lae.

Wed., Fri.: Kavieng-Rabaul.

Tues., Thurs.: Rabaul-Kavieng.

CENTRAL HIGHLANDS (DC3)

Mon.: Madang - Baiyer R. - Hagen - Banz-Minj-Goroka-Lae.

Tues.: Lae - Goroka - Minj - Banz - Mt. Hagen - Baiyer R. - Madang.

Wed.: Madang - Wabag - Hagen - Banz - Minj-Goroka-Lae.

Fri.: Lae-Goroka-Madang-Wewak.

Sat., Sun.: Madang-Goroka-Lae.

Thurs.: Lae - Goroka - Minj - Banz - Hagen-Wabag-Madang.

Sat.: Mt. Hagen-Banz (opt.)-Lae.

Tues.: Mt. Hagen-Goroka-Lae.

Sun.: Lae - Goroka - Minj - Banz - Mt. Hagen-Madang.

PT. MORESBY-POPONDETTA-LAE (Beechcraft)

Sun.: Pt. Moresby-Kokoda (opt.)-Popondetta-Garaina-Lae.

Sun.: Lae - Garaina - Popondetta - Kokoda (opt.)-Pt. Moresby.

PT. MORESBY-WAU-BULOLO-LAE (DC3)

Thurs., Sun.: Pt. Moresby - Wau - Bulolo - Lae.

Thurs., Sun.: Lae - Wau - Bulolo - Pt. Moresby.

MADANG-GOROKA-LAE (DC3)

Tues.: Lae - Goroka - Minj - Banz - Hagen - Baiyer R. - Madang.

Mon.: Madang - Baiyer R. - Hagen - Banz-Minj-Goroka-Lae.

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PT. MORESBY-GOROKA-MADANG (DC3)

Fri., Sat., Tues., Thurs.: Madang-Goroka-Pt. Moresby-Goroka-Madang.

LAE-RABAUL-LAE (DC3)

Tues., Thurs., Fri., Sat., Sun.: Lae-Rabaul.
Fri., Sat., Sun., Tues., Thurs.: Rabaul-Lae.
Thurs.: Lae - Finschhafen - Cape Gloucester - Talasea - Hoskins - Jacquinot Bay-Rabaul.
Sat.: Rabaul - Jacquinot Bay - Hoskins - Talasea - Kandrian - Cape Gloucester - Finschhafen-Lae.

LAE-FINSCHHAFEN-LAE (DC3)

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RABAUL-BUIN-RABAUL (DC3)

Mon., Wed., Fri.: Rabaul - Buka - Wakunai - Kieta - Buin - Kieta - Buka-Rabaul.

RABAUL-TALASEA-RABAUL (DC3)

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Tues.: Rabaul-Hoskins-Talasea.
Sun.: Talasea-Hoskins-Rabaul.
Thurs.: Talasea - Hoskins - Jacquinot Bay-Rabaul.

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(Piaggio) Pt. Moresby - Tapini - Woitape (opt.)-Pt. Moresby.
Tues.: (DC3) Pt. Moresby - Popondetta - Kokoda-Pt. Moresby.
(DC3) Pt. Moresby - Daru - Balimo - Daru-Pt. Moresby.
(Piaggio) Pt. Moresby-Cape Rodney-Paili (opt.)-Pt. Moresby.
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(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.
Fri. Thurs. (Apr. 7, 21, etc.): (DC3) Pt. Moresby - Popondetta - Wanigela - Vivigani - Losuia - Popondetta - Pt. Moresby.
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Sat.: (DC3) Pt. Moresby - Popondetta - Pt. Moresby.
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(Piaggio) Pt. Moresby - Tapini - Woitape-Pt. Moresby.
(Piaggio) Pt. Moresby-Rorona-Aroa-Kairuku-Pt. Moresby.
(DC3) Pt. Moresby - Bereina - Pt. Moresby.
Sun.: (DC3) Pt. Moresby - Popondetta - Kokoda-Pt. Moresby 1010.
(Piaggio) Pt. Moresby - Woitape - Tapini-Pt. Moresby.

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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.
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.
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Mt. Hagen - Lae - 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.
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DEATHS OF ISLANDS PEOPLE

Father P. Ladener

The Rev. Father Peter Ladener, one of the longest resident missionaries in Papua-New Guinea, died in March at Madang, aged 81.

