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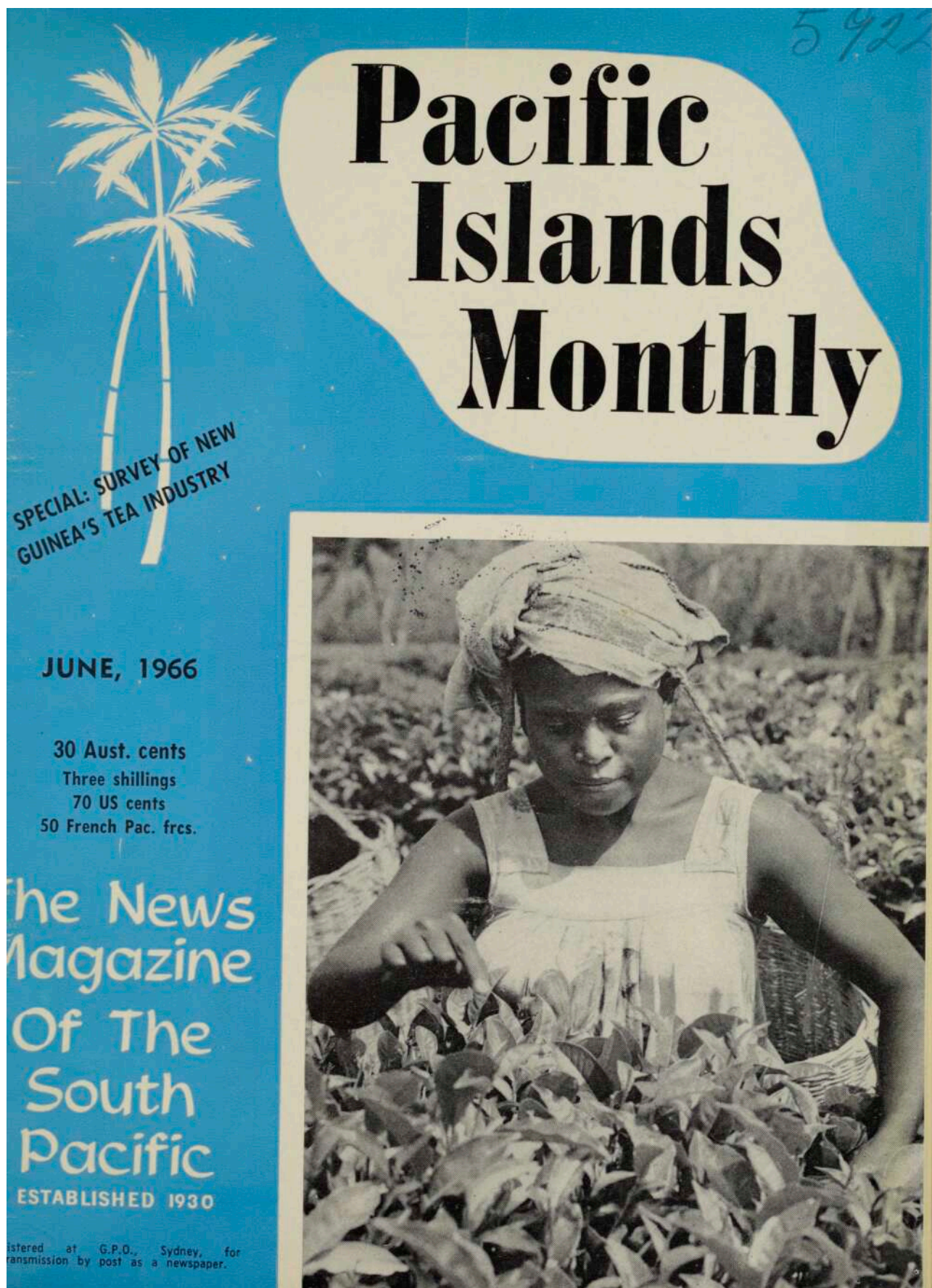
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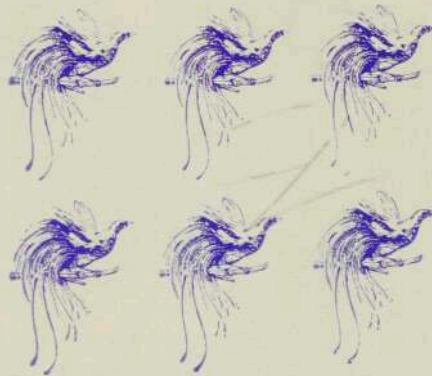
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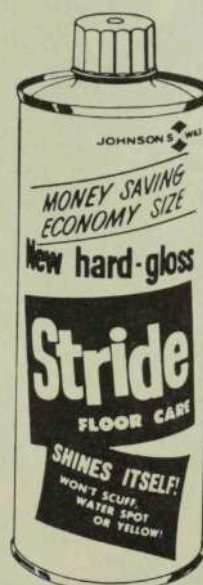
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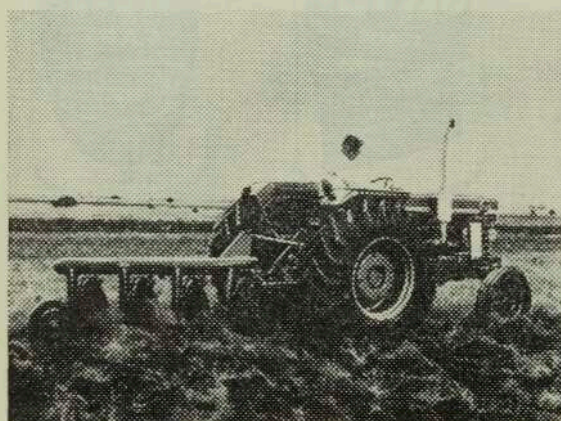
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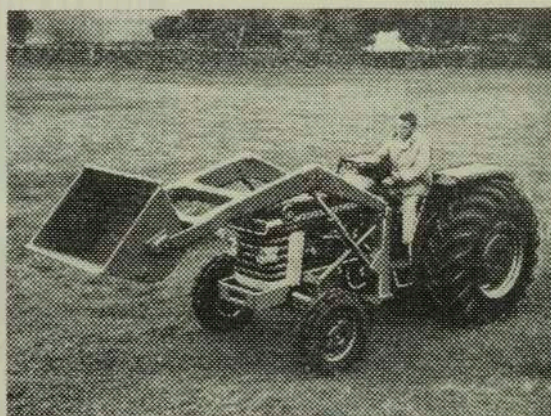
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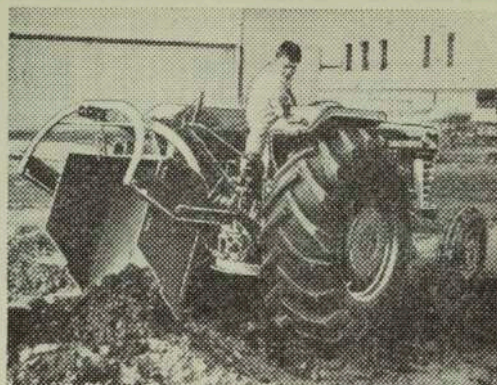
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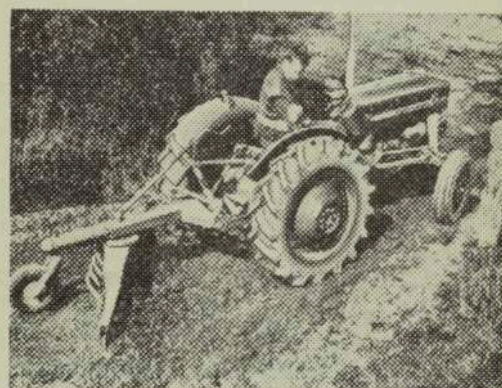


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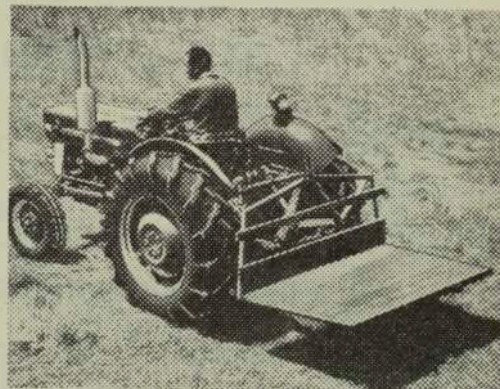
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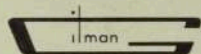
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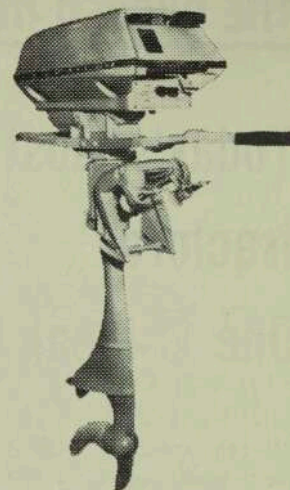
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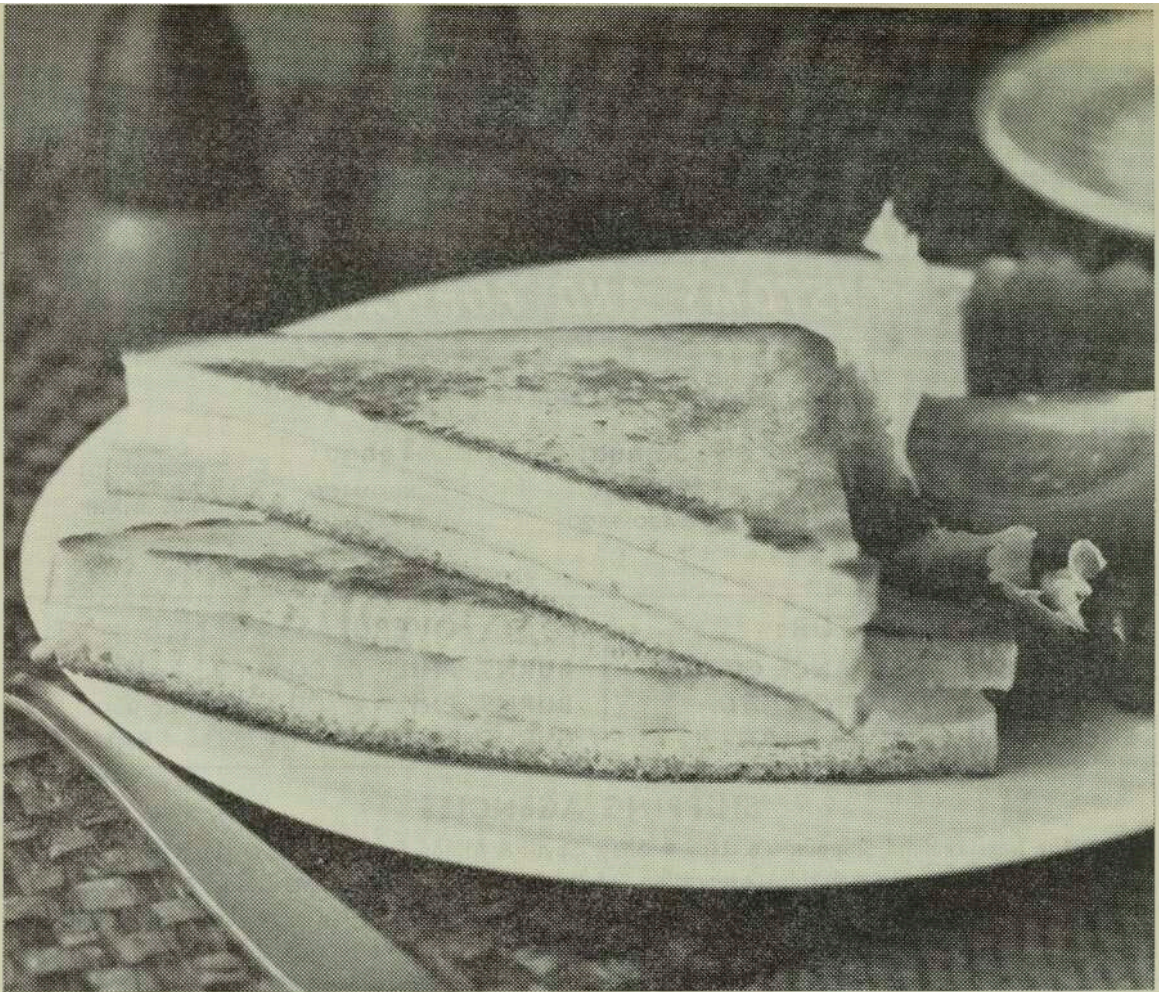
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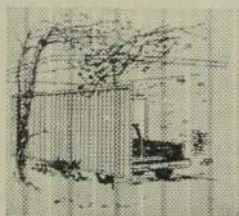
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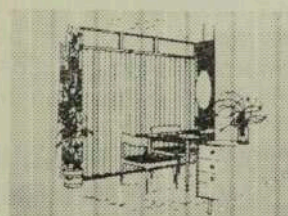
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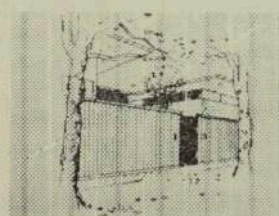
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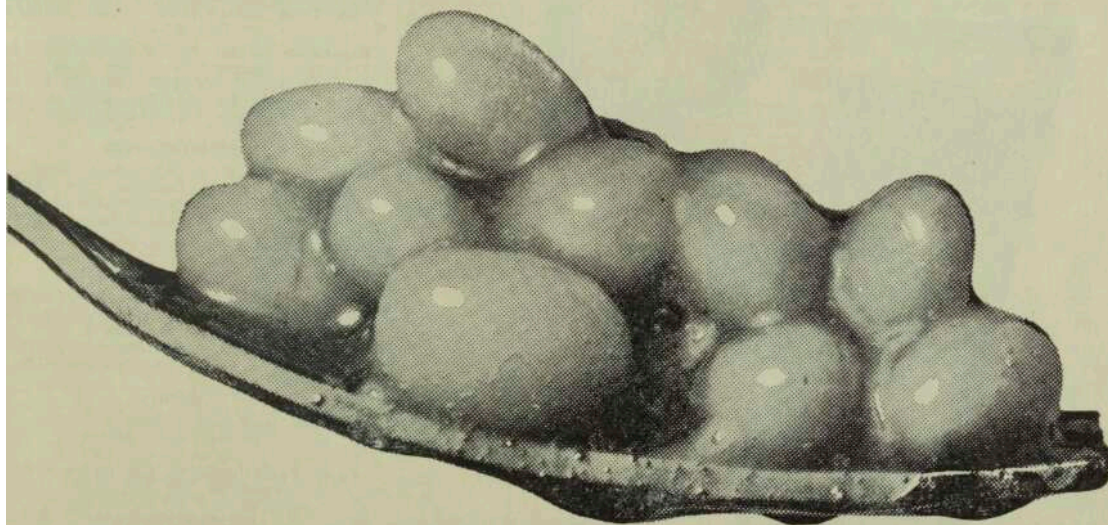
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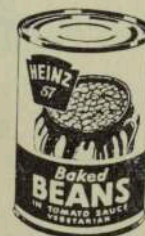
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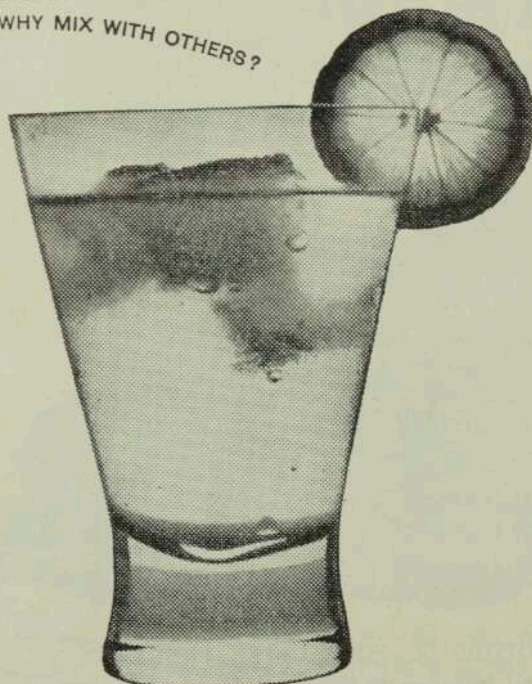
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OUR COVER: More and more New Guinea women, such as this one at Garaina, south of Lae, will be employed as tea-pluckers in the next few years, as the new tea industry in the Western Highlands gets into its stride (see story p. 48).

Photo: Dept. of Territories.

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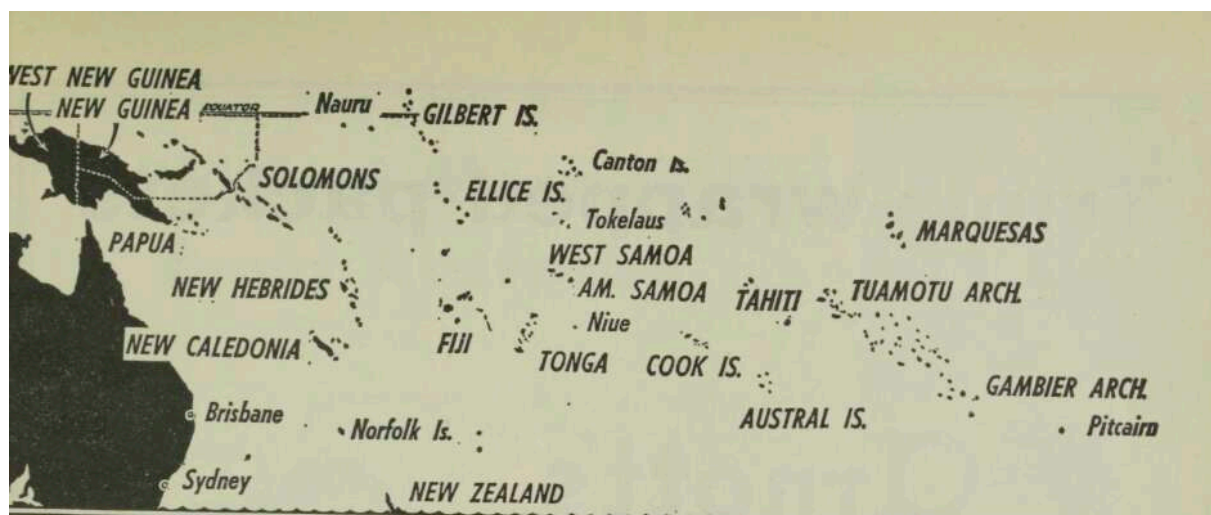
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PACIFIC ISLANDS MONTHLY

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Fiji Needs Less Talk And More Help From Australia

By Judy Tudor

Shorn of all its wishful-thinking, the recently announced Australian plan to aid less-developed countries by granting tariff concessions on certain goods means nothing to South Pacific Islands territories. Cynics would be justified in regarding it as another symptom of Australia's myopia, in which it chooses to see itself as "part of Asia" and to forget that, even more traditionally, it is also part of the Pacific.

THE concessions came into effect in April and apply to more than 130 countries (*PIM*, May, p. 13). In the South Pacific the territories to which the concessions apply are the British Solomons, Cook Islands, Fiji, Gilbert and Ellice Islands, New Hebrides, Niue, Pitcairn, Papua-New Guinea, the Tokelaus, Tonga and Western Samoa.

None of the "hand-made traditional, cottage industries" of carved and inlaid ivory-ware, stoneware, decorated leather, pottery, lacquerware, beaten, chased, enamelled, inlaid or moulded metalware, on which tariff is to be removed, has any significance at all in relation to these Pacific Islands, but every significance in relation to Asia.

Almost the only item on the list that will be of benefit to the Pacific is woodwork, carved or otherwise.

This probably is of some significance to the workers in raintree-wood in Fiji, although oddly enough, this is not a "traditional cottage industry" but one that has come into prominence only recently when it was found that the fashionable monkey-pod ware of Hawaii was nothing more nor less than raintree-wood worked into fancy bowls and trays.

Fight For A Share

As the Philippines also turns out this ware and is regarded as one of the "less developed countries" under the new concessions, Fiji would have to fight for a share of this market in Australia.

Following a close examination of the Australian concessions, the Fiji Government made representations to Canberra to have included additional items, some of which could be re-

garded as traditional Pacific Islands handicrafts.

Mr. R. M. Major, Fiji representative in Australia, visited Canberra in this connection in mid-May and



Mr. R. M. Major, Fiji Representative in Australia.

also to try to get some ruling on the vaguely worded Customs and Excise Notice that outlined the conditions under which concessions were to be made.

It appears, however, that neither the Australian Department of Trade nor the Customs Department is quite



Mrs. K. Jiwan of Suva (right, background) and some of her Fijian and Polynesian girls who produce handicrafts for the export trade. The future of their enterprise will be affected by Australian decisions.

clear what the terms "hand-made", "traditional" or "cottage industries" mean but have told Mr. Major that a "commonsense" view would be taken.

The commonsense view, we understand, would not exclude some mechanical aids in manufacture, including the use of machine tools; "traditional" would not necessarily mean that any article would have had to have been made for centuries; but that "cottage industry" would mean a "family home concern" and not a "company factory concern."

On the list of additions to the concessions Fiji proposed were mats, serviette rings, belts, handbags, purses, shopping bags, hats and scuffs—all woven from pandanus (*voi-voi* in Fijian)—which are about as truly traditional Islands handicrafts as anyone is likely to get in 1966. Most of these carry a prohibitive tariff on entering Australia.

Position Re-examined

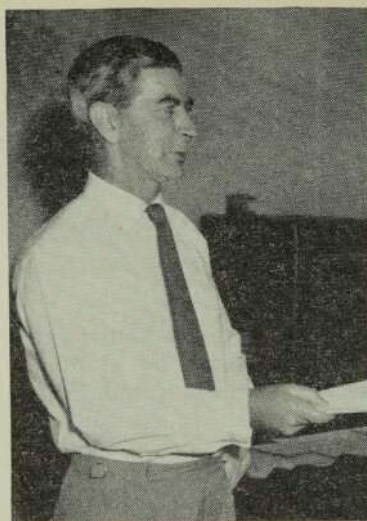
So far Australia has refused to allow concessions on this type of handicraft on the grounds that they would compete with baskets made by institutes for the blind in Australia. However, the Australian Customs Department has now agreed to examine the position further if a comprehensive set of samples is sent them for examination.

Except in the language of Customs-duty schedules, there is no resemblance whatever between the wicker-work basket made by institutions in Australia and the fashion-goods and souvenirs turned out by such enterprises as that of Mrs. K. Jiwan and her 20 or so Fijian and Polynesian girls in a couple of modest rooms over a busy Suva street.

Yet, even if the Customs Department in Australia eventually relents over this woven ware, it is likely that this particular enterprise will still not be able to get its very excellent products through the Australian barrier because it could presumably be regarded as a factory and not as a "cottage, family affair".

Under regulations that go with the concessions it would be necessary for someone in authority in Fiji to certify that the goods were "hand-made traditional and a cottage industry."

The Jiwan enterprise has, in fact, tackled the production of handicrafts in the only practical way. Its products are of high class; they are made to standard patterns that ensure that the results don't come in a dozen assorted and misshapen sizes; and bags and baskets, etc., are made in graduated sizes so that they "nest" one inside the other for economical freighting.



Mr. H. P. Ritchie, Fiji's Financial Secretary.

There is a minimum of machine sewing in the articles turned out—only enough to give strength—with about 97 per cent. of the work done by hand, by the girls, who sit cross-legged on the floor.

Approached in this way, production of these handicrafts gives continuity of employment at regular rates of pay to the girls, and continuity of production for the promoters.

Particular Problems

Whatever the Australian Customs Department might think about the merits of a "family cottage industry" anyone in the Islands who has ever had anything to do with organising production at village level knows that under "traditional" methods of production there is likely to be a flood of baskets, etc., one week and not another article for the next six months.

Best Jiwan customers at present are Hawaii and local retail outlets. There is a growing interest from New Caledonia. They would like to work up permanent connections with retail outlets in Australia but, to date, while they have had good individual initial orders, customers are usually frightened off by the Customs duty.

As an example Mrs. Jiwan cites the sad story of pandanus scuffs. The wholesale f.o.b. price in Fiji is about 4/-; Australian Customs duty is 25 per cent. plus a penalty of 7/6 per pair. As a result, these novelties have to be retailed at about \$2 (£1) in Australia.

As far as we know, no Australian institute for the blind makes scuffs, nor would it be cutting across the

legitimate preserves of Australian footwear manufacturers as they come into the category of frivolities rather than serious footwear.

Nor to date has there been any happy result on any of the other items which the Fiji Government hoped to have added to the list of concessions. As a matter of policy Australia will not allow concessions on raw materials or primary commodities.

A good trading relationship between Australia and the Pacific Islands (excluding Papua-New Guinea, which for obvious reasons does not come into this argument) is of importance to no territory more than to Fiji.

Imbalance Of Trade

The imbalance in trade between Fiji and Australia has been a growing irritation for the past 30 years—in 1965 Australia sold four times more to Fiji than it bought, and what it bought was largely in the form of gold from the mines at Vatukoula. After P-NG, Fiji is Australia's best Pacific customer.

It is a fact that it is convenient for Fiji to buy from Australia and that any tariff reprisals that Fiji might feel inclined to take could have the effect of raising the cost of living for her fast-growing population. But the point must be reached soon when Fiji will have to consider steps to force the issue.

One extraordinary anomaly of the imbalance of trade between the two countries is that while Fiji gives Australia the benefit of British preferential tariff, Australia does not give Fiji the same concession.

This situation goes back to the Ottawa Agreement of the early 1930's when, in principle, British Commonwealth countries proposed preferential treatment for member nations. But Australia at the time considered herself a developing nation with a strongly protectionist policy, refused to give blanket concessions but negotiated preferences individually with only the UK, Canada, New Zealand and the Republic of Ireland.

That Banana Business

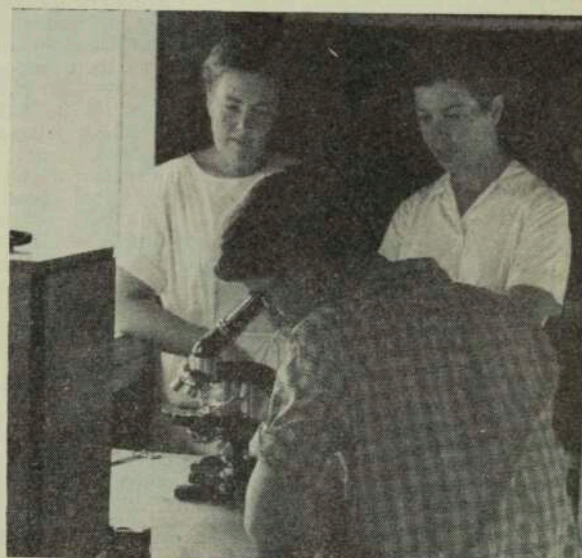
The UK, later, on behalf of its colonies, negotiated with Australia specific preferences for specific goods and it was under this arrangement that Australia agreed to take up to 40,000 cents of Fiji bananas at 4d a pound duty.

This is one of the few concessions Australia has ever made to Fiji-Australian trade relations and one that has, in actual results, amounted to

(continued on p. 153)



Australia's Governor-General, Lord Casey (above) inspects a guard of honour from the 1st Bn, Pacific Islands Regiment, after his arrival in Port Moresby in May. Also in Port Moresby in May was Prince Charles, heir to the British Throne, seen waving a greeting at top right and (below) inspecting a slide in the laboratory at St. Barnabas' Hospital, Dogura, Papua. With him are Dr. Pene Key (left) and Miss Barbara Axten, a laboratory technologist.—Photos: Army Public Relations, Chin H. Meen, Anglican Mission.



A Prince, A Baron And A Jolly Good Show

From New Guinea Correspondents

Regal and vice-regal visitors made May a VIP month in New Guinea. The Goroka Show helped colour the festivities.

ROYALTY was represented by 17-year-old Prince Charles, Prince of Wales and heir to the British Throne, who made an eight-days' visit to Anglican Mission stations with an annual party of boys from Geelong Grammar School, Victoria.

The young prince has been spending two terms at the school, as part of a getting-to-know-the-world policy instituted by his father, Prince Philip. Only one other royal visitor has been to New Guinea—Prince Philip.

Lord Casey, accompanied by Lady

Casey, was in the territory for 12 days—making his first official visit since becoming Australian Governor-General.

Prince Charles' visit was strictly unofficial, and instructions went out that at all costs he was to be protected from the vulgar gaze. Since he and Lord Casey were in the territory together the protocol experts had a nightmare seeing to it that the two did not end up in any of the same places together.

For this reason the prince did not attend the spectacular Goroka Show, which was officially opened by Lord

Casey and which was attended by other Geelong boys.

Prince Charles' visit also proposed a protocol problem for the Administrator, Sir Donald Cleland, who wondered just how unofficial was unofficial when it involved royalty. He finally settled it by informally inviting the whole Geelong party to Government House for showers and refreshments, and he also saw Prince Charles off on his way back to Australia.

The Australian and New Guinea Press found Prince Charles' visit tough going. Geelong School, acting on a request direct from the Palace, had asked that no Pressmen be admitted to mission headquarters at Dogura, on the north coast of Papua, or to the Martyrs' School, 15 miles

from Popondetta. Dogura airstrip was closed to them.

This took the mission people by surprise, for they had made plans for a couple of "open days" which would have enabled the Press to get their reports. Up to this time the flow of news, pictures and statements from the mission had been quite free.

The mission began making daily news releases, but the newsmen wanted their own coverage, and they made the most of the prince's brief appearances in public places where they could not be banned.

Security arrangements were minimal and discreet. With the prince came his personal detective, Inspector Derek Sharp. At Dogura a special transmitter was installed and at the Martyrs' School there was a brace of Papuan Constabulary to keep an eye on things.

As far as possible the mission really did treat Prince Charles as "just another one of the boys".

The school children did have new uniforms, the mission boat certainly sparkled with new paint and the Martyrs' boys carefully selected the best garden house for the prince to live in.

What The Prince Saw

Prince Charles and his party began their trip on May 4 by flying from Port Moresby to Raba Raba airstrip, which is 20 miles down the coast from Dogura. They covered the 20 miles in the mission boat, *St George*.

Prince Charles showed special interest in the medical work at Dogura and spent quite a time peering through a microscope at slide specimens showing hook worm and malaria.

He attended no less than three feasts during his four-day visit to Dogura. At each feast there was Papuan singing and dancing and usually the Geelong boys put on a turn in which the prince joined.

One of the Papuan teachers showed the prince how to spearfish, native fashion. A theological student demonstrated the skill of spear throwing and the prince tried his hand, to score a near miss on the banana tree target.

At the Martyrs' secondary school the prince slept in a garden house with its owner, 18-year-old Lucas Bejigi. Like the other Geelong boys the prince gave talks at some of the Martyrs' classes. He told his classes about Gordonstoun, the British school which he attends.

Lord and Lady Casey covered a great deal more of the territory than did the prince, and there was more formality—but less formality than

there has been during visits of other Governors-General. Their tour began on May 10, and ended on May 22, and there were only two black tie occasions during it—once for a reception at Government House, Port Moresby, and later at a ball at Goroka. The vice-regal couple visited Moresby, Goroka, Rabaul, Lae, Minj, Mt. Hagen, Wewak and Madang.

The highlight was the Goroka Show which was attended by more than 80,000 others besides the Governor-General.

The Goroka Show

At one stage in the Goroka Show-ground 3,000 highlanders put on a giant singing and dancing display—their bodies painted with multi-coloured clays and wearing plumed head-dresses as much as 18 ft tall.

A primitive unrehearsed touch was provided when a plumed warrior suddenly shot an arrow into a small pig in front of the stand in which the Caseys were sitting. The pig was then beaten and trampled, and finally slit down the middle with a knife as Lord and Lady Casey watched, grimacing.

Men from the Orefegu and Kapakamarigi tribes wore distinctive six foot head-dresses of bamboo and bark in shapes like helicopters. Show official Max Orken explained the tribesmen had used these motifs because of the mounting use of helicopters in the region.

In an address at Goroka, Lord Casey stressed what turned out to be the theme of his addresses throughout his tour—that Australia was in New Guinea to help the territory to advance as quickly as possible so the local people could eventually decide their own future.

Show Visitors Increase

The most noticeable feature of this year's Goroka Show (the last was in 1964) was the "down South" atmosphere. In many respects it was like Australian country shows. There were fewer participants in the singsings as local people preferred to dress in European-type shorts and take their families to see the show like everyone else.

Europeans were asking each other how much longer it would be before visitors would have nothing primitive to see.

The number of overseas visitors this year was certainly a big increase, with many, as usual, from America.

For the Show Society's ball there were 500 tickets issued—but 750 turned up at the Goroka coffee factory, and somehow managed to get in to see the Governor General.

"Keep Out" Warning Issued; French Tests Likely Soon

Signs and portents in the South Pacific and elsewhere in May indicated that France's long-heralded and much-objected-to nuclear tests at Mururoa Atoll in the Tuamotus would almost certainly begin in July.

IN mid-May, France warned all air and shipping lines of countries in the Pacific area of her intention to explode nuclear devices in the Mururoa area, but did not give an exact date. However, such warnings are usually given about 45 days before tests are staged.

The warning described the danger zone for shipping as a circle round Mururoa with a radius of 120 nautical miles. For aircraft, the radius was 200 nautical miles.

A final warning will be issued by radio stations in Paris and in Tahiti a few days before the tests.

Other developments in May were:—

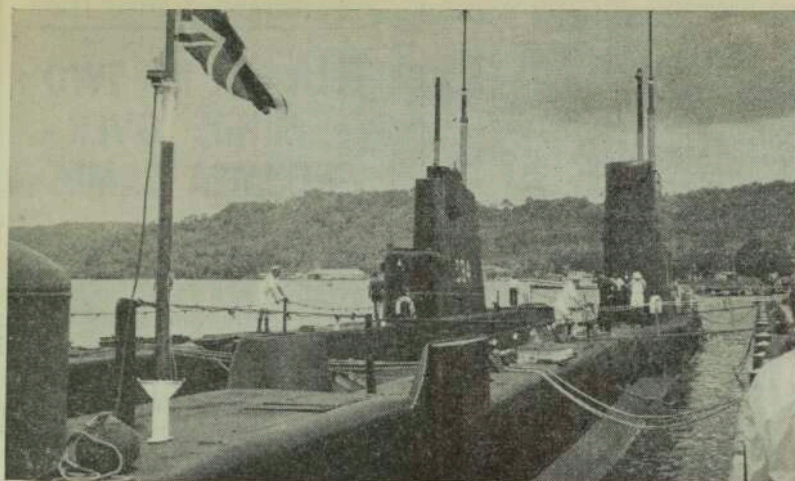
- The arrival in Papeete of a French naval task force to police the test area (see p. 101).

- The Fiji Government banned Dr. J. F. Cairns, a prominent member of the Australian Labour Party, from speaking publicly in Fiji against the French tests when he arrived in Fiji on May 28. Dr. Cairns was visiting Fiji at the invitation of Mr Andrew Joseph, chairman of an Atomic Explosion Protest Committee.

- Brazil joined the list of countries that have already protested against the tests, i.e., New Zealand, Western Samoa, the Cook Islands, Australia and Peru. Japan indicated that it would protest later.

- Colombia, Peru, Ecuador and Chile called off a meeting to discuss the tests after nuclear experts from those countries decided at a meeting in Lima, the Peruvian capital, that the tests would not hazard the health of their people.

Well-informed sources in Paris were reported as saying in May that three bombs would be exploded in the air and one under water. The bombs would be in the 60 to 100 kiloton range.



Too Much Interest In Submarines

Exercising with US and RAAF aircraft in the Coral Sea recently have been these two Royal Navy submarines, *Taciturn* and *Tabard*. The submarines also showed the flag at various New Guinea ports. In Rabaul (where this photograph was taken) and in Port Moresby the crowds of natives who attempted to inspect them got out of hand and the police had to be called. In Rabaul three natives were pushed off the wharf. The submarines have been on loan to the RAN.

Fiji Leads The Way With National Insurance

From a Suva Correspondent

The most interesting piece of legislation that came before Fiji's Legislative Council in the session that commenced on May 24 was the National Provident Fund Bill. Nothing of this sort has been attempted in any Pacific Islands territory before, because societies based on native land ownership are usually able to take care of their own social services.

FIJI, with its preponderance of Indian people who are not land-owners and who do not have the village community to fall back on as a final resort, is in a special position. In addition more and more Fijians are leaving the villages for industry. However, with Fiji's very mixed community at its present stage of development any social service legislation of the sort now before the council has a lot of in-built problems.

The legislation is based on the Ashford Report and it is understood that the same sort of scheme has been in operation in Nigeria, Malaya and Singapore for some time.

Mr. J. E. Ashford, of the UK Ministry of Pensions, visited Fiji in 1964 and made a survey of conditions. He believed it was too soon to have the womb-to-tomb sort of social services that they have in Britain, but not too soon to have an old-age pension scheme, although he recognised some of the difficulties.

The scheme is based on a proposed contribution of 5 per cent. of

wages and a similar contribution from employers paid into a fund. At 55 the employee may withdraw the sum that has accumulated, plus cumulative interest, or he has the option of leaving it there for a further period.

In the initial stages spasmodic workers will be excluded from the scheme. It is provided also that any private employer who had a pension or provident scheme in existence before July 1, 1965, which is approved by the board set up to administer the fund, and which can prove that its benefits are not less than those of the national scheme, will not be liable to contribute. (Neither will his employees).

Transfers Possible

If an employee who has been contributing to a private scheme leaves his job, the amount of his contributions to his employer's fund, plus the employer's contribution, are transferred to the national fund.

Most Fiji people think that the

scheme is a good one but many don't like some aspects of it. One obvious practical difficulty is in adequately covering the people who, throughout their working lives, do work spasmodically; and of assessing just who is a spasmodic worker and who is not.

But most of the criticism has come from the fact that at 55 many people who have never in their lives had more than £20 all at once in a lump sum may find themselves suddenly with anything up to £1,000. It is not in the Fijian nature to be provident to this extent and what will probably happen is that for many of these people, most of the "old age benefit" will be dissipated in an orgy of frivolous spending.

Retiring Age Too Low?

Moreover, not even in Fiji do people stop working at 55. The Ashford Report, in fact, recommended 60 as the age when the benefit could be collected, but the Fiji Government changed the age to 55. Apparently this was in the belief that people should have their period of affluence before they are too old to enjoy it.

What is more likely to happen, if the bill goes through unamended, is that, having spent their dividend from the fund, many will still need family or village support in their old age.

It would have been far sounder social legislation if the retiring age from the fund had been left at 60 and if benefits had come in the form of a weekly pension and not as a lump sum.

Footnote: Debate on this bill was still continuing when this issue went to press.

Protests and expressions of uneasiness about France's proposed nuclear tests in the Tuamotus dominated the news from the South Pacific in May. But everything seemed to point to the fact that the tests would begin within a month or two.

PAPUA-NEW GUINEA was not in the headlines as frequently and insistently as has been the case in recent months. But there were three events that could have far-reaching consequences. They were:

- A decision by Indonesian and Australian technical experts, meeting in Canberra, to recommend to their Governments that 14 marker points be set up in the first stage of a survey to fix the border between West New Guinea and Papua-New Guinea. It was also agreed that the border should ultimately be marked by a strip of cleared jungle.

- A ruling by Mr. Justice Minogue in the Papua-New Guinea Supreme Court in Port Moresby that about 690 acres of land near Rabaul, which did not exist until it rose from the sea when Vulcan Island erupted in 1937, belonged to the Australian Administration, and not to the Latlat people who have been growing crops on part of the land since 1939.

- The declaration of 132 acres of land on New Britain as a mining reserve, following the discovery there of traces of minerals, particularly copper.

Important visitors to P-NG during the month were Prince Charles, heir to the British Throne, and the Australian Governor-General, Lord Casey.

The main events in other territories were:

American Samoa: Governor H. Rex Lee warned a meeting of the territory's traditional leaders that they must help to speed up the leasing of land for houses for victims of the January hurricane, otherwise some of the housing programme funds might be lost.

Cook Islands: After rumours of a political scandal had been going the rounds in Rarotonga for several weeks, two Ministers resigned from Cabinet, and one of them, Mr. Julian Dashwood, was charged with corruption.

Fiji: A plan to establish a University of the South Pacific at Laucala Bay, Suva, was an-

THE MONTH IN REVIEW

nounced. A bill to abolish capital punishment, except in special cases, was passed by the Legislative Council; and a bill to provide for a national insurance scheme was introduced.

Early in the month, the 61 ft Auckland sloop *Fidelis*, skippered by Jim Devern, took line honours in the 1966 Auckland-Suva yacht race, run by the Royal Akarana Yacht Club, Auckland. The yacht *Roulette*, skippered by Fred Andrews, of Auckland, won on corrected times. She took eight days, 15 hours, 47 seconds.

Distress signals were received from the yacht *Tatariki* three days out of Auckland and fears were held for the safety of the crew when an intensive sea and air search failed to find her. She was eventually sighted by an RNZAF Sunderland, dismasted and drifting helplessly. The crew were later picked up, exhausted but well. *Tatariki* sank 12 hours later while under tow.

New Hebrides: The two local airlines, New Hebrides Airways and Hebridair, agreed to operate jointly as Air Melanesia for a trial period.

Solomon Islands: The seventh session of the Legislative Council received a plan for constitutional changes.

Tonga: An ancient tortoise, reputed to have been left at Ha'apai by Captain Cook, died in Nukualofa.

US Trust Territory: Mr. William Norwood was named to replace Mr. M. W. Goding as High Commissioner.

Western Samoa: One of Polynesian Airline's two DC3 aircraft was lost when it apparently disintegrated in the air on May 11.

APATHY AND "MALUA" FEVER

FIJI IS IN TWO MINDS OVER NOUMEA GAMES

From Alan Spark, in Suva

With less than seven months now to the Second South Pacific Games, the sports scene in Fiji seems to be a mixture of apathy and anticipation. And this is the territory which topped the points score at the first games.

THE potential size of Fiji's team has already been sharply cut with the withdrawal of the soccer and Rugby teams—this mainly on account of the change in dates for the games from September to December.

At the moment it appears that Fiji will be represented in athletics, swimming, boxing, indoor basketball, women's netball, table tennis, lawn tennis and weight-lifting.

But despite the fact that it is hoped to send a team of 120, the Fiji Amateur Sports Association has only just launched its appeal for funds.

The whole situation seems to border on the ridiculous—perhaps everybody is suffering from the well-known malua fever so prevalent in Fiji.

Why Not Earlier?

In 1963 it was decided that there should be a South Pacific Games every three years. It was decided then where the second games should be held and when they should be held. Surely, fund-raising should have started then—at a time when sugar prices were high, when there was plenty of money in Fiji?

Now, in 1966 with the bottom having dropped out of the sugar market, that £12,000 which is being sought is going to be so much harder to raise.

This "last-minute" scramble for funds is going to hurt someone, and if the full sum cannot be raised then the obvious answer will be to reduce the size of the team.

Some of the associations which are to be represented at the games have in fact been working quietly for some time to get the finance needed, but others have sat back in the expectation that all the work will

(continued on p. 135)

STAMP COLLECTORS UP IN ARMS OVER COOK ISLANDS ISSUES

By a Staff Writer

Philatelic journals in New Zealand and Australia have become increasingly concerned in recent months over the Cook Islands Government's expressed policy of deliberately exploiting world stamp collectors to obtain revenue.

THE journals are *Stamp News*, of Dubbo, New South Wales, and the *Pacific Stamp Journal*, of Auckland, New Zealand.

They have been watching Cook Islands stamp issues with critical and somewhat jaundiced eyes since the Cook Islands Premier, Mr. Albert Henry, stated in the Legislative Council last October that his government intended to finance an old age pension scheme from the sale of postage stamps, and that a British company and an American company had guaranteed the government an annual net profit of £70,000 and £100,000 respectively if given the job of handling sales (*PIM*, Nov., p. 31).

A Philatelic Bureau has now been established in Rarotonga to handle stamp sales.

The *Pacific Stamp Journal*, particularly, has not been very happy about the Churchill commemorative set issued by the Cook Islands on January 24, and the new airmail set which went on sale on April 22.

Both sets bore overprints; both were released with little advance notice to the philatelic fraternity, and were quickly sold out.

Within weeks, mint sets of the Churchill stamps—six denominations—were retailing at 35/- each (against the face value of 12/2), and dealers were asking from £7/10/- to £12/10/- each for "six constant and interesting varieties" in the sets that the method of overprinting had produced.

Later, a sheet of 10d Churchill stamps was found to have been overprinted upside down, and these stamps were listed by Stanley Gibbons, the noted British stamp dealers, as being worth £200 each in mint condition.

The airmail stamps are reported to be equally variegated in their printing idiosyncrasies. There are nine stamps in this set with a total face value of £2/1/8. All bear an overprint reading "airmail" and the outline of a plane above it; and

four of the stamps have a new value overprinted on them. Eight of the stamps are from the current Cook Islands pictorial set, and one is a New Zealand £1 stamp overprinted "Cook Islands".

Wags have been asking in Rarotonga (Continued on p. 143)

Minister Charged With Corruption

Rarotonga was in a ferment in May following the circulation of photostatic copies of a letter concerning Government business negotiations with an Australian firm interested in minting crown pieces for the Cook Islands, which became self-governing on August 4 last year.

The letter was allegedly stolen from the room of a Cabinet Minister at the Hotel Rarotonga, and, at a public meeting of the Cook Islands Party on May 19, was stated to contain hints of bribery.

On May 24, Mr. E. J. V. Dyson, recently appointed Advocate-General to the Cook Islands Government, arrived in Rarotonga and conducted an inquiry. Two days later, Mr. Julian Dashwood, Minister of Social Development and Police, and Associate Minister for the Post Office, Hotel and Printing Office, resigned from the six-man Cook Islands Cabinet. He was also charged with corruption.

On May 27, Mr. Albert Dawson was suspended from the managership of the Hotel Rarotonga. He was also charged with theft or receiving.

The Cook Islands Cabinet recommended that a commission of inquiry be set up to continue investigations.

Dr. Manea Tamarua, Deputy Premier, resigned on May 17.



Sir Robert Foster, Western Pacific High Commissioner, left Honiara in May for extended leave in Europe. He will return in October.

MORE ELECTED MEMBERS PROPOSED FOR SOLOMONS

From a Honiara Correspondent

For the second time in two years the British Solomon Islands Protectorate plans to revise its constitution. And for the second time the revision has caused only one difficulty—that of getting the population interested in the proposals.

THE BSIP is one Pacific territory where political changes are signalled ahead of general public demand. For most of almost 142,000 Solomon Islanders central politics are still a mystery.

The new proposals are in a White Paper introduced at the May meeting of the Legislative Council. The White Paper will be debated in the next meeting of the council in December, and if approved—and the general proposals no doubt will be—a new constitution will be put into effect before the next general election in mid-1967. The present council is due to be dissolved by June 2, 1967.

The present council was established as a result of elections in April, 1965. It consists of the High Commissioner

(Continued on p. 155)

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FIJI — SAMOA — TONGA

Help Begins To Arrive For Devastated Samoa

From an Apia Correspondent

The independent state of Western Samoa, short of food and money as a result of the recent devastating hurricane, is getting overseas aid to help restore stocks of both.

THE Minister for Finance, Mr. G. F. D. Betham, announced in presenting his supplementary estimates in mid-May, that loss of earnings resulting from the severe damage to crops would probably result in a deficit in the budget of £Stg.220,470.

This is to be funded from reserves, which at the beginning of the year stood at £389,112.

Mr. Betham said that shipments of bananas this year would be unlikely to exceed 140,000 cases as against a pre-hurricane estimate of 550,000 cases. This represents a loss in export earnings of £535,000.

Cocoa earnings were also expected to be down. Although copra production may be about the same as last year, falling prices augured lower earnings.