Born in Cologne, Germany, he went to the Territory in 1912. He spent most of his service at Halope, a mountain station near Madang.

During the Japanese occupation he was imprisoned on Manam Island, and was among 150 prisoners herded into a Japanese ship, which was strafed at sea by Allied aircraft.

Mr. G. Whiteside

Mr. George Whiteside, a well-known resident of Suva, died on March 1, aged 78.

He worked for Morris Hedstrom Ltd. for many years and was with the Posts and Telegraphs Department for seven years. For some years he was on the land in the Viti Levu Bay area.

He leaves a widow; a son, George, who is postmaster at Lautoka; and a daughter, Mrs. Betty Evans, who is in the office of the Fiji Government representative in Sydney.

Mr. Tiri Trego

A well-known resident of Rarotonga, Mr. Tiri Trego, died in Rarotonga on March 19 at the age of 55.

Mr. Trego, who was born on Mangaia, joined the Cook Islands Public Service as a clerk in 1945, and rose to become Mangaia's Clerk-in-Charge. He was promoted to Clerk-in-Charge at Manihiki, then illness compelled him to spend some time in Rarotonga's Sanitorium.

Following his discharge he became Senior Clerk at Mauke, then Acting Resident Agent for Mangaia, Mauke and Manihiki. As Acting RA, he was also Commissioner of the High Court.

In 1958, he became chief clerk in the Justice Department at Rarotonga.

He is survived by his widow, three sons and four daughters.

Mr. Glassie Strickland

Mr. Glassie Strickland, a prominent Cook Islander, died at Rarotonga Hospital on March 21, in his 72nd year. He had been in hospital for several weeks suffering from an infected leg which finally had to be amputated.

He was born in Aitutaki in 1894 and was educated at Rarotonga's Tereora College. For six years he was a steward on the London Missionary Society's ship *John Williams* and travelled widely in the South Pacific. Later, he joined the Rarotonga Branch of the Union Steam Ship Company, and after that the local branch of Jagger and Harveys. There he worked for 38 years, rising to be manager.

In 1955, Mr. Strickland retired from the firm and opened a bakery in Avarua which he ran until shortly before his death. From 1945 he was local secretary of the LMS, since renamed the Cook Islands Christian Church. He was also assistant pastor of the church, and a member of the Legislative Assembly.

As an MLA he served on the standing committees on Finance and on Public Works. For some years he was president of a Rarotonga sports club.

In this year's Honours List he was awarded the MBE for his work in church and government. He is survived by his wife, one daughter and one adopted son, both married.

Mr. H. W. Simmonds

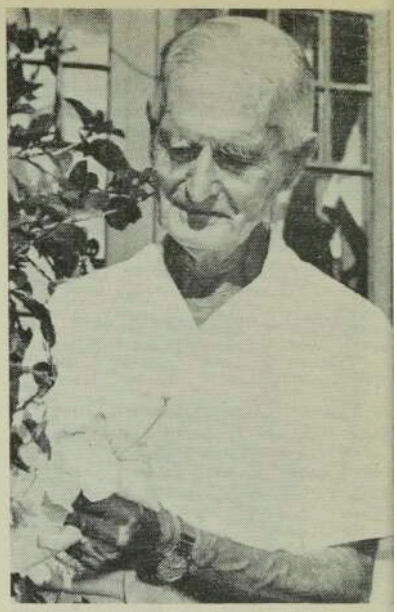
The death occurred in Auckland on March 16 of Mr. Hubert Walter Simmonds, a noted entomologist, who gave half a century's distinguished service to the South Pacific, particularly Fiji.

Mr. Simmonds, who was 89 and lived in Suva, left Suva on February 23 to visit his children in Brisbane and Auckland. He made his first flight—from Brisbane to Auckland—a few days before he died.

Mr. Simmonds' main achievements in Fiji were the introduction of a parasite to prey on the levuana moth, a banana leaf pest; the control of house flies and of the weed Coster's Curse; and much valuable work in combating the rhinoceros beetle.

Of his achievement in controlling house flies in Fiji, Mr. Simmonds used to say proudly: "You can picnic in a cattle paddock and you'll see about one fly."