Mr. Betham said that panic measures had been avoided.

"Taking all factors into account an estimated deficit of £220,470 is a very satisfactory result in the circumstances," he said.

Meanwhile, Samoa has had the first response for its call for a £200,000 agriculture restoration loan.

New Zealand has given £Stg.100,000. This comprises a loan of £75,000, interest-free for the first three years, plus a grant of £25,000.

The Government has already taken steps to organise a restoration programme in agriculture, using the £100,000. The programme will be supervised by the Bank of Western Samoa.

Word has also come from the US State Department that it is "seriously considering" the Western Samoan request for assistance. President Johnson announced a total hurricane grant to American Samoa of \$US1,735,750. American Samoa was hit at the same time as Western Samoa.

The money shortage is being felt everywhere.

Apia stores are already complaining that the severe cut in their alloca-

tion of foreign exchange following the hurricane is seriously affecting business and likely to cause staff lay-offs.

The Economic Development Department released figures showing that the total amount of money received by villagers from sales of copra and bananas and from personal receipts for the first quarter of this year was £350,500. This compares with £536,650 for the same period last year.

By early May stocks of rice in Apia were exhausted and the next shipment from Australia was not expected until June.

Food Production Low

This was a "conclusive sign that village food production is low and that people are coming in from the villages to buy rice and other essential commodities in Apia," claimed the Economic Development Department.

In May, word was received in Apia that emergency food supplies to the value of over \$US600,000 had been approved for free distribution under the World Food Programme in Samoan villages.

This is about three times more than the Government asked for.

The gift is enough to give 52,000 hurricane victims, or about half the population, a nutritionally sound daily diet for four months. Samoa's food shortage is expected to be relieved by September.

Certainly nobody in Western Samoa appears to be particularly hungry, but according to the director of the World Food Programme, Dr. A. H. Boerma,



Acting UN Regional Advisor for the SW Pacific, Mr. B. A. Claussen, in Apia in May hands Prime Minister Fiame Mataafa a letter informing him of the gift from the World Food Programme.

Photo: Samoana.

food assistance to needy countries should be viewed as good business and not charity.

He said food assistance should be considered a necessary part of economic development aid, and that the gift of food would permit developing countries to turn their attention to projects beyond the primary level of survival.

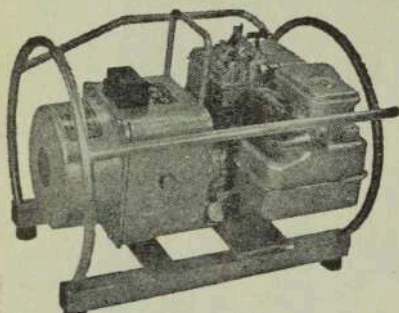
This emergency programme is separate from a large-scale plantation rehabilitation programme now being planned with World Food Programme assistance. Under this programme food will be supplied to be used instead of cash as wages.

Preliminary distribution of the comparatively small relief food supplies which already have arrived from the New Zealand Red Cross brought many complaints by villages and individuals who either did not receive what they considered a fair share, or did not get any at all.

Distribution has been taken out of the hands of a committee set up for this purpose and is now under the personal supervision of Prime Minister Mataafa.

It is expected that banana exports will start on a regular basis in June, steadily picking up as new plantings come into production. Cocoa trees are reported to be recovering well but no production is expected until October.

BRAYBON — GENERATING SETS

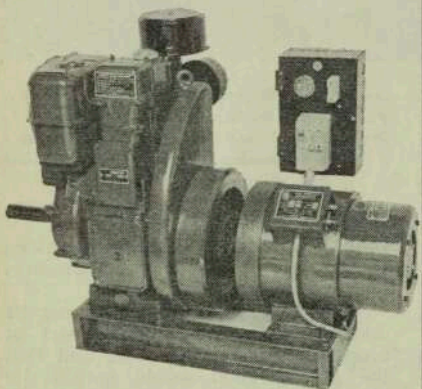
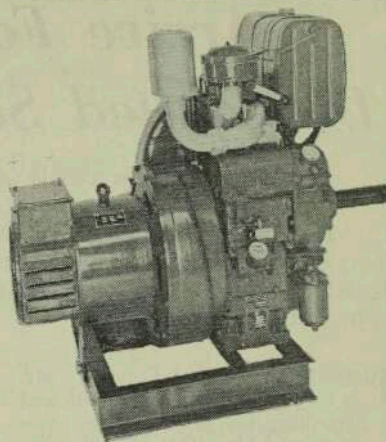


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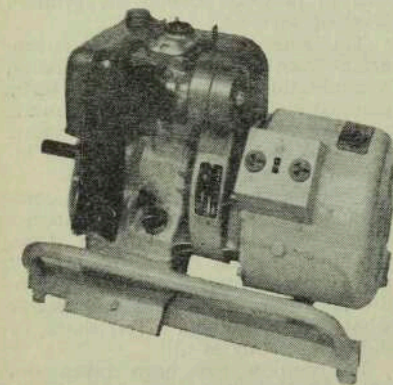
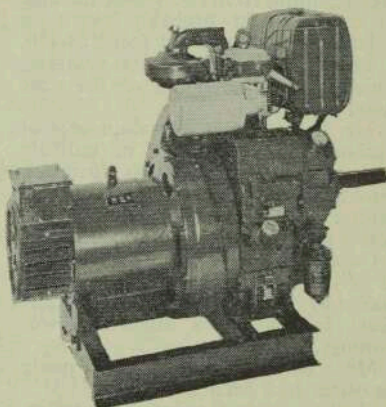


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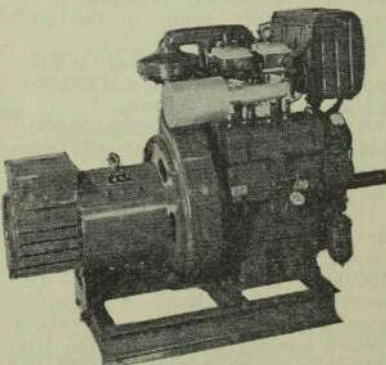


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Tropicalities

The death in Nukualofa on May 16 of the ancient tortoise, Tui Malila, which roamed the grounds of the Royal Palace for many years, has inevitably raised the question once again of whether the tortoise really was brought to Tonga by Captain Cook, as Tongan tradition claims.

ACCORDING to the tradition—or, at least, one version of the tradition—Cook gave two tortoises, a male and a female, to one of the chiefs of Ha'apai 192 years ago.

The female tortoise died soon after his departure, and later, when the Tuitonga (sacred king of Tonga) visited Ha'apai with his daughter, the tortoise was presented to the daughter.

Taken to Mua, which was then the capital, the tortoise was established in a compound and attendants were appointed to look after it. The compound was called Malila, and so the tortoise came to be known as Tui Malila (King of Malila).

When the last of Tonga's Royal line became Christian, Tui Malila was cared for by Catholic priests and later by nuns.

About 1921, the late Queen Salote brought him to the Royal Palace and he remained there—except when he strayed elsewhere—until his death.

In recent years, Tui Malila was run over several times; he was kicked by a horse; and he survived a grass fire or two.

These accidents left him blind, scarred and with a badly wounded right side; but he always seemed to carry on as if nothing had happened.

Controversy

Certainly, he was unmoved by the controversy that has "raged" about him in the last few years on whether he really was brought to Tonga by Captain Cook.

The Fiji Times referred to this controversy in an editorial on Tui Malila's death on May 21. "In recent years," the newspaper said, "a few people of the kind who seem to want to strip life of everything that puts threads of vivid colour into a commonly drab fabric have tried to destroy the claim that Tui Malila was one of two Galapagos tortoises presented by Captain Cook to a chief of Ha'apai. But the claim has never been disproved, and the belief is too firmly held in Tonga for it ever to be destroyed. . ."

Some Irreverent Thoughts About An Old Tortoise

We don't agree with *The Fiji Times*, drab fellows that we are.

Our view is that anyone who could prove, after all these years, that Tui Malila was brought to Tonga, not by Captain Cook, but by some completely forgotten figure of history, would be adding colour to life's commonly drab fabric rather than the reverse.

Furthermore, we do not believe that grown people should believe in fairy tales just because they are colourful; and we are bound to say that, in our opinion, the Tongan tradition about Tui Malila's origin does have the earmarks of a fairy tale.

We can think of at least eight good reasons for not believing that Tui Malila was brought to Tonga by Captain Cook:—

1. In his journals, Captain Cook (a most meticulous diarist) does not mention making a gift of a tortoise to anyone in Tonga at any time.

2. None of Cook's companions mentions such a gift.

3. To the best of our recollection, neither Cook nor his companions mentions having tortoises on board their ships, although catches of turtles are mentioned several times.

4. Cook did not visit the Galapagos Islands from which Tui Malila is usually said to have come.

5. He did not visit any other place from which you might reasonably expect him to have obtained a Galapagos tortoise.

6. He did not visit Madagascar, which has also been suggested as Tui Malila's original home.

7. No European resident of Tonga is known to have recorded the existence of Tui Malila until the 1880's, even though Europeans have been living in Tonga continuously since



Tui Malila and a Palace guard in Nukualofa.

the last decade of the 19th century. (This suggests that the Tui Malila did not achieve fame until later).

8. There is no mention of Tui Malila in the classic book on Tonga by William Mariner, who lived and travelled widely in that archipelago from 1806 to 1810, and who recorded several stories about Captain Cook.

In short, the Tongan tradition about Tui Malila being a gift from Captain Cook has no backing on the European side; and as the traditions of a formerly illiterate people are likely to be less accurate than written history, there is virtually no doubt that Tui Malila was *not* brought to Tonga by Cook.

Brought By Whaler?

Probably the person who did bring him was one of the hundreds of whalers who ranged the Pacific in the first three generations of the 19th century, and who captured many thousands of Galapagos tortoises to keep themselves in fresh meat.

Among the whalers who put into Tonga, there were no doubt half a dozen by the name of Cook or Cooke, and it could be that Tui Malila was a gift from one of them.

But the truth probably is that Tui Malila was a gift from someone with an even more prosaic name—a Captain Smith or a Captain Jones—and that the Tongan tradition about Captain Cook came into being after the Tongans had learned at school about

the famous British navigator from British missionaries.

One of these days, perhaps, positive evidence supporting our suggestion will be found in one of the numerous whalers' logbooks now lying in libraries and museums in the United States and elsewhere.

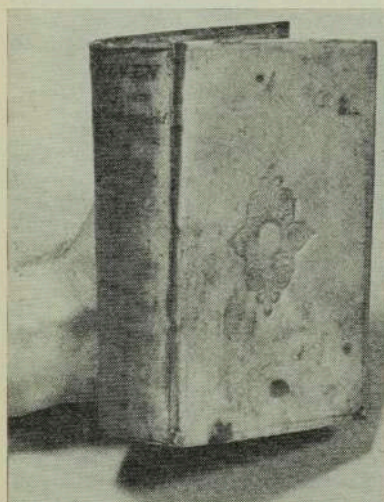
Meanwhile, Tui Malila's body has been sent to New Zealand, by order of Tonga's King Taufa'ahau, to be preserved and in an effort to establish his age. The body will probably be kept in the Auckland Museum until a resting place is built for the old chief in a proposed Tongan Museum.

Thumbs Down For Another Tradition

WHILE we're in this iconoclastic mood about old traditions, we might as well reveal what appears to be the grim truth about the 300-year-old book, which the late Cyril Barnevelt Cameron, popularly known as King Cam of Kitava, bequeathed to the Tasmanian Museum and Art Gallery, Hobart, on his death in Port Moresby in March (*PIM*, May, p. 17, and this issue p. 87).

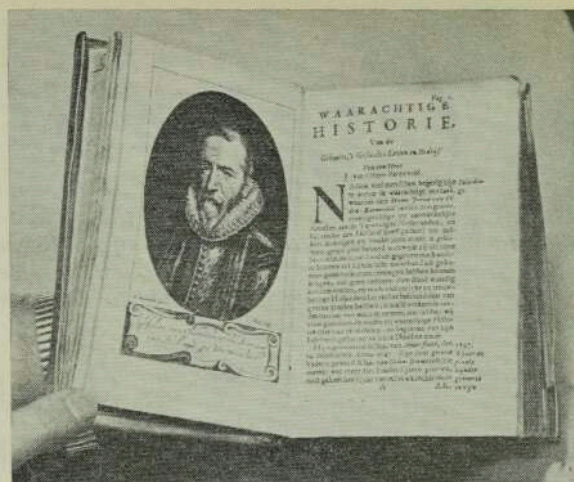
King Cam always believed that his old book, *The Life of Johan van Oldenbarnevelt*, in Dutch, was bound in the skin of one of his ancestors—apparently old JVO himself—who was executed for his part in an insurrection in 1619.

However, when Capain Brett Hilder, skipper of the Burns Philp fleet, brought the book to Sydney in May, a dealer in antiquarian books—not human skins—gave it as his unqualified opinion that the book was bound in vellum, not human skin.



King Cam's book, from the outside.

An inside view of King Cam's book. Printed in old Dutch, the book measures 6½ in. x 4½ in. x 2 in. It has about 700 pages, including about half a dozen copper engravings. Captain Hilder, who has read it, says it's pretty heavy going.



Captain Hilder, by the way, has been doing a lot of other things lately besides carting old Dutch books around. He's organised an exhibition of paintings in 10 Australian cities to mark the 50th anniversary of the death of his painter-father, J. J. Hilder; and he's been producing a book of his father's paintings called *The Heritage of J. J. Hilder*. The exhibition opened in Brisbane in April. It will end its run in Perth next March.

Memories Of Old PT109

PIERRE SALINGER, one-time Press Secretary to President John F. Kennedy, is one of those human balls of energy who bounce in 14 directions at any one time.

He bounced into Sydney in May in his capacity as vice-president for international affairs with Continental Airlines, one of the companies interested in new trans-Pacific services. You will find a story about their plans in the travel section of this issue.

Despite his busy itinerary, Salinger found the time to telephone Reg Evans and try to organise him (unsuccessfully) into some drinks. Evans is the wartime coastwatcher who rescued Kennedy and his PT boat crew after their collision with a Jap destroyer in Blackett Strait, in the Solomons. Salinger and Evans met when Evans visited the White House a few years ago.

Over a cup of breakfast coffee with us at his hotel, Salinger recalled how delighted President Kennedy had been when he learned that Evans had been located in Sydney.

"How do we get him over here?" Kennedy had asked.

The coconut on which Kennedy

sent his message for help to Evans, and the note from Evans in reply, were always in Kennedy's office during his Presidency. The coconut was on the desk and the note hung in an alcove just outside Kennedy's door.

"These things are now held by the National Archives," said Salinger, "and they will go into the Kennedy Library, Cambridge, Massachusetts. At the library people will be able to see Kennedy's office just the way it was the day he was killed, and the coconut, of course, will remain on that desk."

Kennedy's rescue had been "a very sentimental area of the President's life," said Salinger, and "he liked to reminisce about it."

The President had intended to make a visit to Australia in 1964 and "somehow" planned to get back to the Solomons during it, Salinger told us.

Pierre Salinger himself is no stranger to the South Pacific. During the war he was commanding officer of an American sub-chaser, and spent two years kicking around the Gilberts and the North Pacific. He has recently completed a book on President Kennedy.

Fred Won't Stop Lending A Hand

THERE are many sides to Fred Hargesheimer, who in May made his fourth visit to Papua-New Guinea in the last six years. With him this time—taking her first look at the territory which Fred has such regard for—was his charming wife, Dorothy.

Fred Hargesheimer is best known as the former American pilot whose life was saved by the New Britain people when he was shot down during the war, and returned in gratitude

to build them a school financed from donations he raised in America. The school is going very well.

But Fred is also a prominent Anglican layman in his home diocese of Minnesota which, largely through his efforts, makes valuable contributions of missionaries, money and materials to the New Guinea Anglican Mission under the Companion Diocese scheme.

So on this occasion the Hargheishers spent two weeks touring Anglican mission stations in the territory, noting their needs and talking with the staff.

As a result, it is expected that the diocese of Minnesota will give very substantial financial support towards the cost of moving the mission's secretariat from Samarai in Southern Papua, to Lae.

The Bishop of New Guinea, the Rt. Rev. David Hand, estimates that the move will start "before the end of the year." It will involve additional staff and equipment and the building of a new jetty at Lae (eventually it is hoped to have bulk storage facilities nearby).

During their May tour the Hargheishers visited the Martyrs' Memorial School (later visited by Prince Charles) Popondetta station and Dogura, in south-east Papua.

They also saw a station which had been open only three weeks at Agaun, in the Daga Mountains behind Dogura, and another one open about a year at Koinambe, in the Highlands.

Fred, naturally, also found the time to visit his school at Ewasse. For photograph, see p. 38.

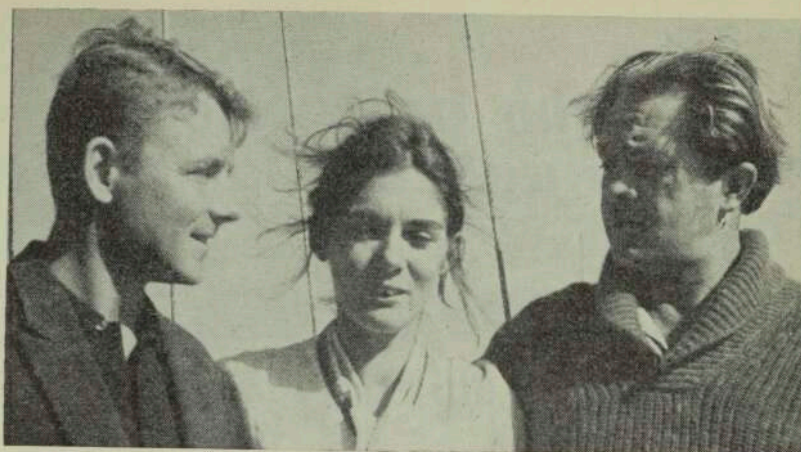
A Charman' Fellow in Fiji Sport

WHEN it comes to youth work in Fiji there is no name better known than that of Harry Charman. For 13 years Harry's All Races Sports and Social Club in Suva has been going from strength to strength. Now, there are branches spreading all over the Colony.

Last year a branch was formed at autoka, more recently Nausori got under way and there is solid support for a branch at Ba. Levuka people are enthusiastic about the idea and serious thought is being given to the establishment of a branch at Nadi.

These new youth clubs are modelled on the parent club in Suva and are being fostered with enthusiasm by the committees which have helped to found them.

When Harry went to Ba to outline the organisation of his club he found himself addressing not just a few



JOURNEY'S END FOR THE PACHERNEGGS

Wandering yachtsman Joe Pachernegg and his wife Benita, who have kept landbound *PIM* readers entertained and envious with their missives from outlandish places during the last four years or so, reached journey's end in their 39 ft staysail schooner *Okeanos* on May 4 when they reached Sydney from New Caledonia.

Since leaving Madang, New Guinea, in mid-1962, the Pacherneggs have visited Japan, California, the Marquesas, Rapa, Juan Fernandez, Chile, Peru, the Galapagos Islands, Cocos Island, Balboa, the Caribbean (where Joe skippered a luxury cruiser for tourists for about a year), the Galapagos again, Pitcairn, Tahiti, American Samoa, Fiji (where Joe did some profitable salvage work) and New Caledonia.

Joe, an Austrian, and Benita, an Australian from Melbourne, met in New Guinea where Joe was serving as an Administration trawler skipper and Benita was nursing. They were married aboard *Okeanos* in Valparaiso in May, 1963.

When *PIM* went aboard their yacht at Rushcutter Bay, Sydney, early in May their plans were to slip *Okeanos* about mid-month; take a trip to Melbourne to see Benita's parents; return to Sydney, and find a quiet cove somewhere so that Joe could sit down and write a book—in English—on the *Okeanos*' voyage. He is already the author of a book in German on a previous voyage.

● Picture shows Benita and Joe (right) aboard the *Okeanos* in Sydney with Bosse Bergh, of the Swedish schooner *Wahlborg*, who was on his way to Hong Kong (see p. 112).

enthusiasts, but a large public meeting.

The club got off to a good start both physically and financially. A committee was formed on the spot and more than £130 was obtained to launch the club.

The club is being housed temporarily in the District Officer's premises in the new Ba civic building.

A link has been formed between the Lautoka and Ba clubs, with the boys from Lautoka making a trip to Ba to give a display for the official opening on May 21.

A big party of boys from the Suva club went to Levuka for the opening

of the new club in Fiji's original capital.

Meanwhile, Harry is pressing ahead with plans for the building of a new headquarters for his club which he expects to cost around £20,000.

Harry is quite confident that work will start this year on a site near the Parish Hall, where the club has its headquarters at present.

Since it was formed as a boxing club in 1953, the club has met in many places, the first being at the RNZAF base at Laucala Bay.

In 1960, the club moved to the Parish Hall, and then it became a social club, catering for many kinds of sports.

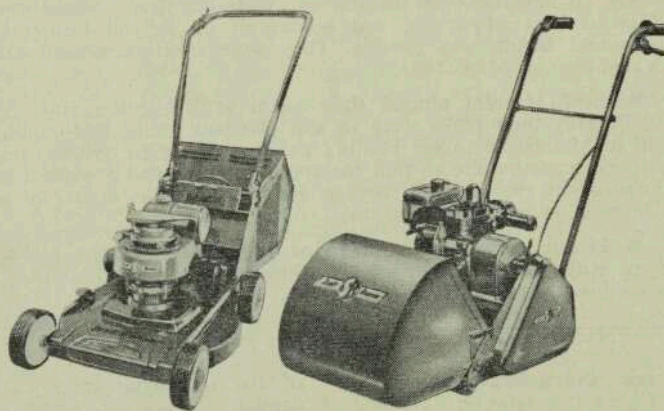
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● These are some of the buildings to be used by the proposed new University of the South Pacific, at Laucala Bay, Fiji. They were formerly occupied by the Royal New Zealand Air Force. Suva harbour and the city of Suva are in the background.

Photo: Rob Wright.

MEMBERS OF THE MISSION WHICH PROPOSED THE NEW UNIVERSITY

Sir Charles Morris, KCMG (Chairman), Vice-Chairman of the Inter-University Council for Higher Education Overseas, London, and former Vice-Chancellor of the University of Leeds.

F. R. G. Aitken, former Assistant Director of Education, NZ.

H. M. Collins, OBE, Secretary, Council for Technical Education and Training for Overseas Countries, UK.

P. W. Hughes, Deputy Director of Education, Tasmania.

D. H. Christie (Secretary), Ministry of Overseas Development, UK.

TERMS OF REFERENCE

1. To investigate the future higher education requirements of the South Pacific area (other than P-NG) including the need for regional post-primary teacher-training facilities;
2. To recommend the type and level of institutions to meet these needs and to suggest the best way of relating them to each other.
3. To examine the extent to which the RNZAF station site and installations at Laucala Bay could be used or adapted to provide the institutions recommended and the costs thereof.

Out Of The Blue: Another South Seas University

From a Suva Correspondent

The reaction in Fiji to the early May announcement that the Morris Mission had recommended that a University of the South Pacific be set up at Laucala Bay, Suva, was one of surprise. A large proportion of the population, even the usually well-informed, had had no idea that the mission had ever been in Fiji.

UNLIKE the long work-up programme that preceded the establishment of the University of New Guinea, at Port Moresby, the Fiji mission, under the chairmanship of Sir Charles Morris, spent only two or three weeks in the colony at the end of last year.

It did not, like the P-NG Commission on Higher Education, seek the views of the general public and few residents of Fiji other than officials were asked for their views. PIM could, in fact, in May, find only one man who had been interviewed.

But now that the recommendations have been made, Fiji generally finds itself in the usual several minds about them. The 75 per cent. of the population which considers itself lucky to get a primary education is naturally not much interested; 12½ per cent. think that a university would be a good idea if some painless way could be found of paying for it; and the other 12½ per cent. agree with the London Times, which was

of the editorial opinion—although expressed in much more elegant language—that the mission was kidding itself in many of its conclusions. Among these latter are those who point out that primary education in Fiji is not yet free and not compulsory.

Fine In Theory

Where the Times mostly took issue was in the contention that the Laucala Bay university would be a regional one. Experience in Africa and elsewhere doesn't encourage the regional approach in universities or in anything else; and with Papua-New Guinea already with a university, it probably won't be long before every other islands territory will be regarding the establishment of something of the sort of its own as a national status symbol.

In theory, a university that would serve the whole of the South Pacific would have great merit, but as

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Papua-New Guinea have already opted-out of this, the Laucala Bay university would in actual fact serve mainly Fiji.

In its "catchment area", the mission optimistically included the Gilbert and Ellice Is. Colony, New Hebrides, Cook Islands, Niue, Nauru, Western Samoa, Tonga, the British Solomon Islands, and American Samoa.

The mission estimated that need of graduates in Fiji would be only 473 in the next five years but turned down the proposition that these would be more cheaply catered for by existing universities in overseas countries.

The mission's recommendations were based on the assumption that the new university would be financed by the United Kingdom, New Zealand and Australia and that the cost of establishing the institution would be £Stg1,375,000 plus £Stg356,000 per annum to run it four years after establishment (£Stg127,000 in the first year).

It was not stated that these sums would, in fact, be forthcoming from these countries, and most people in Fiji doubt that they will be.

New Zealand has announced that it will give the buildings and installations at Laucala Bay vacated by the RNZAF flying-boat squadrons and, according to the NZ Prime Minister, valued at £Stg1,500,000. If NZ does this, presumably NZ will feel that it has done its bit.

Who Pays?

Australia is already committed to establishing a university in Port Moresby which will cost no less than the proposed institution at Laucala Bay. Moreover, it has already shown that it is far from forthcoming when Fiji asks for financial aid (see story on p. 13). Under ASPTAP, Australia is willing to supply technical aid but in the case of a university it is difficult to see where this would help much.

Prime Minister Wilson is already having severe financial problems in the UK and probably feels that he could do without a university in Fiji but, if the Morris dream becomes reality, it appears that it is from the United Kingdom that most of the finance will have to come.

One solution to the whole problem, of course, would have been to make the Port Moresby institution the university of the South Pacific and to send everyone there until such time as there was need for a second Pacific university in Suva.

Many of the Morris recommendations duplicate what is already being done in Port Moresby—including a

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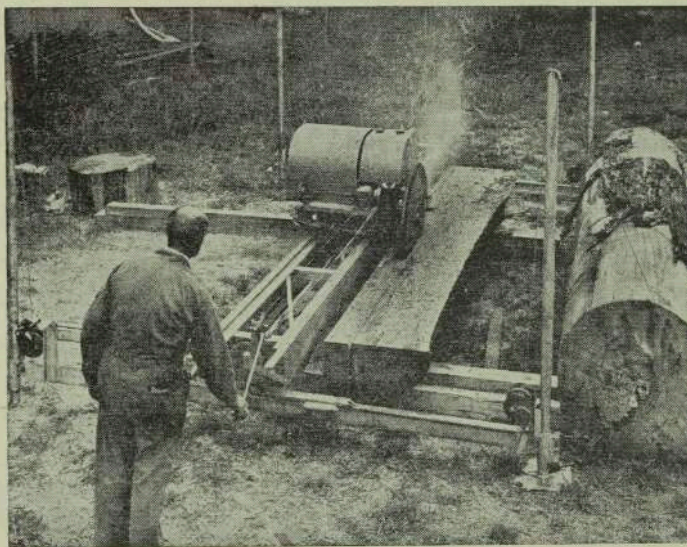
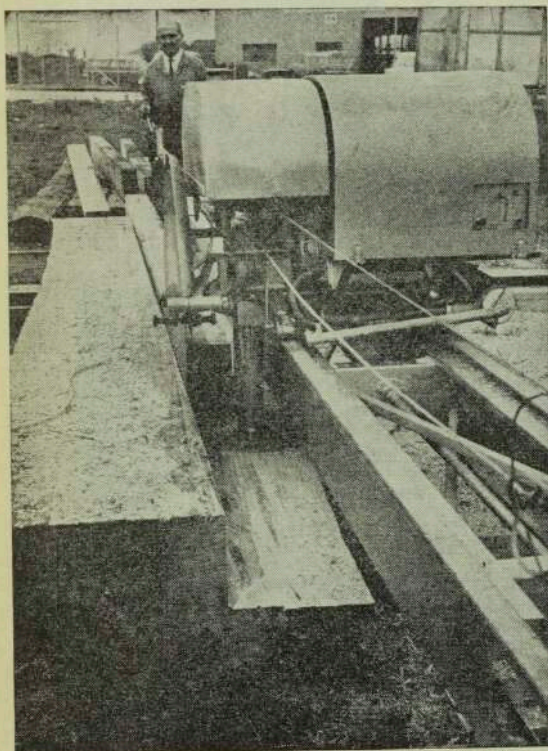


Illustration shows the machine cutting a flitch. The four support corner posts are fitted with winches for raising and lowering to desired cutting depth. The operator is holding the power feed lever which is variable speed.

Standard machine cuts from logs up to 16 ft. long. Special units are available for cutting longer than 16 ft. The cutting head and boom are moved sideways for desired width of cut by means of synchronised chain and sprockets. Graduated dial face indicates exact width of cut.

The "Forestmil" will cut a 12 in. x 6 in. flitch at 40 F.P.M. and remove the cut flitch at 50 F.P.M.

Illustration shows the cut flitch being removed along the log during the return direction of the power unit. The operator has moved the power feed lever in the return position.

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preliminary year of special training with emphasis on English, and degree courses of three years.

Such a getting-together would have shown real co-operation on the part of administering authorities in the South Pacific but this does not appear to have been considered.

The mission also turned down the idea of the Suva institution becoming a junior college, attached to some other university, probably in NZ. The report sets out the reasons for this at some length but one of these is the belief that only an autonomous university would attract "distinguished professors and younger teachers of high promise".

Another reason was that the mission believed that there was a striking need in the region for a "flourishing centre of research" particularly in marine matters and that only a university would attract the right kind of researchers.

The report proposes that the university should open for degree courses in 1968. Only time and some real down-to-earth discussions on financing will prove whether it will or not.

Speaking in Australia in May, a member of the mission, Mr. P. W. Hughes, said that a provisional council for the university would be set up later this year and that first students would probably start in 1967.

FIRST FACULTY HAS GOT GOING!

IN early June there will be a dedication ceremony in Suva for what in fact is the first faculty of the new University of the South Pacific. The dedication ceremony is for the Pacific Theological College, classes for which started in April. There are 20 full-time and two special students from Fiji, the Marshall Islands, the Cooks, New Caledonia, the New Hebrides, the Gilbert & Ellice and Western Samoa.

The Pacific Theological College is the first advanced college of theological education anywhere in the world that is fully ecumenical Anglican, Congregational, French Reformed, Methodist and Presbyterian churches are participating. It started as a result of a meeting of the churches in Apia in 1961.

Principal is the Rev. Dr. George F. Knight. Registrar is the Rev. Opeti Taufa, of Tonga.

Eleven of the 20 full-time students will work for the B.D. degree and one for the Diploma in Theology. The college will become the Faculty of Theology when the University of the South Pacific gets going.

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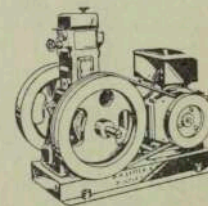
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- ★ TOMI TOMI — Bill Wolfgramme and His Islanders — Tomi Tomi, Hawaiian Love, Kohala March, Beyond The Reef, Kalina Waltz, On The Beach At Waikiki, In The Royal Hawaiian Hotel, Hula Love, I Found A Little Grass Skirt, Farewell Blues, etc. — VP 115
- ★ RHYTHM OF THE ISLANDS — Daphne Walker, George Tumahai and Bill Sevesi's Islanders — Rhythm Of The Islands, Sweet Hawaiian Chimes, On A Honolulu Hula Holiday, Vikings On The March, A Flower Lei, Nothing Else To Do In Ma-La-Ka-Mo-Ka-Lu, Honolulu, Moana, Island Rhythm, I'd Like To See Samoa Of Samoa, etc. VP 114
- ★ SOUTH SEA AFFAIR — Daphne Walker, George Tumahai and Bill Sevesi's Islanders — Hawaiian Harmony, The March To Diamond Head, Honolulu Tomboy, South Sea Affair, Hawaiian Hotel March, Pretty Kehulani, Song Of Old Hawaii, My Tahitian Diary, Aloha Means Quite A Lot, Pagan Moon, Hula Breeze, Hawaiian Affair, etc. — VP 111

EXTENDED-PLAY RECORDS

- ★ SONGS OF THE ISLANDS — Daphne Walker and Bill Sevesi and His Islanders — Honolulu, A Flower Lei, Pretty Kehulani, I'd Like To See Samoa Of Samoa — VE 137
- ★ FAREWELLS OF THE PACIFIC — Band Of The Fiji Military Forces — Australia: Waltzing Matilda; N.Z.: Now Is The Hour; Hawaii: Aloha Oe; Fiji: Isa Lei — VE 108
- ★ ISLAND FAVOURITES — Daphne Walker and George Tumahai with Bill Sevesi's Islanders — Lani Jo, Lovely Hula Girl, Analani E, Beyond



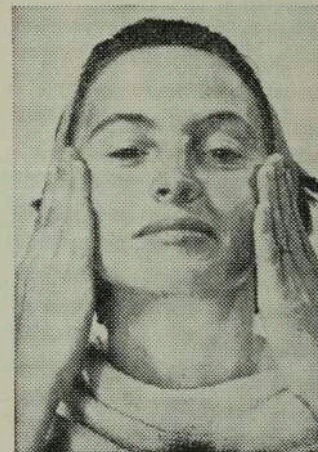
- Desire — VE 53
- ★ POLYNESIAN FAVOURITES — Daphne Walker and George Tumahai with Bill Sevesi's Islanders — Kaahi, Ukelele Lady, Little Brown Gal, Sophisticated Hula, Malihini Mele, Isa Lei — VE 6
- ★ THE BEAT OF TAHITI — Eddie Lund and His Tahitians — Papio, Papai Mai Ta'u Rata, Mama Iti E, Puhi Puhi Te Avaava — VE 144
- ★ LA TAHITIENNE — Nat Mara and His Tahitians — Ma Loulou Ma Belle, Tiare Tipanie, Vahine Veve Au, Moana Pacifica — VE 122

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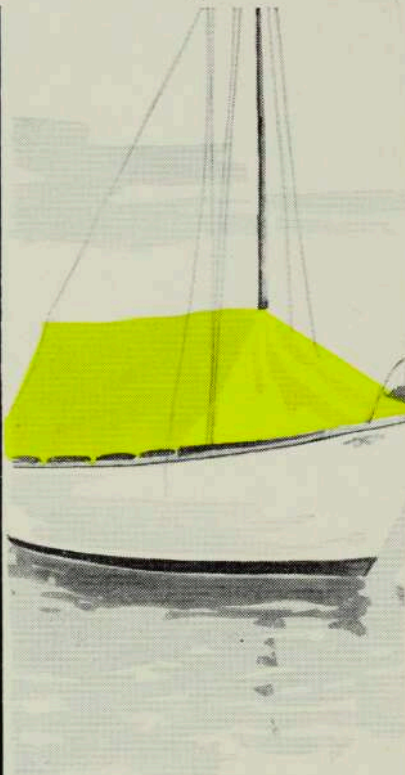
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STAMPS IN THE PUBLIC EYE

Postage stamps from several Pacific Islands territories have been making news in recent months, and with a number of interesting new issues coming along soon, it seems that they will remain in the public eye.

CERTAINLY, in Papua-New Guinea, the territory's stamps will be kept in the eye of telephone users, as the new telephone directory, due to be issued in July, will feature 22 of Territory stamps on its cover.

Some of the stamps reproduced on the cover are from a set of 11, depicting colourful birds of paradise. This set won a special award at Interpex, an international stamp and coin exhibition in New York City in March.

The award was for "the most beautiful set" produced during the previous year—a category introduced for the first time at the exhibition.

The 10/- stamp in the bird of paradise series is reproduced on this page. Beside it is one of a new series of Territory stamps due to be released in June, depicting mythical art motifs of some of the Elema people of the Gulf of Papua area. The stamps are in denominations of two, seven, 30 and 60 cents.

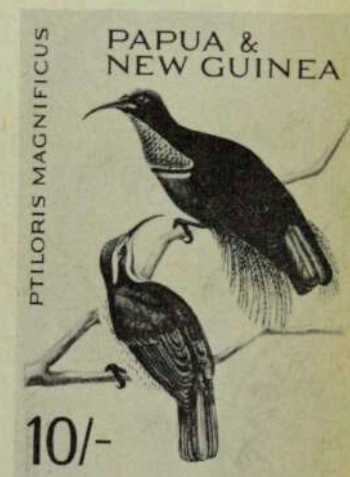
Other Stamps

Other interesting stamps to be issued soon will come from Fiji and Pitcairn.

The Fiji stamps will be a set of three to commemorate the 175th anniversary of the discovery of Rotuma by Captain Edward Edwards of HMS *Pandora*. (Edwards was the man who was sent out to Tahiti from England in 1790 to find and arrest the *Bounty* mutineers. He discovered Rotuma on August 8, 1791, after leaving Tahiti and while heading for Torres Strait).

The 3d stamp in the new series will depict the *Pandora*; the 10d will show the local chief; and the 1/6 stamp the welcoming of the *Pandora* at Rotuma. The stamps will be issued on August 8.

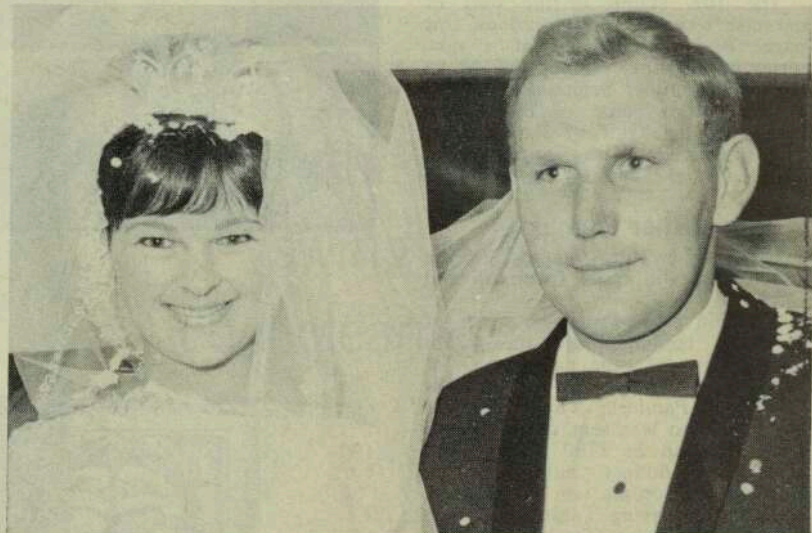
The new Pitcairn stamps, a set of five, will commemorate the 200th anniversary of the discovery of that island in 1767. They will be issued on January 1.



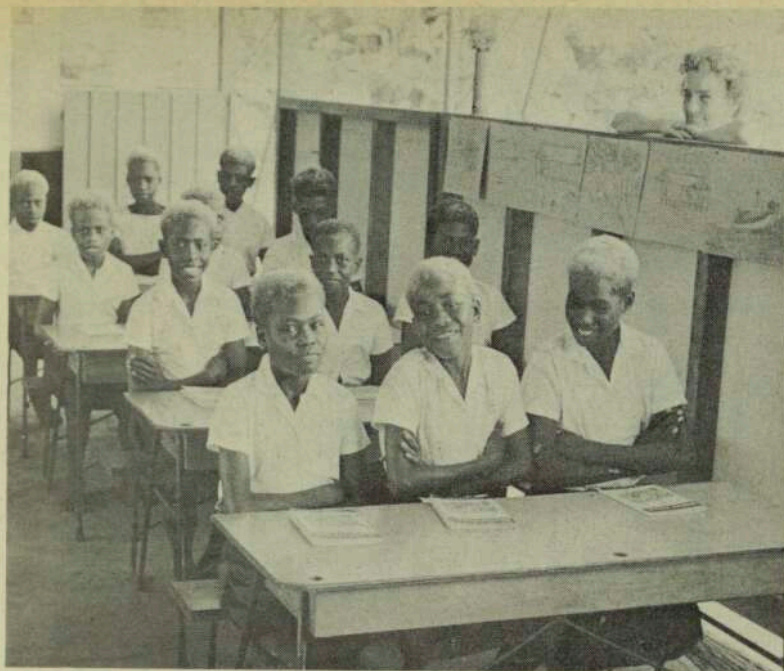


Rugby Union football is becoming increasingly popular in many parts of the South Seas. The British Solomons are no exception, and this classic example of ball control was photographed there recently by Ted Marriott, of Honiara. The man with the ball is Alan Behn, of Auki.

Recently appointed chief manager for the Bank of NSW for Papua-New Guinea, and manager of the bank's Port Moresby branch, is Mr. K. P. Glasson (below). He was formerly assistant State manager for NSW. He takes over in New Guinea from Mr. S. P. McCready.



Photographed in Sydney, following their marriage, are Mr. and Mrs. Walter Maryska (above). The bride is Robyn, daughter of Mr. and Mrs. W. N. A. Allison, of Nauru, and formerly of the Cook Islands.



This bright classroom of New Guinea youngsters is at Ewasse, New Britain—in the school built through the efforts of former US Army pilot Fred Hargesheimer, of Minnesota, as a gesture of thanks for wartime help. The photograph was taken by Hargesheimer himself when he made a visit with his wife, Dorothy (looking over the wall) in May.



New Guinean journalist Muttu Gware, of Lae, was married recently at the Lutheran Mission Church near Lae to Miss Gabijam Philimon.

People In Pictures

In Wellington, NZ, at the opening of a seminar on South Pacific health arranged by the SPC, are from left: Mr. I. M. Raka (New Guinea); Miss Muimui Hiliat and Mr. J. Parmanand (Fiji); Mr. John Lavett, (New Guinea); Mr. Naibuka Navunisaravi (Fiji); Mr. Rokucho Billy (U.S. Trust Territories); Dr. Leota Tautasi (Western Samoa); Mr. J. M. McEwen, Secretary of New Zealand's Department of Island Territories and Senior NZ Commissioner to the South Pacific Commission; Mr. Samuel Haunga (Tonga); Mr. C. E. Gardiner, medical statistician to the Commission, who organised the seminar; Dr. D. P. Kennedy, NZ Director-General of Health; and Mr. A. Aldama, of Manila, regional statistician to WHO.



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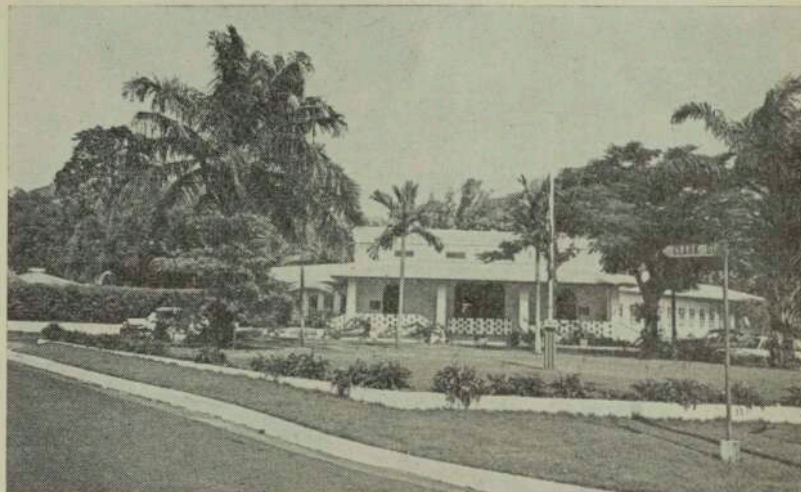
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Territories TALK-TALK

With Tolala

Memories Of New Guinea Clubland Of The Days B4



It was a postcard from Rabaul, with a highly-coloured reproduction of the New Guinea Club as it is today, that sent me back among the memories of Rabaul's Clubland of other days.

● This is a black and white reproduction of the postcard picture of the New Guinea Club at Rabaul which has set Tolala reminiscing.

It was a charming picture: a typical white oasis in a tropic green setting, the surrounding grounds neat as a pin; white-washed kerbing and green lawns and, I am told, the interior is as neat as the outside due to the careful supervision of Len Kent, the manager-secretary.

I was pleased to notice a street-name sign, bearing the words: "Clark St". It perpetuates the memory of R. L. Clark—"Nobby" to everyone—who was the pre-War II president and in fact architect and builder of the old club house.

It was destroyed during the war, because it was, at that time, the Japanese headquarters of the Navy;

a fact which indicates it was the best building in the town. The Jap Navy was a discriminating body and always grabbed the best for itself.

OLD-TIME CLUBS: Clubland during the German days was not so extensive. Each big company: Neu Guinea Kompagnie, E. E. Forsayth (or HSAG), Hershheim & Coy and Norddeutscher Lloyd, and, of course, the government, had its own individual mess for its staff members.

I can remember no big separate general club, unless perhaps the N.G.K. club building, which was later occupied as the Crown Law Office in the thirties and forties, with its small mess-hall in the background which in our days became the Agnes Wisdom Library.

WAR I CLUBS: The N.G.K. club house was to become the Australian troops' wet canteen in 1914 and the sergeants' mess was a high-piled building on the site of the present New Guinea Club. The officers' mess was a bungalow in Kunua Street, and later it became the Rabaul Club.

With the establishment of civil administration in 1921 canteen and messes went by the board and two main clubs were left: New Guinea and Rabaul. The former retained its original location when the new building was erected, but after a few

years the Rabaul Club constructed a new club-house on the big block between Casuarina and Kombui Avenues.

In the thirties a small German Club was opened up over Gustav Furter's store, near the picture theatre of the day. It was a homely, informal set-up. Rotund Ernie Paatzsch, so well-known for the dimension of his paunch, was one of the head officers of the club, so I understand it was not a profit-making concern.

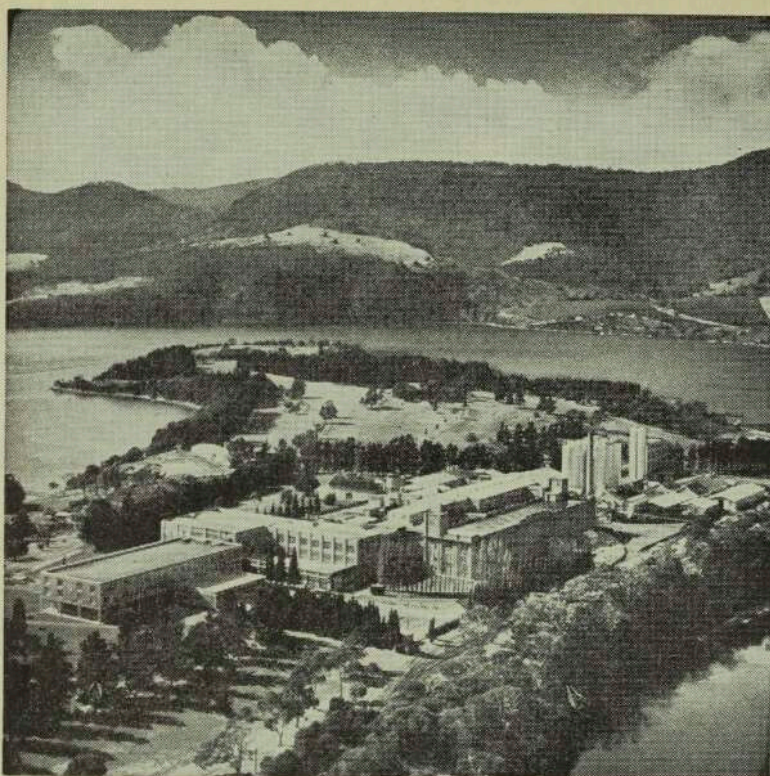
After War II and when Rabaul found its feet again the Ambonese and mixed races started the Kombui Club and a very fine centre it proved to be. I had the pleasure of visiting it in 1955 when I made my round trip in *Bulolo*. And, of course, there are clubs at Kokopo, catering for every pigmentation of the population; all well patronised.