Mr. Simmonds, who was born in Tunbridge Wells, England, was interested in natural history from his early years. He soon headed overseas in search of more knowledge, arriving in Fiji in 1919 as an unpaid supervisor on the Wainidoi Rubber Estate. He joined the Fiji Department of Agriculture soon afterwards, and was Government Entomologist from 1920 until his retirement in 1937.



Mr. Simmonds

In 1938, Mr. Simmonds was engaged by the Western Samoan Government to try to assist in controlling the rhinoceros beetle in that territory, and he made great strides in that direction with the introduction of *Scolia ruficornis*, a wasp.

During World War II, Mr. Simmonds was in charge of the Biological Control Section of the Waite Institute in Adelaide. Apart from that absence and apart from trips abroad in connection with his work, Mr. Simmonds lived the rest of his life in the Pacific.

When the rhinoceros beetle was first discovered in Fiji in 1953, Mr. Simmonds was asked by the Director of Agriculture to investigate ways of checking its spread, and again he did valuable work.

In 1964, Mr. Simmonds published an autobiography, *My Weapons Had Wings*, in which he recounted his wanderings, failures and triumphs as an entomologist. He was awarded the OBE for his services to science.

Mr. Simmonds is survived by his wife, and by a son in Brisbane and daughter in Auckland.

Simione Tufui

Simione Tufui, a former superintendent in the Tonga Police Force, died in the CWM Hospital, Suva, on March 6, aged 66. He flew to Fiji for medical treatment on March 1.

His condition deteriorated and he died two days before a scheduled operation.

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What Path For New Guinea?

(Continued from p. 14)

that, since levels of income are lower than those in the country with which they are associated, this would lead to the loss of an undue proportion of their ablest and best-educated people. Under self-government, on the other hand, many challenging tasks and opportunities for holding responsible posts are open to them. Integration would also involve some risk of their losing a great deal of their distinctive cultures. And it would make them liable to the payment of increased taxation.

Let us look at these facts in relation to Papua and New Guinea. Full statehood within the Commonwealth of Australia would obviously raise problems that could only be solved over a long period of years. Internal self-government, of the Cook Islands or Puerto Rican type, would require Australian agreement to three important conditions:

- The people of the Territory should possess Australian citizenship and, subject probably to some restrictions for an initial period, should enjoy the right of entry to Australia, as visitors or permanent settlers;
- Free trade between the Territory and Australia should be established;
- A massive development programme should be underwritten by Australia, to raise living standards in the Territory to a point at which the latter would cease to be in danger of losing an undue proportion of its ablest and best-educated people.

Even if Australia were willing to agree to these conditions (and to do so would require great boldness on the part of the Australian Government), certain further problems would remain. For one thing, Papua and New Guinea live on the margins of Asia; and their political leaders might be unwilling to surrender all freedom of action in relation to external affairs and defence. For another, the members of the emerging elite do not, and have not been encouraged to, think of themselves as actual or potential Australians.

Long-Term Objective

Independence seems the only practicable long-term objective. In the interests of both countries, however, this should be accompanied by a continuance of close and friendly relations between them. In matters of external affairs and defence each country will remain very sensitive to the policies and decisions of the other. In relation to technical assistance and development, Papua and New Guinea will continue to be dependent on substantial external aid.

There are plenty of examples of co-operation between independent countries of the kind that would be desirable in this case. Western Samoa's relationship with New Zealand is of this character. New Zealand acts for Samoa in external matters, in accordance with agreements made by the two governments. New Zealand aid to Samoa—always small—has somewhat increased since independence. New Zealanders still work in the Samoan public service.

The relationship between France and her former colonies is equally relevant. In 1961 nearly 2½ per cent. of the French gross national product was spent on aid to overseas countries; and of this about 80 per cent. went to former French colonies and to territories (like New Caledonia) still associated politically with her. In 1962, 25,000 French were serving overseas, as teachers, administrative officers, and technical experts.

"Imaginative, Generous"

These examples show that if New Guinea becomes independent Australia's relations with the country can remain almost as strong and fruitful as they would be under any closer form of association.

But this requires Australia's continuing recognition of a special responsibility towards New Guinea, and it also requires recognition of the fact that the kind of relationship that will be possible in future is dependent on the terms on which Australians work with the people of the Territory from this moment onwards.