Among the Chinese community for many years there has been the Kuo Ming Tang and, for all I know, many informal organisations embracing such recreations as pak-apu, fan-tan and so forth. I remember in the twenties there was a dim-lit back street in Chinatown that could have been one huge club, with mysterious passageways, somewhat reminiscent of "Limehouse Nights".

(Over)

NEW DISTRICTS FOR NG

Three new administrative districts for Papua-New Guinea come into operation from July 1. They are Chimbu, with headquarters at Kundiawa; West Sepik, with headquarters at Vanimo; and West New Britain, with headquarters either at Cape Hoskins or Talasea (no decision had been made by late May). The names of the districts may be changed later.



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MD11/2FC/5

But now all this has changed. There are many clubs of various types, I expect all doing a good job. I don't even pretend to know the extent of club activity in post-war Rabaul. But, I do feel assured that both the anticipation and participation of the pre-war New Guinea Club Christmas party for the local kiddies have not been surpassed by any of the more modern festivities.

THOSE OLD COPRA CATCHERS

A short while ago I read, with a certain regret, that the Burns Philp passenger service to New Guinea was to be abandoned.

Every pre-War II resident of NG will retain pleasant memories of trips made in one of the chequered-funnel BP liners, either inter-island or from or to Australia.

BP seven-lettered-"M" vessels have been calling at NG ports long before War I and it was only the introduction of the German NDL steamships line which stopped the BP ships from calling in the German colony.

The old *Moresby* was the last vessel to call at Rabaul when the NDL took over the run. It was the same *Moresby* which, after the occupation by Australian troops, was the first to call at Rabaul and renew trade relations with the one-time German colony.

From then on BP ships ran a more or less regular schedule between Sydney and New Guinea. Itineraries "were subject to alteration without notice" in the earlier years.

I remember joining *Matunga* at Faisi (BSI) in 1915 for a trip to Sydney. Capt. Donaldson was the master; Brush was supercargo and at Faisi Willy Dupain went aboard, as he was being transferred from manager at Faisi to take over the newly-re-established business of BP in Rabaul. He was the first manager since the Australian occupation.

From Faisi we travelled to Samarai, thence to Rabaul and then back through the Solomons to Sydney. Poor old *Matunga*. A couple of years later she was to be captured by the German raider *Wolf* and all passengers and crew were interned in Europe. Donaldson wrote an interesting little book on the incident.

That was really my first trip on a BP liner. In 1911 and 1912 I had travelled in NDL vessels. The German ships had two classes, and the fare from Sydney to Rabaul was about £12.

Old residents of New Guinea

have a tender spot for those old BP copra catchers in which they travelled from the salt-mines of New Guinea to the pleasure-grounds of Australia, filled with ardent expectation of the joys ahead, care-free and irresponsible; and then—the other side of the coin—the return to the salt-mines from the pleasure grounds: depressed, restrained, repentant, stone motherless broke! Yet you knew you'd do it all over again in three years' time!

There was something comforting about the small smoke-rooms of those old-time liners: *Melusina*, *Marsina*, *Morinda* and others, dim-lit, smoke beclouded with members of a huge wandering clan gathered together from all parts of the territory doing some systematic drinking, while probably at a table in the corner four more sedate personalities would be playing bridge.

I recall one such scene when the skipper made one of the bridge four and every now and then a gust of wind would edge in through the doorway and disarrange dummy's cards.

The skipper, an enthusiastic player, stood this irritation for some time, then beckoned the steward: "My compliments to Mr. Smith on the bridge and ask him to ease her off a couple of points". Dummy's cards afterwards lay undisturbed. The slight variation in the course had done the trick.

SYDNEY TO RABAU: The most interesting trip I remember at the moment is one in 1923 when I went up to Rabaul in *Mataram*, I think it was, and there was a gaggle of Parliamentarians aboard under the leadership of Senator Crawford, of Queensland.

It was the first official party of politicians to visit Australia's mandated territory. It was the first of many to follow down the years—and they're still going.

One of the members was bluff tough, rough (but likeable) Senator Grant, an old Labour warhorse conspicuous sartorially for his red bandanna handkerchief tied around his neck and his firemen braces which kept his heavy dark blue serge trousers from falling down. There were a couple of Senators from Tasmania—Bennie and Benn (?) could be—but the most energetic member of the party was a tyro who later became Australia's Prime Minister for six days in 1946, but at that time—1923—had only been Federal Member for Capricornia for a year.

His name was Francis Forde and he was as keen as mustard to find

all there was to be found out about New Guinea. He was always to be seen jotting down notes in his little black book and quizzing anyone who had a knowledge of the place.

Another interesting party travelling on the same ship was the Papal Delegate in Sydney, Archbishop Cattaneo, accompanied by two Sydney priests, Fathers King and Clune. The Archbishop was on his way to New Guinea for the purpose of installing Bishop Vesters at Vunapope and Bishop Wolff at Alexishaven.

I was happy to meet Father Clune again. He had been the RC padre

of the 19th and 20th Bns, AIF in France and had been no base wallah. He had collected an MC for his good work in the line.

GOING ROUND THE TRAPS: But better than the trips to and from Sydney were the "business" trips, taken by executive officers around the group. A sort of "going round the traps" to see that all was well.

"It keeps the outposts staff on their toes," as one executive explained to me one day, when there was no need for any explanation, though I suppose he felt a bit guilty as he

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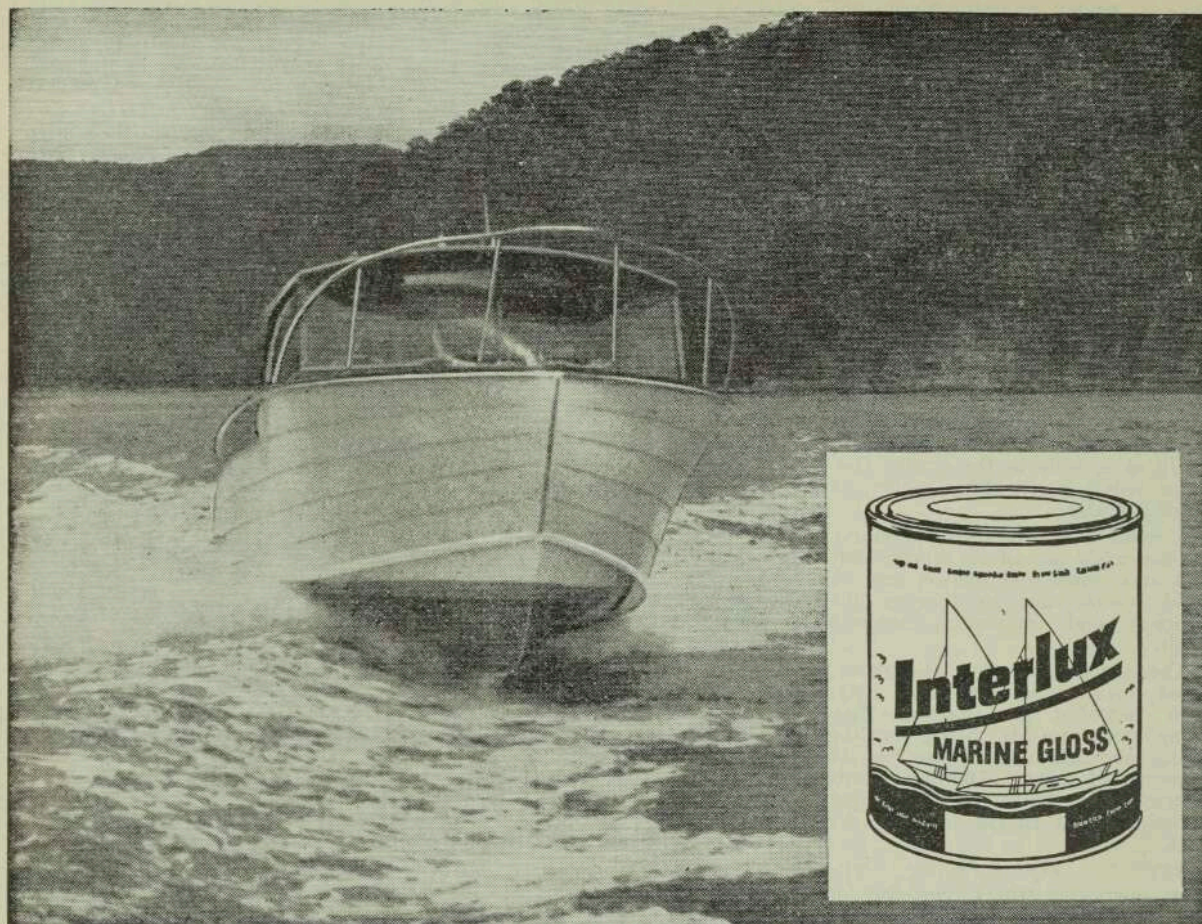
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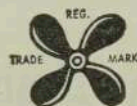
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IMP.5.PIM

made it a regular practice to take one on first *Melusia*, then *Montoro*, *Mataram* and finally *Macdhui*.

And what a pleasant trip it was: calling possibly at Kavieng, then Lombrum, Western Islands, on to Seleo Island for the Aitape coast, possibly at Awar, then on to Madang, Witu and back to Rabaul.

A 10 days' period of relaxation, when stuffed shirts became uninhibited and let their hair down; seeing new faces, making new friends, eating other foods and as for the personal servants who accompanied these stuffed shirts, they enjoyed every moment of the adventure from the time they were told to pack for a trip "along sitima" to when the vessel came alongside the Rabaul wharf on the return trip.

Those lads had much to prepare for the trip; not only were they valets, but "wash-boys" as well and there existed a lively rivalry among this general factotum crowd to see that their own particular "master" (I am talking of the primitive twenties and thirties when the term was used) was better groomed than others.

White duck or drill suits were the popular wear in those years; whiter than white, well starched and expertly ironed.

WE HAVE NO TIME: And now? . . . It would seem that there will not be much chance for a leisurely "going round the traps"—not by the good BP steamers, anyway. . . . We have not the time! . . . How is it that 30 or 40 years ago we had so much more time than we have today? Chief executives, departmental heads at one time could do their inspections by leisurely steamers; now their "skedules" are so tight they must hop from here to there and over yonder by aeroplane. In many a case the time saved in travelling is spent lying in bed with an ulcer.

One of these fine days we'll put this speed fiend where it belongs and live a leisurely life once again—as it was originally intended we should do.

NG WOMEN'S CLUB SERVICE

The New Guinea Women's Club will be holding a memorial service, to commemorate the fall of New Guinea in World War II, at their clubroom, 77 King Street, Sydney, at 10.30 a.m. on Thursday, June 30. This will be followed by morning tea.

The annual general meeting of the club will be at the same address on Thursday, July 28, following tea commencing at 10.30 a.m.

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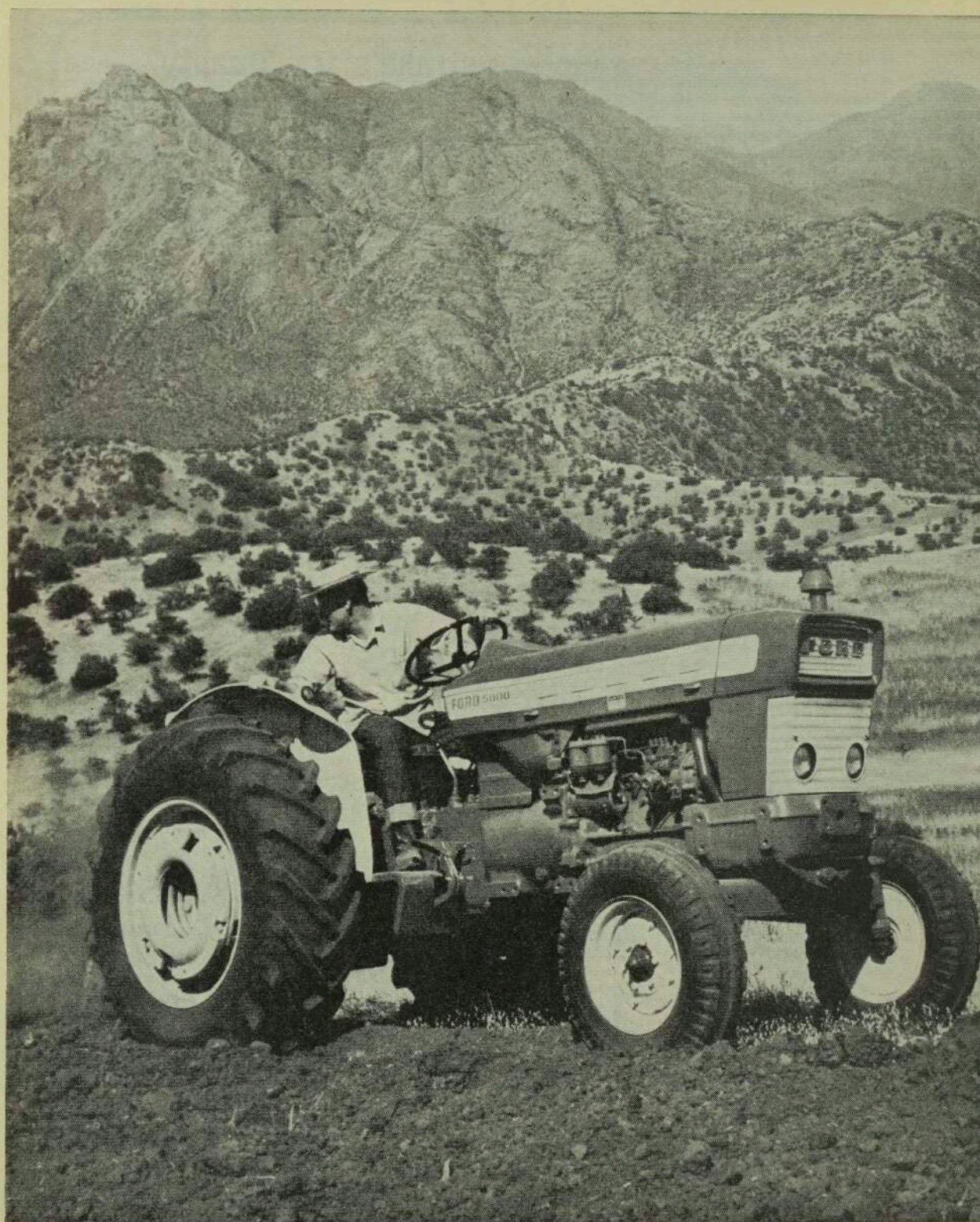
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Papua-New Guinea's New Tea Industry Is Getting Into Its Stride

By a Staff Writer

The first commercially-grown tea from the Mt. Hagen area of the Western Highlands of Papua-New Guinea will be processed soon in a new tea factory at Banz, to be officially opened by the Australian Minister for Territories, Mr. C. E. Barnes, on July 7. The tea will probably reach the international market in 1967.

THE tea is being grown by Kurumul Plantations Pty. Ltd., a subsidiary of F. W. Williams Holdings Ltd., of Sydney.

This company is one of a number of Australian interests which have begun producing tea in the Western Highlands since the Australian Government alienated land for this purpose a couple of years ago.

Most of the plantations are in the

Wahgi Valley at an average altitude of 5,000 ft. They should be in full production in six to eight years.

By the mid-1970's, these and a few other big Australian plantations, together with numerous smaller ones run by native growers, are expected to be producing something like 4,000 tons of processed tea a year.

High Altitude Tea

This figure is based on an annual yield of 1,000 lb of manufactured tea per acre. But the yield could be considerably higher than that.

World experience has demonstrated that the greater the altitude, the better the quality. So everyone has high hopes that the quality of Western Highlands tea will be outstanding.

If these hopes are realised, the tea industry should become one of P-NG's biggest money-earners, as "quality" teas now fetch from 4/- to 6/- a lb on the London market.

On these figures, the annual production by the mid-seventies should be worth from £1,792,000 to £2,688,000 sterling, or more than any other P-NG industry except coconuts and perhaps coffee and cocoa.

The only problem at present seriously worrying the tea people is transport.

Its importance has been highlighted in recent weeks by the closure of

The success of experiments at the P-NG Administration's station at Garaina, about 30 minutes by air from Lae, has led to the present keen interest in tea-growing in the Western Highlands. The native women of the Garaina area, such as those pictured, have proved most adaptable as tea-pluckers.

the 340-mile Lae-Mt. Hagen road through wet weather and landslides at the Daulo and Kassam Passes.

The closure has meant that fertiliser and equipment needed for the tea plantations has either been held up at Lae, or has had to be flown up.

This has caused some tea-men to think gloomily about what could happen to their tea if the road is not made landslide-proof by the time their plantations come into production in a big way.

The fact is that tea deteriorates in quality the longer it is stored, particularly in a humid climate. So it is essential to have reliable transport to get it to market.

At least one of the tea interests has based all its costing on the use of air transport. But most apparently have not; and it seems certain that before long these people will either be urging the Administration to improve the Lae-Mt. Hagen road, or to build a new one on a much shorter route from Mt. Hagen to Madang.

A Mt. Hagen-Madang road would mean that the tea people, and everyone else in the Mt. Hagen area, would have the fine harbour at Madang through which to ship their cargoes.

The total area of land considered suitable for tea-growing in the Western Highlands is estimated at 26,000 acres. So this region should



- An employee inspects a tea plant for planting out at the nursery of Mr. Ivor Manton near Mt. Hagen. Mr. Manton was the first European to obtain a tea lease from the Administration. This was in April, 1964.

eventually produce a minimum of 11,000-odd tons of processed tea a year (reckoning on a minimum figure of 1,000 lb per acre).

Since the P-NG Administration began leasing this land two years ago, some 12,000 acres have been allocated to European interests, and about 3,000 acres to New Guineans.

In addition, two blocks of about 1,000 acres each were advertised for leasing to Europeans late last year, and about 1,600 acres have been subdivided for native use.

The Government's policy is to make land available to Europeans and New Guineans in roughly equal proportions. The leases are for 99 years.

The native blocks vary from a minimum of 10 acres to a maximum of 20.

The release of 94 blocks to New Guineans in April brought the number of small tea holdings in the Western Highlands to almost 250. Another 200 blocks are expected to be made available within a year.

The blocks released so far have been highly popular—with an average of three applicants for each one.

Most of the applicants have been natives of the Chimbu, Mt. Hagen and Wabag areas.

Each European lessee has a minimum of 1,000 acres, usually in more than one block.

New European lessees must each have a capital of at least \$500,000 as they cannot expect any returns for three years, and they must guarantee to build a factory capable of processing their own tea and that of the native smallholders in their area. A factory of minimum economic size is estimated to cost \$200,000.

European Leaseholders

The principal European tea-growers are: Mr. Ivor Manton; Mr. Ian Parsons; Mr. John Colman; W. R. Carpenter & Co. Ltd.; Kimel Plantations Ltd.; the Australia New Guinea Corporation; Mr. Richard Hagon; and Kurumul Plantations Pty. Ltd.

Mr. Manton, a Melbourne businessman, was the first to obtain a tea lease—in April, 1964. He has two blocks, totalling 1,328 acres. The first block leased to him, called Wau, is of 858 acres and is nine miles from Mt. Hagen. The other block, Tibi, is nine miles from Mt. Hagen. It was allocated early last year.

The first tea on Mr. Manton's plantation was planted on August 31, 1965. About 230 acres had been planted to the middle of May, and it is intended to plant a further 350 acres this year, and 350 acres next year.

(Over)

The possibility of commercial tea production in New Guinea was first envisaged in 1939 when the Administration established an experimental tea station at Aiyura, at an altitude of 6,000 ft in the Eastern Highlands

WORK at this station indicated that tea could be grown successfully on a commercial basis, but post-war pioneering planters in the Highlands felt it was safer to stick to coffee, although some of them did put in small experimental tea plots.

Their conservatism towards tea-planting was hardly surprising considering the spectacular rise in world coffee prices in the 1950's.

Nevertheless, the Administration continued its investigations into the commercial possibilities of tea, and Garaina tea plantation in the Waria Valley was established to carry out further experiments.

The original intention was to establish only about 15 acres of tea plantings at Garaina, but the area was eventually extended to 300 acres.

The local women showed immediate aptitude for tea plucking and there was keen competition for employment.

The highly satisfactory results at Garaina led the Administration to replace its cautious attitude to one of confidence in the future of tea in the Territory, and in 1962 it gave firm recommendations on commercial tea production.

Interest Revived

This not only revived the interest of small tea growers, but also served to attract the attention of large overseas growers and several local coffee planters.

The first pickings from tea plantations in the Western and Southern Highlands, and from several of Administration experimental plots in these areas were processed in March, using a portable tea-drier flown from the Garaina plantation.

The results of this miniature manufacture were tasted by Mr. Richard Bradshaw, a tea broker and professional tea taster, from Wilson Smithett and Co., London, who spent a week visiting tea plantations in the area.

Not only did he comment favourably on the quality of the tea produced, but he was greatly

SCOPE SEEN FOR NEW GUINEA TEA IN PRE-WAR DAYS

From a Mount Hagen correspondent

impressed with the remarkable speed with which New Guinea tea comes into bearing from seed—probably 18 months faster than that of any other producing country.

Mr. Bradshaw stressed that, since the Territory was probably capable of producing good quality tea, the emphasis must be on quality rather than quantity, because the world supply of in-different tea is already almost oversubscribed.

At present the supply and demand is finely balanced throughout the world, and considerable efforts are being made to increase consumption within tea-drinking countries to maintain this balance.

Mr. Bradshaw said that improved agricultural methods in established tea-producing countries had resulted in steadily increasing crops, whereas limited capital expenditure on machinery and factory improvements had in some cases resulted in a poorer product due to factory congestion.

He added that P-NG had a unique opportunity of erecting the world's most modern and up-to-date factories, and that this chance should not be allowed to pass without considerable thought and advice from firms who had learned from other countries' experience.

Footnote: The first New Guinea tea to go on the market was a trial consignment from Garaina in late 1964. It had been processed at a factory opened at Garaina in August 1962. The tea won ready acceptance at the London auctions as a good type low-grown tea, and sold at a good price.

● At top is part of a tea nursery recently established by the P-NG Administration at Nondugl, east of Banz in the Western Highlands. Nondugl was formerly the site of an experimental sheep station financed by Sydney philanthropist Sir Edward Hallstrom. Below is a section of the W. R. Carpenter tea plantation at Kudjip, near Banz. Looking towards the camera is Mr. Clive Batten, manager of the company's tea interests.

Plucking is expected to begin in May or June next year.

Mr. Manton plans to build a factory to cope with 1,000 acres of bearing tea. Work on this will begin next January, and it is hoped to have it in production by June.

A force of 147 workers from Tari in the Southern Highlands is at present engaged on Mr. Manton's property. This will be increased to 1,000 workers when in full production.

The labour quarters have been described as the best in the territory, with hot and cold showers and Asian-type toilets.

Mr. Parsons' plantation, called Nunga, is 27 miles east of Mt. Hagen. Part of it is at present devoted to coffee.

Nunga's first tea was planted early in 1963. One hundred acres have now been planted, and there should be 150 acres by the end of this year.

Mr. Parsons has had about 30 acres in bearing for the past six months, but this tea has not been plucked because no factory facilities are available.

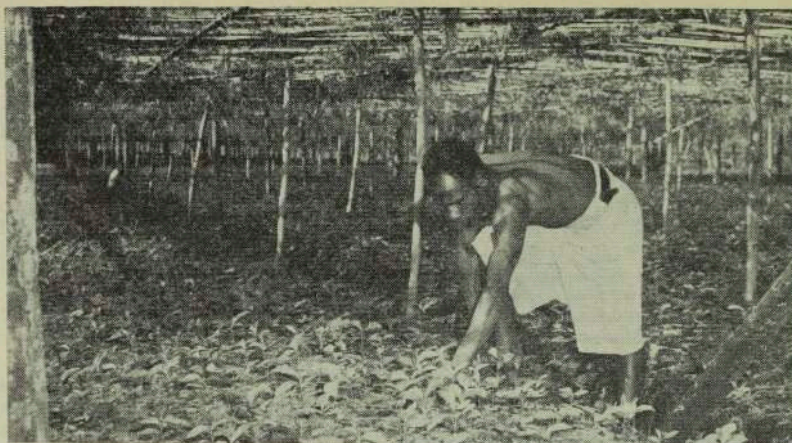
A co-operative factory is to be built in the area in the near future—for other European and native plantings as well as Nunga tea.