In recent years Australian policy has been generous and—at least since the publication of the Foot Report—fairly imaginative. But there have been some dangerous failures. Policies that were good in themselves have been poorly implemented. The failure to bring the Administrator's Council fully enough into the work of policy formulation or to associate the Under-Secretaries closely enough with the work of the departments, for example, has greatly reduced the value of these developments. In large part, these failures are a result of the detailed control of the Territory from Canberra.

The Australian Government must recognise that its role is that of determining broad policy objectives. The detailed working out of policy is a task for those, both Australian and indigenous, who hold positions of political or administrative responsibility in the Territory.

The acceptance of this division of authority is essential to the maintenance of good relations between indigenous leaders and Australians. It provides the only means by which the policy of government can be kept in touch with the opinion of the governed. Above all, it forms the only possible basis for a close future association between Australia and New Guinea.

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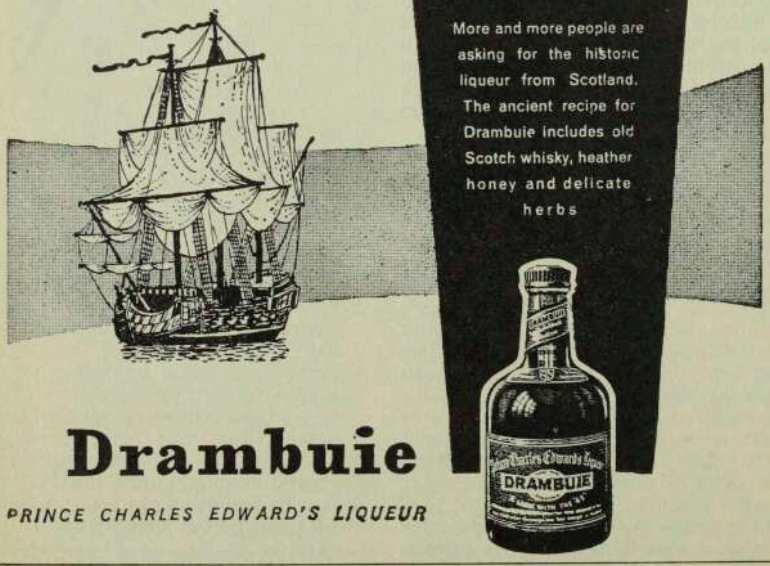
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P-NG Public Servants' Salaries

(Continued from p. 14)

able while Australia controls the Territory.

The present somewhat bitter situation was foreseen by many overseas officers in 1962, when the P-NG Public Service Association asked public service branches to say whether they wanted a special division of overseas public servants or one unified service.

The majority wanted a special division, yet the unified public service, with two pay rates, came into operation in 1964.

Here is an example of how the salary differential works, using annual salaries:

Position	Overseas	Local
Clerk	£2,888-3,384	$1,280-1,416
Patrol Officer . ..	3,010-4,250	840-1,416
Chief Legal Officer .	7,106-7,624	2,880-3,000

In addition, the overseas officers get extra allowances which the local officers do not get. A married overseas officer with three children, and more than seven years' service, would, for instance, receive a basic wage adjustment of $370, a child allowance of $364 and an expatriate allowance of $960.

Thus an Australian on the lowest scale of principal legal officer could receive a pay of $8,800, while his New Guinean counterpart would receive $2,880. There are also considerable differences in leave conditions, housing and retirement benefits, with the overseas officer being favoured.

Many Australian public servants in New Guinea have for some time believed there is only one way to achieve a stable public service—and that is to have one range of salaries. For those Australians whose services are needed until locals are qualified to take them over there should be employment *outside* the Territory's public service, as perhaps a division of the Department of Territories.

In view of the bitterness in the arbitration evidence, something should be done about it soon, they think.

It would mean that the higher salaries needed to keep overseas officers in New Guinea during the changeover would be controlled by the Commonwealth Parliament, and the local people could see that the cost of them was not a charge against the Territory's revenue, but a kind of Australian South Seas Colombo Plan aid.

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Aftermath Of Hurricane In Samoa

(Continued from p. 15)

relief food to boarding schools and district hospitals began in mid-month on both Savaii and Upolu.

A spokesman said at the time that no villages were then in immediate need of foodstuffs, but that he expected a need to arise by May-June.

However, some villages that did not have much plantation land and whose inhabitants had lost employment on plantations as a result of the hurricane were beginning to feel the shortage of cash with which to buy food.

American Samoa

On American Samoa early in March, Governor H. Rex Lee announced details of a major programme to rebuild the territory following the damage and destruction caused by January's hurricane.

Under the programme, an average grant of $US2,400 may be made to provide shelter for families who lost their homes. This sum will be used to construct a house "shell", consisting of a foundation, roof supports and roof. Additionally, loans of up to $2,600 will be made available to finish the house with walls, windows and utilities. As many of the new houses as are needed may be built, the Governor said.

The Governor has obtained authority to divert $1 million of Government of American Samoa funds to the building programme immediately. He also obtained assurances that a $2.5 million supplementary request will be made shortly to United States Congress.

In his announcement, Governor Lee stressed that the entire building project must be completed within the next year. This time limit, he said, made it mandatory that village chiefs avoid prolonged dispute over land use and land rights concerning housing sites.

"We have a wonderful opportunity to build a new Samoa because of the concern of the Administration and of the Congress for the disaster victims here," the Governor said.

Following Governor Lee's announcement, American Samoa's homeless turned out by the score to register for new homes.

Registration also began early in the month to determine what families were in need of disaster relief food gifts.

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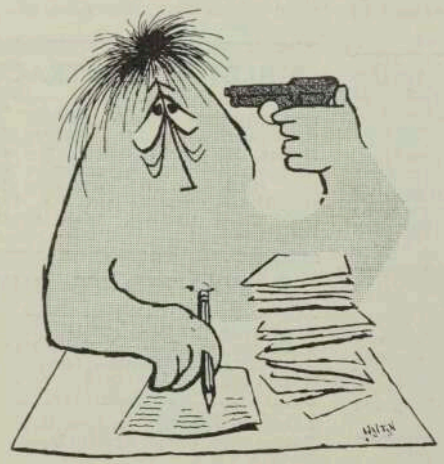
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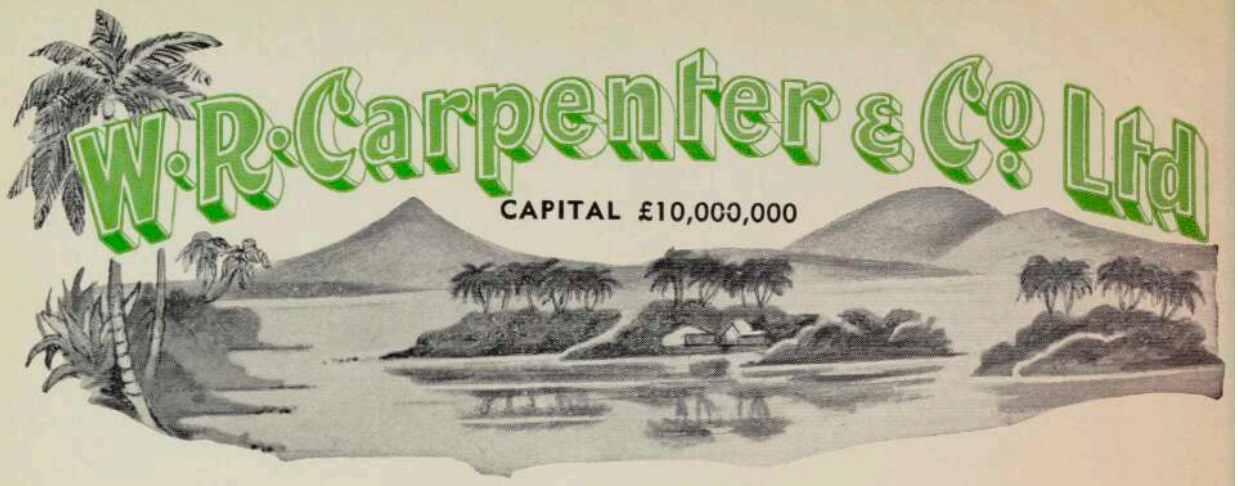
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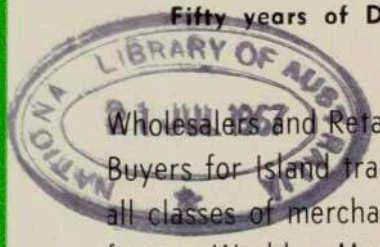
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