Mr. Parsons expects that 150 acres of tea will require 100 units of labour; and that the yield from five-year-old tea will be 1,500 lb of made tea an acre.

Mr. Colman, a former patrol officer, and now a well-known planter and trader, has a property about 10 miles east of Mt. Hagen. Called Madan Tea Estate, it covers 455 acres.

At present Mr. Colman has 25 acres of one-year-old tea established on his Madan Tea Estate, and nursery potential of about 60 acres. He intends to plant 60 to 80 acres a year with final total of 300 acres by 1970.

W. R. Carpenter & Co. Ltd. have three blocks totalling 5,327 acres. The nearest to Mt. Hagen is 45 miles by road. Roads are now being



built to shorten this distance considerably.

The Carpenter tea interests are the largest in the Western Highlands, and the company expects to spend up to \$2 million on its plantations by 1974.

The company's first seed was planted soon after it acquired its leases two years ago, but planting did not begin in earnest until November, 1964.

By the end of this year, about 1,000 of the company's 5,327 acres will be under tea. The first tea to be processed should be plucked in the early part of 1968.

At present, there are about 450 native and a dozen European employees on the three properties, and at the end of eight years, there could be as many as 3,500 natives and a few more Europeans.

"We will not be putting up a factory until we have good quality tea to put through it," a company spokesman told me.

"We are not interested in growing filler tea or low-grade tea. We think it is essential for the wellbeing of

the New Guinea tea industry—and we trust everyone else will feel the same way—that New Guinea tea should not acquire a bad name through going on to the market too soon."

Poser For Administration

Asked about problems facing the tea industry, the spokesman said that the Administration would have to face up quickly to the matter of transportation between Mt. Hagen and the coast.

"The road to Lae is again out of action, and it is an open question whether it will ever be a reliable one," he said.

"A road to Madang would certainly be much shorter."

Kimel Plantations Ltd's property is two blocks totalling 1,250 acres. Both of these are between Mt. Hagen and Banz. Kimel Plantation, itself, is a large estate owned by Koitaki Para Rubber Estates Ltd. Until recently it was devoted to coffee. The other property, about nine miles away, is the Tremearne Tea and

Coffee Estate, which, until April 1, was leased by Mr. Bobby Gibbes, formerly of Mt. Hagen, now of Goroka.

Of the two properties operated by Kimel Plantations Ltd., one of them—Tremearne—has the oldest private plantings of tea on a reasonably large scale in the Western Highlands.

This tea, five acres of it, was planted as an experiment five years ago by the former leaseholder, Mr. Gibbes.

Its growth has been prolific, and the company intends to use it to provide seed for planting elsewhere.

Between 50 and 60 acres of the company's properties were planted out about a year ago, and plans are to plant a further 700 acres over the next three years.

The company will have tea for sale within three years.

Transport Question

The chairman of Kimel Plantations Pty. Ltd., Mr. R. I. Oatley, who is a director of Anco Marketing Pty. Ltd., told me that the question of transport was vital to the Highlands tea industry.

"There has been talk of a road from Mt. Hagen to Madang," he said. "But we are in favour of anything that will improve communications within the Territory."

"If the roads are not all-weather, cartage costs will have an adverse effect on the overall structure of the industry."

"If we cannot get fertilisers in—and we haven't been able to do so since the Kassam Pass road was cut—we are placed in a serious position."

"On the other hand, we must be able to get our processed tea out."

Despite the transport problem, Mr. Oatley said he believed tea had "a tremendous future" in the Western Highlands.

"The experts say," he said, "that the altitude, and climatic conditions are such that there is no reason why there should not be a world top quality fine tea grown there, as is the case with coffee."

The Australia New Guinea Corporation's property is a single block of 1,400 acres, five miles on the Mt. Hagen side of Banz. The property, called Bunum-Wo, was allocated to the corporation in September, 1965. The corporation is a consortium of Australian banks, insurance companies and businessmen, formed in May, 1964, to invest in New Guinea.

The Australia New Guinea Corporation has not planted any tea yet, but it has enough nursery stock to plant 300 acres by the end of this year.

An additional 700 acres of the 1,400-acre property will be planted in tea by mid-1968.

The corporation expects to do some plucking in 1968. This crop will be sold to one of the other factories for processing. But the corporation plans to have its own factory in 1969.

A director of the corporation, Mr. F. M. Hewitt, said in April that all of the corporation's planning and costing had been based on the fact that air transport would be used to fly fertiliser into its property, and to ship processed tea out.

"We will depend on the airport at Banz which can take a Bristol," he said. "Of course, from a planter's point of view, it would be nice for the Administration to spend £2m. building a road to Madang. But I have no views on whether it should."

Mr. Hagon's property, of about 1,000 acres, was leased to him last year. Called Pugamp, it is five or six miles from Mt. Hagen. Mr. Hagon is popularly said to "own half of Mt. Hagen," but there is no connection between his name and that of the town, and they are spelt and pronounced differently.

Tea nurseries were started on Mr. Hagon's property last February, and 10 acres of nurseries have now been established. Planting out is expected to start next February. It is hoped to plant at the rate of 300 acres a year. The first tea is expected to be plucked by mid-1969.

Mr. Hagon, who is at present overseas, has a labour force of 150 on tea. He is investigating the possibility of using mechanical pluckers.

First In Production

Kurumul Plantations Pty. Ltd., the subsidiary of F. W. Williams Holdings Ltd., of Sydney, has three tea properties with a combined area of about 2,000 acres. Kurumul, the headquarters property, is at Banz, on the Wahgi River. Its area is 450 acres. The other two properties are Minjigina and Keragamp, on the Baiyer River road, north of Mt. Hagen, and about 50 miles from Kurumul.

Kurumul Plantations, which will be the first of the European tea interests to go into production, has recently built and is equipping a factory. This will start processing tea grown on the Kurumul property within a few months.

However, the tea will not go on the market, its principals say, until processing techniques have been perfected to ensure first-class quality.

They say they are fully aware of

BROKERS FORESEE READY MARKET FOR N.G. TEA

Leading tea brokers in Australia expect the tea produced in the Western Highlands of New Guinea to find a ready market, assuming it proves to be of the high quality predicted for it.

However, if the New Guinea tea fetches prices on a par with quality teas from other parts of the world, little of it will be sold in Australia—unless the New Guinea tea interests begin an advertising campaign to "educate and pressure the public into buying it".

"In Australia, we buy only low-grade teas because the consumer won't pay the price for quality teas," a spokesman for one of the brokers, Harrison and Crossfield (ANZ) Ltd., told PIM. "The market in Australia for New Guinea quality teas would have to be made."

"On the other hand, there would be a ready market for such teas overseas—particularly in England and the United States, where the consumption of tea per head is high, and people are prepared to pay for quality."

The New Guinea tea-growers expect that some of their tea will be sold on the London auctions and that the rest will be sold to tea merchants, through brokers.

possible repercussions in the NG tea industry if a poor quality tea should be marketed from the first factory.

Mr Alan Muddle, who has had 18 years' experience in tea in India, will be in charge of processing.

Production-wise, Kurumul is ahead of the other European properties because a coffee planter, Mr. David Bennnett, who formerly owned it, and who still has an interest in the company, planted some tea there in the early part of 1963.

Most of Kurumul's 450 acres are now planted in tea, but some coffee is still grown.

The Minjigina property is being prepared for planting, and the company expects to have a minimum of 1,000 acres under tea on this and Kurumul by the end of this year.

There are a few other small tea-growers in the Mt. Hagen district besides those detailed here. Generally speaking they are starting off with about 60 acres this year, with slight increases planned for successive years.

● See "A Cross-Island Road", p. 61.

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The Editors' Mailbag

UNITED STATES CLAIM TO COOK ISLANDS

Sir,—In reference to the "Tropicalities" article in *PIM* for October, 1965 (p. 24), I contacted the United States Government's Department of State in order to clarify the American position on its claims to four islands [Pukapuka, Manihiki, Rakahanga and Penrhyn] in the Northern Cook Group. I am enclosing a photographed copy of the reply I received from the State Department, written by Mr. Richard D. Kearney, Deputy Legal Adviser, on April 11.

'Dear Mr. Hurley:

"The Secretary of State has asked me to reply to your thoughtful letter of February 10, 1966, concerning the Cook Islands.

"The United States Government applauds the achievement of self-government in the Cook Islands and has the warmest regard for the people of the Cook Islands. As you may know, the United States delegate to the Special Committee on the Implementation of the Declaration on the Granting of Independence to Colonial Countries and Peoples, Mr. Dwight Dickinson, expressed on August 27, 1965, on behalf of the United States congratulations to the people of the Cook Islands for having achieved self-government in association with New Zealand.

"The reference in the Department of State's Geographic Bulletin to the claim of the United States is a routine, administrative act derived from the historical position of the United States in this regard and is not intended to imply that the United States is actively pursuing or supporting the claim. In particular, it does not inhibit full endorsement by the United States of self-government in the Cook Islands."

I continue to find a great deal of interest in your fine magazine.

JOHN J. HURLEY, OSFS
Ambleside St. Francis De Sales,
Wilmington 9, Delaware, USA.

HOW THE ELLICE ISLANDS WERE NAMED

Sir,—No need to wonder any longer [about whether I have heard of the outcome of my inquiry about how the Ellice Islands were named]. I have not only heard about it (*PIM*, April, p. 22), but have followed with interest the repercussions of

my original letter to Tarawa in 1964. I had no idea that my innocent inquiry would set up such a chain reaction, or that in two years' time it would have started on its second orbit! Thank you for the detective work by Robert Langdon. The additional information in your latest "Tropicalities" column seems to tie the matter up adequately. It will be interesting now to see whether Mr. J. G. Peters' inquiry re the origin of the name "Kingsmill Islands" (*PIM*, April, p. 55) can be answered.

K. P. OLSEN.

Whangarei, NZ.

Editors' Note: Reader Olsen will also be interested to know that the information given by Assistant Editor Robert Langdon (*PIM*, Nov., 1964, p. 83) on the naming of both the Ellice and Gilbert Islands has been incorporated in the 1966 issue of *Guide to Conditions in the Gilbert and Ellice Islands Colony*, a publication of the GEIC Information Department.

PIM'S COVER

Sir,—The lack of caption information about Joergen Lundberg's striking picture of a "Melanesian child in the British Solomon Islands" used on *PIM*'s April cover, is perhaps accounted for by the deep white secret that it was taken in the New Hebrides.

D. W. TUDOR-POLE,
Chief Information Officer.

Honiara,

British Solomons.

TRAINING STANDARDS FOR P-NG TECHNICIANS

Sir,—Your April issue contains an article on educational TV in New Guinea which unfairly refers to training standards of technicians in the Posts and Telegraphs College, Port Moresby, by saying that it "has produced only a handful of graduates and then only with special coaching and lowered examination standards".

There is no doubt in my mind, and that of qualified observers, that the graduation standard of technicians, both radio and telephone, at this college is equal to the graduation standard of their Australian mainland counterparts.

This was confirmed by a Commonwealth Postmaster-General's professional training expert who visited



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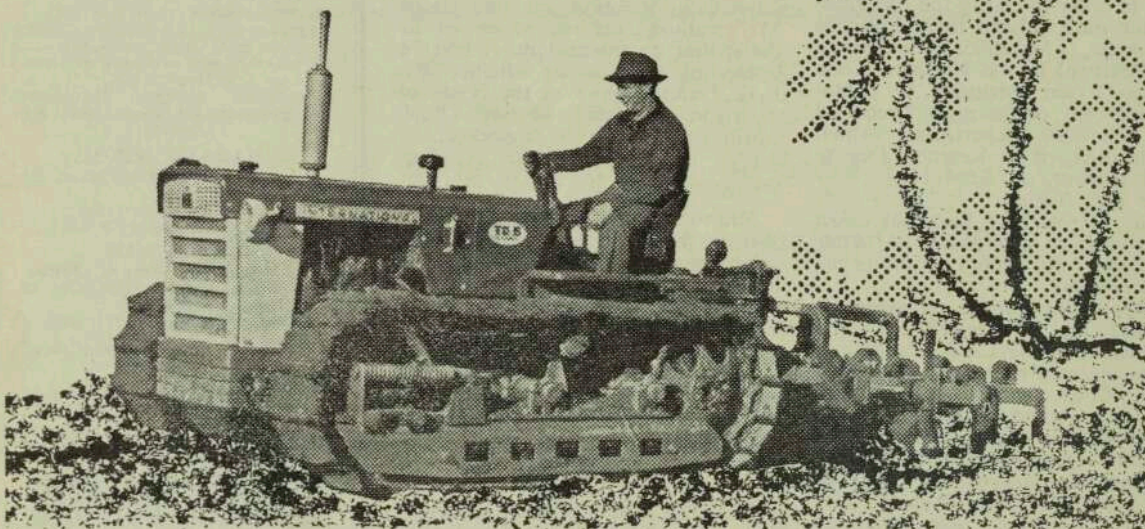
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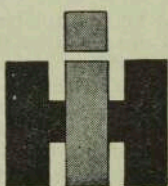
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TAHITI: Hintze & Company, Papeete.

PAPUA: Steamships Trading Co. Ltd., Port Moresby.
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the Territory last year, and also the Commission on Higher Education who thoroughly examined training standards during 1962 and 1963. The Commission on Higher Education in its report made this reference to the college:

"Although in general the Commission is averse to the proliferation of separate 'schools' by Administration Departments, with their concomitants of duplication in the teaching of basic subjects and often lack of continuity in policy and staffing, it yet after due consideration recommends that the Department of Posts and Telegraphs should continue to train its own personnel in view of its special needs and techniques and the high standard it has maintained."

The report also recommends that the Posts and Telegraphs College train technicians for the private radio industry as well as other organisations in the telecommunications field.

It is agreed that the number of technicians who have graduated from the college so far has not been many. Since technician training commenced in 1960 it has been possible to recruit only 61 technician trainees and of these, sixteen have graduated (nine as radio technicians), and 23 remain in training. To date 22 trainees have failed to make the grade at various stages of training and have taken up training in less demanding fields.

The technician training course at the Posts and Telegraphs College is of five years' duration; the first three years of which are spent full-time at the college and the remaining two years 50 per cent. on-the-job, under the supervision of instructors.

The Department has never been able to recruit the number of trainees it has desired; the reason for this being the lack of sufficiently educated school leavers available and interested in training for a career, the remuneration of which is small in comparison with occupations which, at present in the Territory, require no higher educational entry standards or greater periods of training but offer a much higher remuneration on graduation.

Given the number of suitably qualified trainee recruits, there is no doubt that the Posts and Telegraphs Training College, Port Moresby, would be able to train sufficient technicians to international standards to meet departmental as well as general radio industry requirements.

W. F. CARTER,
Director.

Department of Posts
and Telegraphs,
Port Moresby, P.N.G.

LEGALISED PROSTITUTION

Sir,—It would probably be far too much to expect that a proposal recently made in Tahiti to introduce legalised prostitution would be considered seriously in Papua-New Guinea.

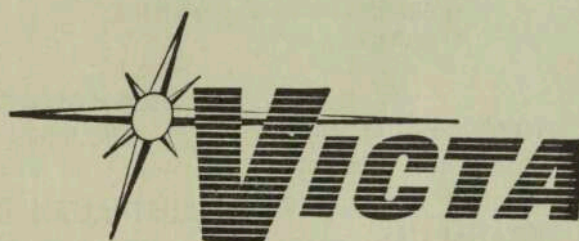
However, legalised prostitution in the large coastal towns would eliminate, or, at the very least, minimise the unnatural situation forced on large numbers of men of all colours who are denied women for long periods.

This enforced celibacy is surely responsible for some of the drunkenness and attacks on women in these towns.

Before the "do-gooders", and protectors of female dignity (often regardless of the feelings of the females) launch into a high crescendo of protest at this suggestion, I would remind them that it is, after all, a biological problem, that will be solved by no amount of healthy recreation and the diversion of minds into "useful" channels.

One of the reasons for the present unsatisfactory situation is the failure of the Administration and other employers to provide satisfactory married accommodation for their workers. Legalised prostitution may well be the answer.

K. W. T. BOURKE.
Cremorne, NSW.



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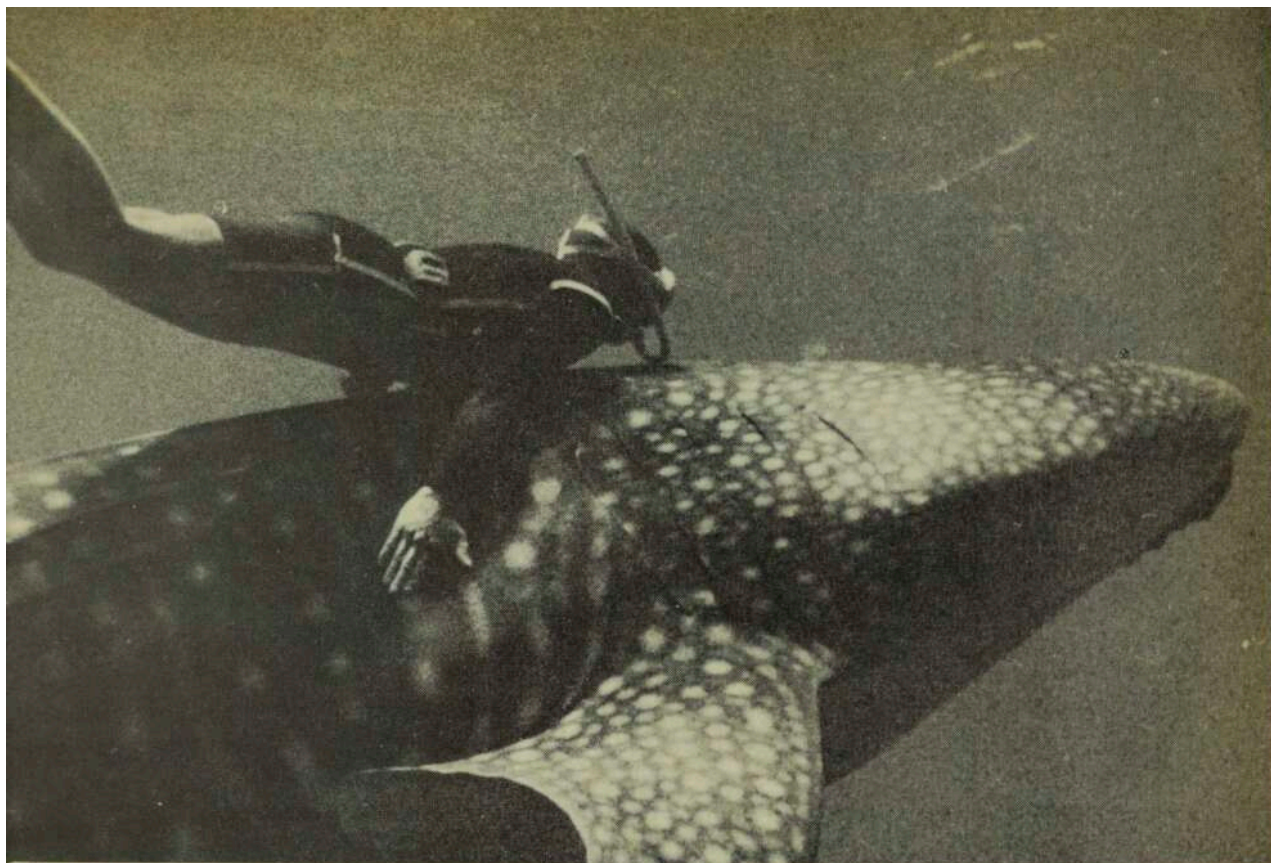
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Ben Cropp Heads Northwards

BEN CROPP, young Sydney skindiver who is busy making an international name for himself as a producer of fine under-sea documentary films, will be going "home" to New Guinea in July. It will be his first visit since 1939, when he left Bougainville at the age of three. Ben (left) was born in Buka, Bougainville, the son of the Rev. A. H. Cropp, who was a Methodist Minister in New Guinea for 17 years. Mr. Cropp now lives in retirement on the North Coast of NSW. Young Ben is patron of the Madang Skindiving Club and he will visit the Madang district to film crocodiles, sharks and sunken wartime wrecks for his colour TV series. Later he will visit Buka to gather material for articles for an American magazine. The dramatic photo above was taken by Ben at Montague Island, NSW, and shows George Meyer riding a giant 35 ft whale shark.

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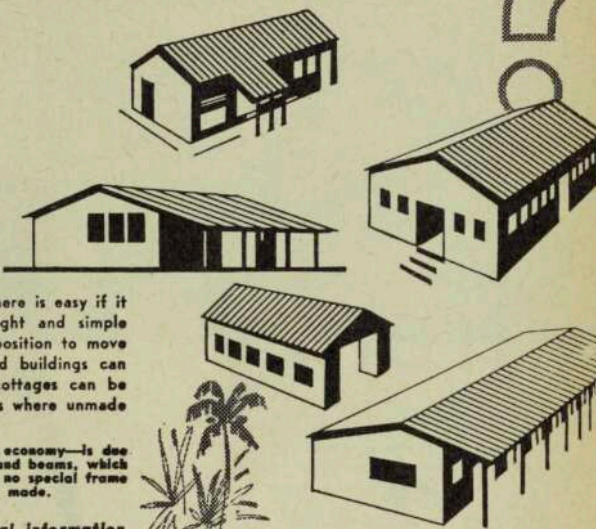
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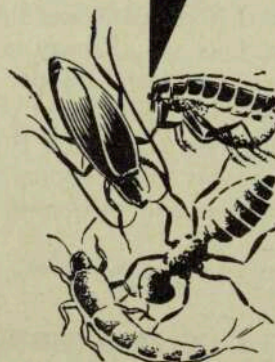
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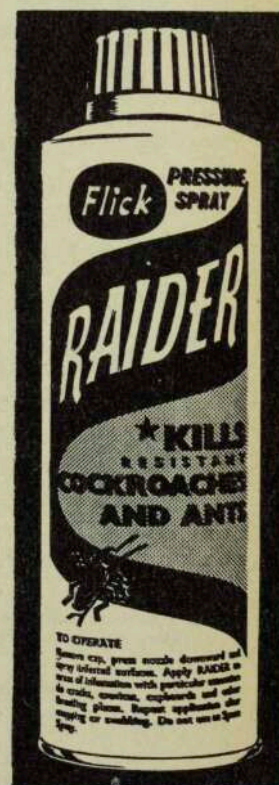
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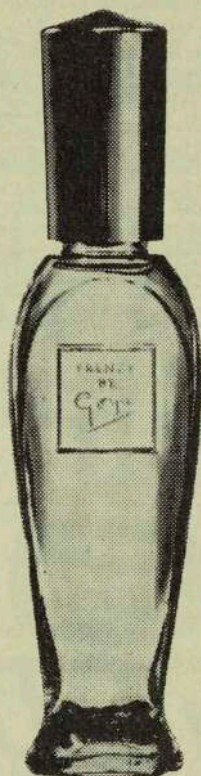


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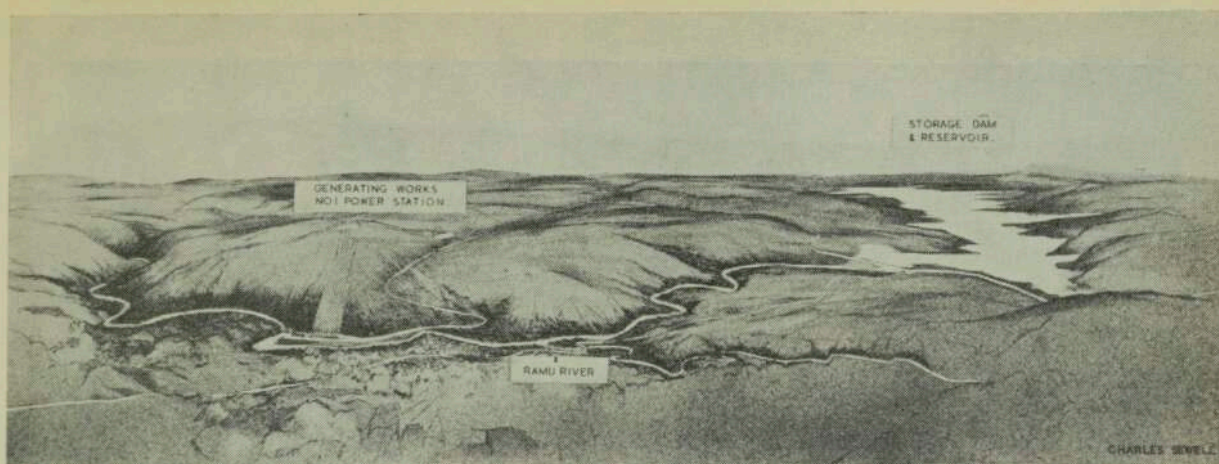
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BIG POWER SCHEME FOR NEW GUINEA MAINLAND

From an AAP-Reuters Correspondent in Port Moresby

The Papua-New Guinea Electricity Commission has recommended a \$A42 million hydro electricity scheme capable of supplying the whole of the New Guinea mainland.

THE scheme envisages six 12 megawatt generating sets, a 50,000-million gallon capacity dam and diversion of the Highlands Highway.

The scheme will be located on the Upper Ramu River, 15 miles from Kainantu in the Eastern Highlands. It will be 4,000 ft above sea level, with the main power stations constructed 700 ft underground.

Administration officials said recently that if the scheme was approved by the Australian Government, capital to finance the project might be sought from international bodies.

The Commissioner of the Papua-New Guinea Electricity Commission, Mr. J. A. Rutter, said the scheme would be easily the largest ever undertaken in the territory.

He said the station, when completed, would be able to supply the electrical needs of the Southern, Western and Eastern Highlands and all towns on the mainland of New Guinea. Areas of Papua outside the Highlands probably would not be supplied from the scheme.

Mr. Rutter said the scheme could be commissioned within five years of approval being given to start work.

The scheme was planned by the Commonwealth Department of Works, which recommended work should start as soon as possible on

the first stage of the No. 1 power station, comprising two 12-megawatt generating sets together with transmission lines, etc. This would cost an estimated \$A21 million.

The scheme envisaged that at a later stage a dam would be located about one mile upstream from the No. 1 power station.

This dam, with a capacity of 200,000 acre feet, would inundate 5,000 acres of land at present being used for plantations and grazing.

Above is a panorama of the site of the proposed vast new hydro scheme designed to serve New Guinea mainland towns. Kainantu is in the mountains on the left.

Mr. Rutter said it was also expected the design of the storage dam would be such that the Highlands Highway, which now crosses the land, would be diverted to pass over the crest of the dam.

The principal New Guinea mainland towns of Lae and Madang are at present supplied with electricity from diesel plants.

The main Highlands towns of Goroka and Mt. Hagen receive supplies from small local hydro plants.

Other centres received limited supplies virtually only sufficient for electric light.

In most centres electrical appliances such as refrigerators and stoves cannot be used.

Most factories have their own private plants.

And A Cross-Island Road

From an AAP-Reuters Correspondent in Port Moresby

Administration engineers are working on a two-stage road investigation programme that should provide Papua-New Guinea with a coast-to-coast road system within 10 years.

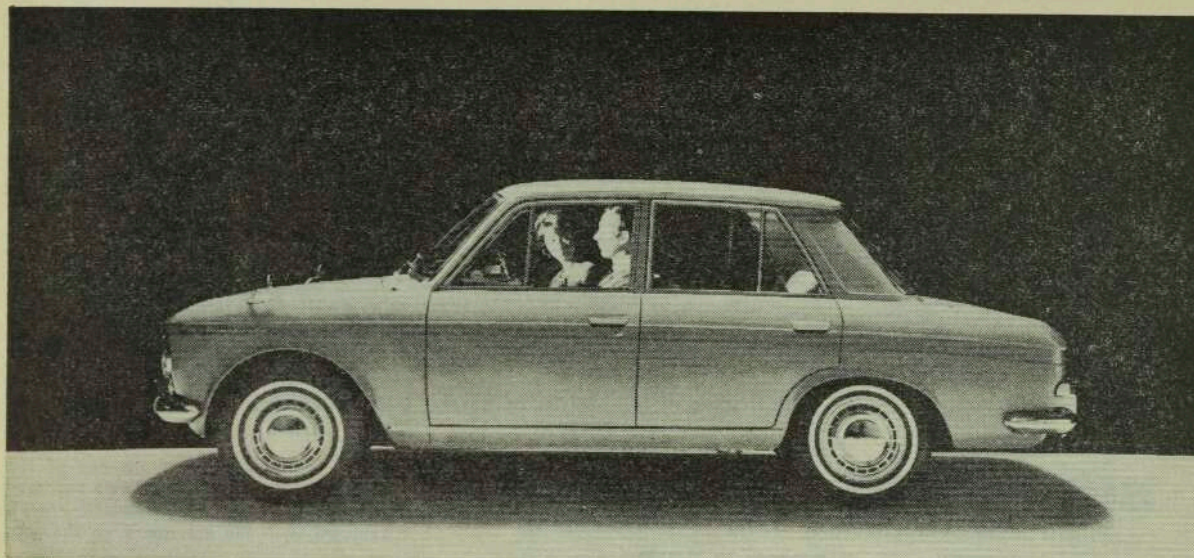
THE proposed highways will radiate from Mt. Hagen in the Highlands, to the north coast port of Madang and to another port, possibly Middelton, in the Gulf of Papua.

These will link up with the recently completed Highlands Highway which runs between Lae and Goroka and which will eventually be all-weather to Hagen.

Trans-island highways will be a tremendous breakthrough in a country which has one of the world's most underdeveloped road systems.

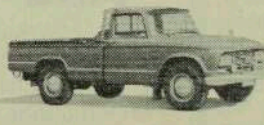
Total length of roads throughout the territory is about 8,000 miles, and existing roads fall far short of a national road system. It is also a country which probably will never boast a passenger railway line.

Plans for both highways at present



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are very much in the preliminary stages.

Estimates of the cost of the Mt. Hagen to Madang link—reckoned the most vital—range from \$12 million to \$32 million, but these are only guesses.

Aerial surveys are being made of huge areas of country and engineers are examining four possible routes from the Highlands.

According to the Public Works Department schedule, a route has to be selected and primary estimates of the cost ready by February next year.

The area that is going to benefit most from these roads is the Highlands, where more than 40 per cent. of the total population of the territory lives.

This is the area coast-to-coast roads would open up.

At present the only roads there of economic importance are the feeder roads connecting coffee-growing areas with air strips.

Highlands residents have been agitating for an all-weather road link with Madang for many years.

Strangely enough, thoughts for an outlet to the south coast seem to have stirred only fairly recently.

Job For Mr. Dirkis

Sir Donald Cleland, the Administrator, gave official approval to investigations into the possibility of such a road only at the end of last year.

He had been so impressed by the development and potential he had seen on a visit to Mendi, in the Southern Highlands, that he supported residents' proposals for a road to a Gulf port.

In charge of both projects is Lithuanian-born Mr. Peter Dirkis, principal engineer for the Public Works Department in Papua-New Guinea.

To Mr. Dirkis New Guinea is an engineer's paradise.

"When we say a certain section of road would be impossible this is a misnomer," he says. "What we really mean is that it would be impracticable. We are limited by the amount of money available.

"We could build an aerial highway—one right up on pillars—all the way from Mt. Hagen to Madang, and the only thing stopping us is the cost."

Mr. Dirkis is enthusiastic about the road to the Gulf of Papua. He says it would be possible to put through a "Jeepable" track within a matter of months.

"I could build this road in half the time and for half the cost of a

comparable road to the north coast," he said.

In his opinion, it will be 10 years before the road from Mt. Hagen to Madang is completed.

The terrain poses so many problems that Mr. Dirkis believes it will be almost five years before his department has reached the stage where it can call tenders.

From there money dictates progress.

The Administration almost certainly will be reluctant to spend much more than \$2 million in any one year on any one road.

So taking the minimum estimate of \$12 million as correct, construction will take at least another five years.

One of the major problems of road building in the Highlands is the altitude. General elevation of the area is 5,000 feet and without affecting conventional motor vehicle performance engineers have to map

out a route which does not go much above 6,000 feet.

The highway to the Gulf is already under construction from Mt. Hagen to Ialibu, with a feeder road to Mendi, the principal town of the Southern Highlands.

Air transport has brought pocket development to the Highlands.

But the area could not develop fully while relying on this form of transport alone.

Freight costs have been astronomical. One example is cement. In Madang it is \$32 a ton but in Mt. Hagen the price is \$116 a ton.

Road access to the coast should see the rapid development of the timber, cattle and agricultural industries which are at present pegged because of the transport problem.

The highway to Madang could also become an important tourist route, opening up some of the most spectacular scenic country in the world.

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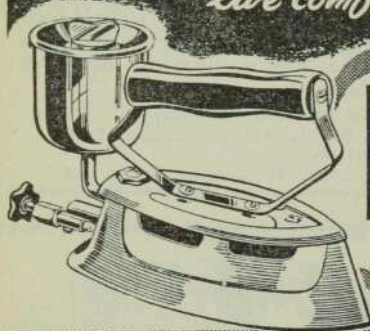
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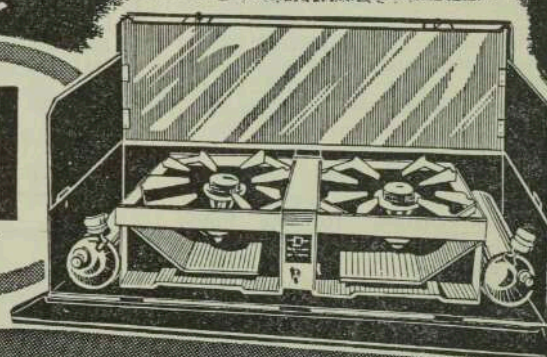
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Fiji's Soaring School Enrolment Creates Problem

From Alan Spark, in Suva

The report of Fiji's Education Department for 1965 takes note of the fact that last year the Colony's school rolls passed 100,000 for the first time.

WHILE the passing of this figure might mark a milestone in Fiji's education history, it might be more correctly said to underline the serious social problems being created by the Colony's expanding population.

Fiji is in fact fast approaching the stage where one-quarter of the population of the islands will be either in schools or seeking education.

Last year, with an increase of nearly six per cent. over the 1964 figure, the school population reached 102,498. Allow a similar increase this year and this would make the school roll about 108,500.

With an estimated total population of around 665,000, this means that just over 23 per cent. of the people of Fiji are going to school.

The percentage of the population at school has been steadily creeping up over the years.

Enrolment Doubles

Over the last 15 years the school population has almost doubled, but by far the most remarkable increase has been in secondary rolls—1,759 in 1951 and last year 7,566.

Educating all these children is a big problem, but an even bigger one is what to do with the thousands leaving school every year.

With well over 1,000 gaining examination qualifications last year, the problem of placing those who leave school without sitting for examinations must be more acute than ever.

The school rolls last year were made up of 93,983 at primary schools, 7,566 at secondary schools, 696 at technical and vocational schools and 255 training as teachers.

Excluding 27 kindergartens, there were 639 schools scattered over 55 of the 320 islands in the Fiji Group. These schools were staffed by 3,128 teachers, of whom 2,503 (80 per cent.) were trained.

Apart from the substantial increase

in the total roll, the main advance during the year was a marked reduction in education charges.

From January, 1965, after the Legislative Council adopted the report of the Fiscal Review Committee, the contribution required of non-Government school committees towards the salaries of Government teachers in their employ was reduced from 25 per cent. to about 10 per cent.

Tuition fees in Government primary schools were reduced.

Remission of fees in Government secondary schools was abolished and replaced by a free-place scheme for both Government and aided secondary schools.

Under this scheme 695 pupils were

awarded free and partly-free places in secondary schools at a total cost of just under £20,000.

The number of overseas scholarships held by Fiji students continued to rise. Some 183 students were studying on scholarships with a minimum duration of one year.

In the secondary schools entrance examination the number of passes rose from 1,223 in 1964, to 1,897.

There is no room for complacency, however. As the report says, "... the amount of supervision and guidance which can be given is still restricted and the need both for improving standards and for expanding facilities, particularly at the post-primary level, is still great".



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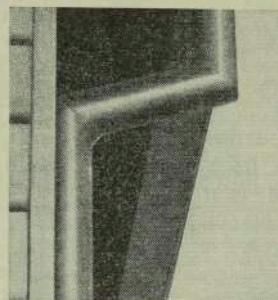
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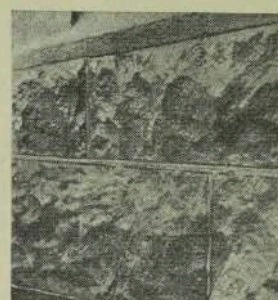
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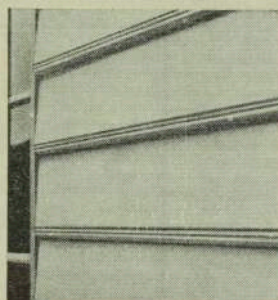
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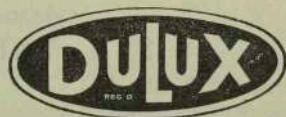


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From the Islands Press

IT is quite common today to regard tourism as a major industry designed to bring economic growth to American Samoa. This is a correct attitude. Many countries have benefited from tourism. Spain, Puerto Rico and Hawaii are some examples of these countries. But people must also have regard for other industries, which though less glamorous, will benefit the people of American Samoa just the same. . . .

How about providing for other industries, a sewing industry, for instance? Hawaii is benefiting from a sewing industry. There is no reason why American Samoa cannot benefit from the same industry.

Perhaps a good thing for us to look into would be to hire experts who would carry out an economic survey of what industries are feasible and best suited in American Samoa. The Government should accept whatever recommendations these experts make, particularly those which are of immediate benefit to the country such as food industries. The fishing industries in American Samoa serve their purpose well and there could be more food industries like them, possibly.

Widening the economy would undoubtedly benefit the people of American Samoa and common-sense tells us that now is the time to start.—*Editorial in the "Samoa Times", Pago Pago.*

THE news that President Johnson has increased hurricane relief grants to American Samoa to \$1,735,750, roughly three times the amount being sought by the Western Samoan Government, serves once more only to emphasise the tragic lack of imagination in those who control the finances of this country [Western Samoa].

The hurricane gave a heaven-sent opportunity for plantation rehabilitation and a stimulated agricultural and roading programme on a grand scale. Any aid sought as a result of hurricane devastation should have taken into consideration the long-term

implications beyond immediate restoration.

Obviously, even if the wind in American Samoa was slightly stronger, the 20,000 people of that island could not possibly have suffered as much damage as the 120,000 people of Western Samoa. The difference in the amount of aid sought and forthcoming is entirely resulting from the different approach to the future by the Administration in each island. Governor Lee has approached the problem with imagination that even half a dozen financial advisers seem unable to instil into the financial leaders of Samoa.—*Editorial in "Samoaana", Apia.*

THE Hovercraft is not cheap either to buy or to operate and maintain. As a result, the routes on which such vessels could operate economically would need to have an existing or potential demand for passenger or freight services which would make sure that the Hovercraft would earn money, in fares or freight charges, from pretty constant daily use.

Yet services create demand, and it is not difficult to see the possibilities of regular services, say, between Lautoka or Nadi Airport and Suva along the south Viti Levu coast, with calls along the way at established townships such as Sigatoka and Navua, at islands like Serua, and at the growing number of beach resorts on the route. . . .

The possibilities are there. . . . They offer a field of investigation not only by the Government and outside official planners, but also by private investors seeking fields of operation in Fiji.—*Editorial in "The Fiji Times", Suva.*

WHEN walking down towards Temakin on Betio taking the lagoon road just by the seaside, and before you get to the old Japanese bunker, on your right close to the beach, you will find a new, well-made small brick house.

People have been wondering much about this brick house and have heard lately that this brick

house was built for them as their lavatory.

Most people said, "If this lavatory was built for us, why don't they make it the same as the ones used in offices and others which have their pumps mounted above their basins that you just press the button and the water flows into the septic tank!"

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If this lavatory be used, then there must be one man to watch it, to see that each individual person uses the bucket before leaving the lavatory, round the clock otherwise we'll find all basins topped up the next morning with flies all over.—*Letter from "On Lookers" in "Colony Information Notes", Tarawa, GEIC.*

THE concern expressed by Mr. C. B. Goodsell and the Employers Federation of Papua and New Guinea for the establishment of a Housing Commission and the provision of low cost housing for indigenous workers is welcome.

May I be allowed to make one point, however, Our most urgent need is not so much for provision for people who want to build their own houses or buy houses on a rent-purchase agreement (important as this is), but for the provision of low cost housing which can be rented on a week by week or month by month basis by indigenous workers of limited means.

Many of these workers have not committed themselves irrevocably to an urban life. They still maintain links with their folk in their home villages, and have ideas of going back there later on.

Surely the last thing we want to do is to force these people to commit themselves to the ownership of a house in town by failing to provide the alternative of rented accommodation.

The problems of urbanisation are going to be difficult enough without our going out of our way to make them more difficult.—*Letter from Percy Chatterton in the "South Pacific Post", Port Moresby.*

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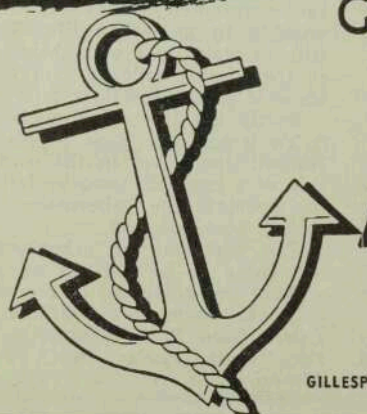
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EMANCIPATION OF WOMEN WITHOUT TEARS

Far removed in space and time from Mrs. Emily Pankhurst and the British Suffragette movement, the Gilbert and Ellice Islands Colony is in the middle of a similar drive aimed at giving women a bigger part in the affairs of the day.

A LEADING "suffragette" of the Gilberts is Mrs. Catherine Tekanene, the first woman member of the Colony's Advisory Council, who, in a recent speech in the Council, said that, traditionally, the women of the Colony had not been allowed to participate in community activities because of the prevailing social customs and traditions, and because of lack of education and inherent shyness and modesty.

This seeming injustice was now being redressed as women started to take a more active role in their village affairs, and, with improvements in the education system, there was a gradual move from the traditional concept that a woman's place was in the home.

New women's organisations could help with the formation of co-operative societies and markets in the respective villages and help stimulate interest in government policy for community development.

It Started Something

Mrs. Tekanene added that she believed that the men of the Colony would not wish their women to fall behind the women of other countries.

Mrs. Tekanene's speech prompted an official member of the Council to say that if the customs of the country did not allow women to participate in public affairs, then the customs would have to be changed if the country is to progress.

All this is an outcome of the visit to the GEIC in 1963 by Miss Marjorie Stewart, of the South Pacific Commission's centre in Suva, who suggested that there should be a drive to encourage women's community work in the Colony.

Miss Stewart arranged for girls from the Colony to attend the SPC home economics course in Suva to qualify as community educators.

Another step towards the emancipation of the Colony's women was the recruitment of Mrs. Roddy Cordon as woman education officer for the Education Department.

Mrs. Cordon's duties include

liaison between the women's committees in the islands and the Education Department, the chairmanship of the Adult and Social Education Advisory Committee, liaison with the Medical Department in the further development of community education in the villages, with special emphasis on maternal and child health, and family planning.

Since Mrs. Tekanene spoke in the Advisory Council Mrs. Cordon has started a monthly newsletter to the women of the Colony and has toured the islands to meet women's clubs where they exist and to encourage their formation elsewhere.

On Nikunau the formation of a

women's club has brought together women of rival religious denominations, and the men have been going with their wives to the club's discussions.

A seminar for women's club leaders at Tarawa in January and February was another milestone in the emancipation of women in the Colony.

Although the development of women's organisations in the Colony is likely to be slow because of poor inter-island communications the keen interest in the clubs suggests that the Colony women will be completely emancipated with a lot less fuss than their counterparts in England earlier this century.

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When I first heard of Mrs. Joyce McLaren I pictured her as a middle-aged woman with hair greying at the temples, of solid physique and possibly with a prominent jawbone. I did not look forward very much to interviewing her as one of the subjects of a study I was doing of Papuan people who operate trade stores in the Northern District of Papua.

BUT the interview I had with Joyce turned out to be one of the most interesting of the series.

Joyce is a small woman of rather slight build. Her voice is soft, even husky, and although perhaps slightly nervous at first, it is self-assured and confident.

Mrs. Joyce McLaren is about 30 years old, but not married. She has gained the title of "Mrs" over the years because of her position in her community. She took her surname from one of the early missionaries in the district—a common custom among Papuan people in that area.

What is so remarkable about Joyce is that she is the only female Papuan storekeeper-cashcropper-employer-of-labour in the Northern District. Although she obviously has a busy life doing these things she also finds time to be a councillor on the Higatura Local Government Council, and she has been president of the Women's Club at Pusahambo, her village, since 1960.

Largely due to her own efforts she is now one of the most progressive women, and possibly the most progressive woman, in her district.

What has made Joyce McLaren?

Her Background

Joyce was third born in a family of three girls and six boys, all the boys being younger than herself. She was born at Kewana, a village which was destroyed in the Mt. Lamington eruption on January 10, 1951. Her two eldest sisters and two of her brothers were killed in the eruption which altogether took the lives of 4,000 people.

She went to school at the Anglican Mission at Dogura, where she reached standard six. Afterwards she went to the Popondetta High School for a year. She then lived in the village for a few years and in 1959 she went to Port Moresby for six months to be trained as an assistant welfare officer. When her training was completed Joyce worked at those duties in the Sangara area till 1963. During this time she saved her money and in October, 1964, she started a trade-store along the road to Saiho, just outside the village area of Pusahambo.

In 1962 the Country Women's

"Mrs." Joyce: A Unique Woman

Association invited her down to Brisbane for a conference, while she was still working as a welfare officer. Joyce also visited Sydney. In 1963 she was invited again, this time to Melbourne.

Joyce seems to have taken over the position of the two sisters and brothers who were killed in 1951 and her father regards her almost as a son. She certainly has been a success at the things she has undertaken to date.

Her trade store is well stocked and she herself makes some of the clothes she sells. The turnover of the store is about \$200 a month. This is high compared with other Papuan stores, most of which have a monthly turnover of \$100 or less.

Joyce grows coffee on a piece of her father's land but the coffee trees are her own, and the three young

Personality Parade

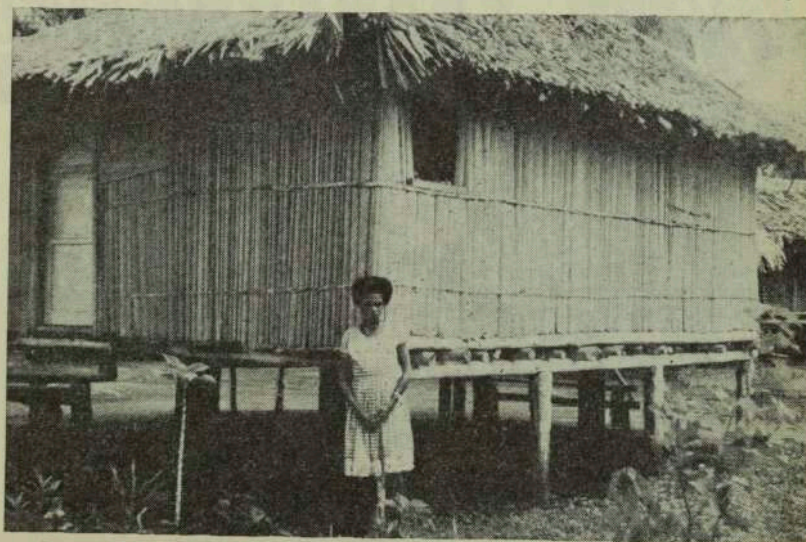


Mrs. Joyce McLaren

men who work for her are paid by her, not her father.

Joyce's main aim in life is to improve her own standard of living and, by example, to show other people how to do the same thing. She will not stand for re-election to the council because she has been subjected to physical intimidation when, as a councillor, she has tried to stop fights among villagers. She regrets having to withdraw from the council, but she says: "I am too small a woman to fight them."

—W. J. Oostermeyer



Joyce McLaren, outside her trade store at Pusahambo.

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- *The South Pacific Commission held a training course in vital and health statistics in New Zealand from April 18 to May 13. An experienced panel of lecturers gave instruction in every phase of statistical procedures, especially designed to suit the needs of Assistant Medical Officers, medical records personnel, and other staff engaged in medical and public health work in various Islands territories. The course was designed by Mr. Cedric E. Gardiner, the South Pacific Commission's medical statistician, who here explains the medical statistician's role in the South Seas.*

PUTTING FIGURES TO WORK FOR THE SOUTH PACIFIC

By Cedric E. Gardiner

In the field of economics, the financier does not merely collect money from various sources and hoard it. This is the province of the miser.

NOR does he spend it indiscriminately simply for the sake of spending—that causes inflation. Rather does he put his money to work by investing it in capital works, for the good of industry and the welfare of his country.

Similarly with statistics. The prudent statistician must always be on his guard against the temptation to become a statistical miser and collect statistics for the sake of collection, or because they are interesting or may be useful. Like the financier, he must put his money, his statistics, to work.

In the archives of the world there are countless volumes of statistical material. In many of the highly developed countries, statistically speaking, much of this material is of academic or historical interest only.

On the other hand, there is a vast wealth of information in the form of statistical analyses available for the public health workers to guide them in the formulation of their programmes and policies.

Some of this material is suitable only for the country which produced the figures. A large quantity, however, is applicable to any country, developed or otherwise, where similar problems exist.

The important point I am making

is that these figures should be put to work—invested in health programmes and planning, for they will yield immeasurable results if properly applied.

Let us look at just a few examples where figures have been made to work for the good of mankind.

In New Zealand, for instance, statistics of admissions to public hospitals have been collected for many years. The New Zealand hospital statistics relating to accidents are very revealing, and have provided the incentive for various organisations associated with accident prevention campaigns to introduce safety measures where they are most needed.

Without the statistics to guide them as to where and when the

greatest hazards occur, many of the actions taken in this respect might never have been taken, or not until many more such accidents had occurred.

Startling Facts

A survey of the hospital statistics of New Zealand taken some years ago in relation to domestic accident cases revealed some startling facts. For instance, there were more domestic accident patients than motor-traffic accident patients. The stay in hospital was nearly twice as great. The average stay of domestic accident cases in hospital was 19.7 days.

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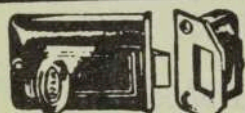
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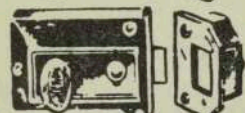
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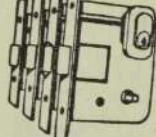
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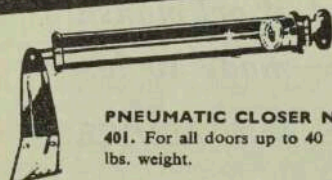
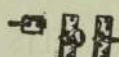
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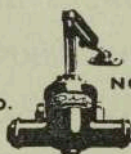
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STRANGE PALM HAS LINK WITH AMERICA

A rare palm, previously known only in the Marquesas Islands 3,000 miles away, was discovered recently at Makira, on San Cristoval, BSIP, by Captain P. F. Drake of the Marine Department, and the Agricultural Field Officer, Eastern, Mr. Ted Kenman. The palm is called *Pelagodoxa henryan beccari*.

Mr. E. J. H. Corner, of the Cambridge University's Department of Botany, to whom the palm was sent for identification, describes it as a very isolated and curious genus. He says it has a strange affinity with allied species found only in tropical America. Four other species found in the Solomons last year also show this connection with America.

toll of the road had tended to obscure these important facts.

These figures of how, when, and where domestic accidents occur prompted many a manufacturer to invent safety devices for his household goods which have since become standard equipment.

It has been observed over the years that the indigenous populations of many developing countries did not appear to suffer from certain degenerative diseases to the same extent as the populations of older and more developed countries. On the other hand, such populations appear to be less resistant to infectious diseases.

Statistical studies which took into account the age-constitution of the different populations and used the device of age-adjustment of the figures revealed that in some respects these observations contained a fallacy.

This was largely due to the fact that infant and early childhood mortality was abnormally high in the indigenous populations, which resulted in a disproportionate number of survivals to enter the age-groups where degenerative diseases take their toll.

Adjustments made to the available statistics to allow for age disparity soon revealed that these populations are in fact just as, if not more, susceptible to degenerative diseases as are the older, mainly European, populations.

The flood of statistics that has swept over the world concerning the association of cigarette smoking and cancer of the lung, if not devastating

in its results, has at least revealed the inherent dangers and also instigated investigations into certain aspects of air pollution and associated hazards.

While the statistical procedures of the South Pacific have not yet reached the standard of the more developed countries, there is an abundance of valuable material available for scientific statistical analysis. Also a great deal of good work is already being done in this respect.

In Fiji, advantage is being taken of the inauguration of a mass campaign against tuberculosis to produce incidental statistics which should

yield valuable information in relation to the disease. The Department of Medical Services already publishes statistics relating to a variety of health problems which can be regarded as reliable and indicative of the problems to be solved.

In Tahiti, statistical research into the incidence of spinal eosinophilic, a comparatively new manifestation of a disease affecting the nervous system, is of a very high order indeed, and should make a valuable contribution to the world knowledge of this disease.

Papua-New Guinea has developed hospital and cause-of-death statistics,



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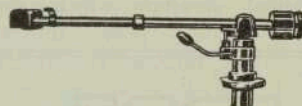
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Old Flag Turns Up In BSIP

A slightly tattered Union Jack, which was used in the proclamation of the British protectorate in the Solomon Islands in the 1890's, is to be presented to the Solomons Museum collection at Kukum.

The flag, which came to light recently at Pileni in the Reef Islands of the Solomons, is thought to have been first unfurled at Nukapu. It bears the date 1890, the year of its manufacture in Manchester.

Flags were hoisted in most of the main islands of the Solomons in 1893-94, but proclamation ceremonies were not held in the eastern outer islands until some years later. Between 40 and 50 ceremonies were held, and in each case the Union Jack was either left flying or given to the local chief.

covering a limited section of the population, to a standard comparable with more developed countries.

Western Samoa has recently had the services of experts from the UN to help develop its health statistical services.

In almost every island territory in the South Pacific there are to be found bright spots in the statistical picture.

These are but a few examples of figures at work. But if they are to do the task of which they are capable, the urgent need is for not only more health statistics, but for greatly improved accuracy and dependability of the figures that are available. Statistics can be only as accurate as the original data from which they are compiled.

My travels in the South Pacific have revealed that before the available statistics can really be put to work, three important conditions need to be fulfilled.

- Greater accuracy in the source documents from which the statistics are compiled.
- Improvement in the classification of such documents for statistical purposes.
- Increased ability in the compilation and interpretation of statistical material.

There are capable people everywhere in the territories of the South Pacific, and there is abundant evidence of the desire of the various health authorities to obtain and utilise to a greater extent statistics that are reliable and informative.

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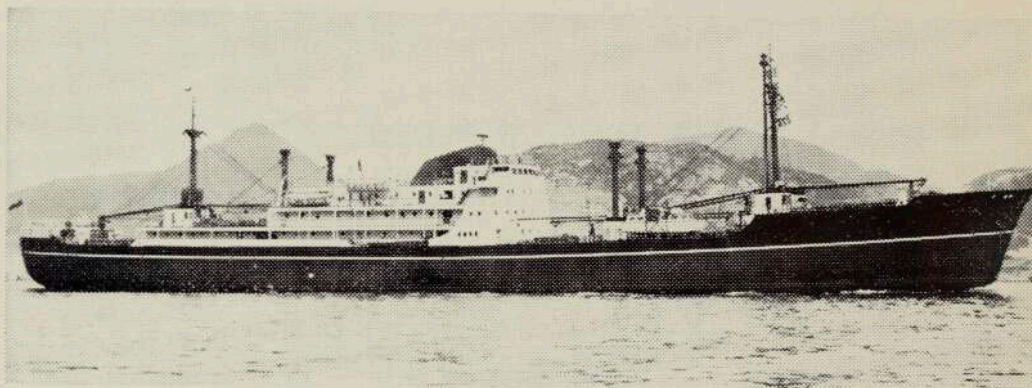
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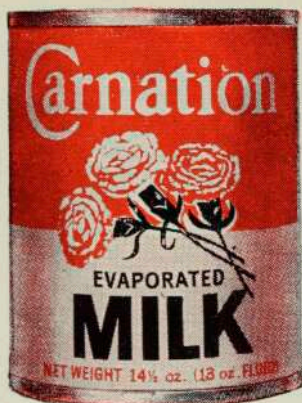
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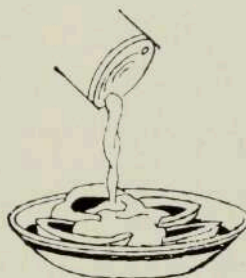
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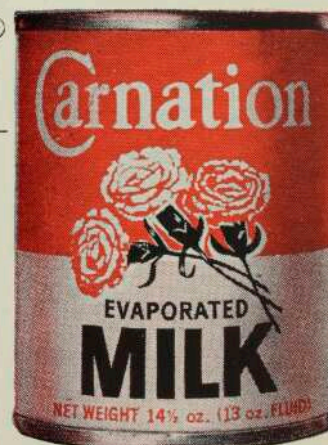


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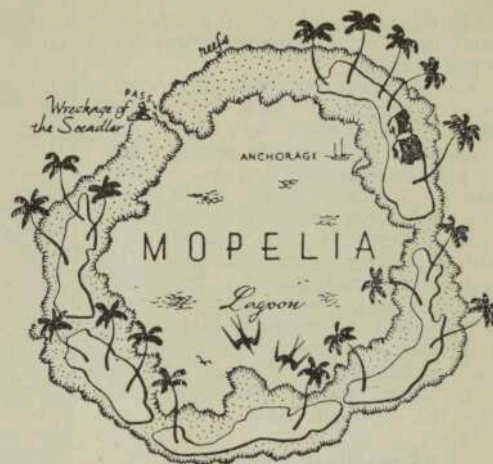


CM20

Von Luckner's Mopelia Treasure Still Has People Guessing

By Robert Langdon

When Count Felix von Luckner, the famous German sea raider of World War I, died in Sweden on April 14 at the age of 85, the secret of one of the South Pacific's most intriguing treasure stories may have perished with him.



THE secret—if it was a secret—is: Did von Luckner really bury a treasure on isolated Mopelia Island in French Polynesia in 1917, and, if so, did he dig it up again when he visited that island on a world tour in the late 1930's?

According to an American writer whom I met in Sydney about 12 months ago, there is at least one person—another American—who not only believes that there was a treasure, but thinks that it is still on Mopelia.

According to my informant, von Luckner told this American about the existence of his treasure in a letter, and he also said that he had a map showing where it was buried tattooed on his knee!

The tattoo business sounds to me like a typical piece of von Luckner hokum, for von Luckner was, one gathers, somewhat addicted to inventing fanciful stories about himself as well as embroidering on the truth.

Like A Romance

On the other hand, von Luckner's career during World War I was so much like an Alexandre Dumas romance that one cannot lightly dismiss anything he ever said about himself.

Certainly, there is good reason to suppose that he did have a treasure when he landed on Mopelia Island; and, if he did, it would not have been surprising if he had buried it there, considering the circumstances in which he was placed at the time.

At any rate, everything concerning Mopelia Island and the sea raider's connection with it was made to order for a buried treasure story, and it would be a pity if there never was one.

Von Luckner's arrival at Mopelia followed an exciting series of events

which began in Germany in 1916 when he was appointed to command the Glasgow-built clipper ship *Pass of Balmaha* to raid enemy shipping.

Renamed *Seeadler* (Sea Eagle), the ship was fitted out as if she were a Norwegian barque with a cargo of lumber for Australia, and her crew were drilled to masquerade as Norwegian seamen.

On Christmas Day, 1916, the *Seeadler's* pretence enabled her to fool the British auxiliary cruiser *Avenger*, which stopped and searched her in the North Sea between Sweden and Iceland.

16 Ships Sunk

A week later, the *Seeadler* headed south towards the Azores, and before another month was out, von Luckner had already captured and sunk four of the 16 Allied ships which were to fall victims to him.

With the neutral Norwegian flag flying at the masthead, von Luckner's general practice was to approach his victims broadside on and ask them for a time signal or the latest war gossip.

Then the Norwegian flag would come down; the German flag would be run up; and the *Seeadler's* gun crew would suddenly appear on deck ready for action at point blank range.

With no chance to do anything but surrender, the Allied crews were quickly transferred to the *Seeadler*. Meanwhile, some of von Luckner's crew helped themselves to whatever valuables they could find aboard the captured ships; planted some explosives, and sent the ships to the bottom.

Eleven ships—four British, four French, two Canadian and one Italian—were dealt with in this way before the French barque *Cambronne*

As a map, Mopelia seems the perfect place to bury a treasure. This one is from George T. Eggleston's book, "Tahiti: Voyage Through Paradise" (London, 1954).

was captured on March 21, 1917, in the mid-Atlantic, east of Rio de Janeiro.

By this time there were so many "guests" aboard the *Seeadler* that, instead of sinking the *Cambronne*, von Luckner transferred his prisoners to her to free himself for further action. He then continued his voyage southwards, rounded the Horn, and made his way to the Line Islands in mid-Pacific to lie in wait for more enemy shipping.

Three more ships—all American four-masted schooners—were captured and sunk in this area. These victims brought the total tonnage sunk by the *Seeadler* to 124,000 tons gross.

30,000 Miles Logged

It was now early July, 1917. The *Seeadler* had been continuously at sea for seven months; she had logged some 30,000 miles; and her crew was desperately in need of fresh food and rest.

There was no friendly port anywhere in the Pacific to which she could go; but one of the captured Americans suggested to von Luckner that Mopelia Island might meet his requirements.

Mopelia, a circular atoll about seven miles across, is at the far western end of the Society Islands, some 240 miles from Tahiti and about 100 miles from Maupiti, the nearest island of any size.

In 1917, it had only three Polynesian inhabitants and was visited only once a year by employees of

a Tahiti company which leased it from the French Administration for copra planting.

Von Luckner accepted the American's suggestion and made for Mopelia. However, he found on reaching it that his ship was too big to pass through the entrance to the lagoon. So he had to anchor outside and tether his ship to the reef.

With the ship thus moored, and with a strong current through the lagoon entrance keeping her well off the reef, most of the crew disembarked to see what they could find. Soon everyone was feasting on the numerous coconuts, lobsters, fish, turtles, pigs, birds' eggs, etc., that the atoll afforded.

"Seeadler" Wrecked

Three days later, just as everyone was preparing to leave the ship for another day ashore, a tidal wave dragged the *Seeadler* from her anchorage and threw her on to the reef.

The jagged coral pierced her steel hull; the tall masts were snapped off; and it was immediately obvious that the ship was a total wreck.

The Germans and their prisoners removed everything they could from the wreck and established a settlement under canvas on one of the motus of Mopelia's reef. Von Luckner facetiously described this later as the last German colony.

Von Luckner remained on the island for three weeks, during which he would have had ample time and opportunity to bury a treasure unbeknown to anyone else—if he had had one.

Then he and five others left the island in a well-armed lifeboat in the hope of capturing another ship with which to resume the *Seeadler's* raiding career.

At Atiu in the Cook Group, the Germans managed to pass themselves off as shipwrecked Dutch seamen and so obtain water and food. But at Aitutaki, their story that they were Americans of Norwegian origin sailing from Honolulu and back for a bet did not altogether convince the locals, and they were lucky to escape from there after five or six hours ashore.

A few weeks later, von Luckner and his party arrived at Wakaya Island in the Fiji Group, and there they were captured after a part-Fijian seaman, Captain Kini McPherson, became suspicious of them. (A full account of this episode was published in *PIM* for March, 1964, p. 77).

From Fiji, von Luckner and his companions were transferred to a prison camp on Motu-ih in Auck-



Count von Luckner and his wife inspect one of the guns from the "*Seeadler*" in a park at Tahiti during their world voyage in 1937.

land Harbour. But after several weeks in captivity, some of them, including von Luckner, escaped in the prison commandant's boat.

A day or so later, the escapees captured a scow called the *Moa*, and in this, they eluded their pursuers for eight days and travelled 600 miles. They were finally captured near Macauley Island in the Kermadecs and returned to New Zealand. There they remained until the end of the war.

Meanwhile, the crewmen of the *Seeadler* who had stayed on Mopelia, had captured the French schooner *Lutece* when she arrived at that island on her annual visit to the copra plantation.

That same day, the Germans sailed for Cape Horn, via Easter Island, leaving their American captives and the crew of the *Lutece* marooned on Mopelia.

At Easter Island, the Germans intended to overhaul their ship and take on supplies. But this plan was frustrated when their schooner struck an uncharted sunken rock while sailing into the harbour and was wrecked.

Two months later, a Chilean ship took the castaways to Chile, where they remained as guests of German colonists until the end of the war.

Thus, if von Luckner did have a hoard of money from the 14 ships he sank, there were two ways in which it could have been removed from Mopelia in 1917—in the life-

boat in which he was captured at Wakaya, or in the *Lutece*. On the other hand, of course, it could have been left on Mopelia until a more propitious opportunity arose to remove it.

Whatever the truth was, von Luckner gave no hint of it in the book he wrote soon after the war on his career as a sea raider, and which was subsequently translated into English and considerably rewritten by the American author Lowell Thomas.

In fact, there seems to have been no suggestion that there was such a thing as a treasure on Mopelia until von Luckner and his Swedish wife arrived in the Pacific in 1937 on a world cruise in their yacht *Seeteufel*.

Secret Purpose

The *Pacific Islands Monthly's* correspondent in Papeete at that time, an American, A. C. Rowland, reported in *PIM* for February, 1938, that, after spending about a month in Tahiti, the Count and Countess had sailed from Papeete on December 4, 1937, with the intention of visiting Moorea, the Leeward Islands of the Society Group and Mopelia.

"A story has been passed about Papeete," the correspondent said, "that the Count confided to some dinner companions his secret purpose in going to Mopiha (Mopelia)."

"It is said that when the *Seeadler* was cast upon the reef at Mopiha in 1917, her strong box, full of gold coin, was brought ashore and buried in a secret place known only to the Count and some trusted companions. . ."

Two months later, *PIM* reported that von Luckner had arrived in Auckland in February, 1938, and that in March a New Zealand newspaper had announced that the Count had found his buried box of treasure, that it was enormously valuable, that it had been sent off to Germany, and that he was rich for life.

"Immediately," *PIM* went on, "the whole pack of 'human interest purveyors' were in full cry, and we in Sydney had von Luckner's treasure served up to us in all sorts of fancy dress."

"Finally, Count von Luckner became fed up with the newspaper publicity, and, on March 28, in Auckland, he made a statement to the effect that the story that he had unearthed a huge treasure was 'all moonshine'."

"He said that he had succeeded in finding his box, which had been buried for 21 years, and that the alleged valuable treasure consisted of the logbook of the *Seeadler*, and a certificate signed by the German

Emperor, which entitled him to raid ships during the war, a few samples of pearls, and a quantity of gold, worth perhaps £10.

"The box certainly had contained a large sum in German pre-war marks—but, of course, these now are worthless.

"Count von Luckner added that if the box had contained real treasure it necessarily would have been sent at once to the German Government, to whom it belonged."

Confirmation that von Luckner had searched for something during his visit to Mopelia in 1938 was provided in a report from PIM's Papeete correspondent in July, 1951.

He then stated that after von Luckner had left Mopelia it was discovered that a large trench had been dug "somewhere in the coconut groves", and that it had then been declared that von Luckner had "hidden there his treasure collected from his raiding voyage".

In December, 1952, a German reader, Hermann Kirmis, wrote to PIM that he had been imprisoned with von Luckner in New Zealand during World War I, and that he had often talked to him afterwards about his wartime experiences.

In these conversations, von Luckner had never said anything about a Mopelia treasure; but when Mr. Kirmis made some inquiries about him, he found that von Luckner, in lectures, had referred to Mopelia as a *schatzgraberinsel* (treasure island).

This, Mr. Kirmis thought, showed pretty conclusively "what was on von Luckner's mind when he went back to Mopelia in 1939".

No Proof

But all this—including von Luckner's statement in Auckland in 1938—does not really prove anything.

Von Luckner's statement, as a matter of fact, is contradicted in one important particular in Vol. IX of the *Official History of Australia in the War*, by A. W. Jose, published in 1928. In that book, it is recorded that among the items that von Luckner had with him when he was captured at Wakaya Island in 1917 was the logbook of the *Seedler*.

Von Luckner, on the other hand, said in Auckland that that was one of the items he had dug up at Mopelia.

Who was right?

I, for my part, hope that von Luckner has left a true record so that one day we will really know.

When it comes to treasure stories, I think it's fair enough to fool all of the people some of the time, and some of the people all the time. But not all the people all the time!



STORIES BEHIND FIJI'S PLACE NAMES

From Captain Stan Brown in Suva

What's in a name? It depends, of course, on what and where the name is.

Place names on the maps and charts of Fiji have a varied background. The traditional Fijian place names are often relics of old legends, their origin lost in antiquity or myth.

The other names, mostly English, were all given since the voyage of Tasman, and therefore in the time of recorded history. They each have a story associated with them, sometimes unusual, often fascinating. But always, a story.

Even the name of Fiji is no more ancient than these modern names. The early Fijians named their islands Viti. That is still the Fijian name.

But their Tongan neighbours, frequent visitors to the islands, could not pronounce this. Feejee or Feechee was the nearest the Polynesian tongue could get to the correct pronunciation.

Queen Victoria's Whim

The first rush of ships to Fiji, the sandalwooders, all came via Tonga. Like Cook and Bligh before them, they heard the islands they sought referred to as Feejee, and this spelling and pronunciation became common. Later the spelling was altered on the whim and orders of Queen Victoria.

The Fiji Islands received other names. Captain Bentley, of the *Ann and Hope*, who touched there in 1799, gave them the name, Land of

One of Fiji's place names that didn't stick was Whippy Harbour in Viti Levu, so called by Commodore Wilkes. It is now Suva Harbour.

Liberty, but the name was never in common use.

During and after the sandalwood days the name "Bligh's Islands" was used frequently.

It was when the missionaries, seeking monetary assistance for their work, told of the fierce warriors and their customs that the name the "Cannibal Islands" was in popular use.

Of the individual islands and reefs, the first non-Fijian names were those given by Tasman and Cook. Heemskerk shoals in north-eastern Fiji mark the place where Tasman's *Heemskerk* was nearly stranded in 1642. Turtle Island was the name given by Cook to Vatoa, the only Fiji island he visited. This was in 1774.

Bligh, who discovered more islands in Fiji than any other foreign navigator, did not name one. His name and fame are remembered on the chart nonetheless.

Bligh Water, through which he sailed in the *Bounty's* launch in 1789, was named by the Fiji Government in 1941.

Bounty Boat Passage, through which Bligh first sailed into the Fiji Islands was named in May, 1962, but has not yet appeared on charts or maps.

Traditional Names

Commodore Charles Wilkes, of the United States Exploring Expedition to the Pacific of 1838-42, named more places in Fiji than any other surveyor. His surveys produced the first complete chart of the Fiji Islands.

Of the many islands and reefs he named, some still appear on today's charts and maps. Others have been

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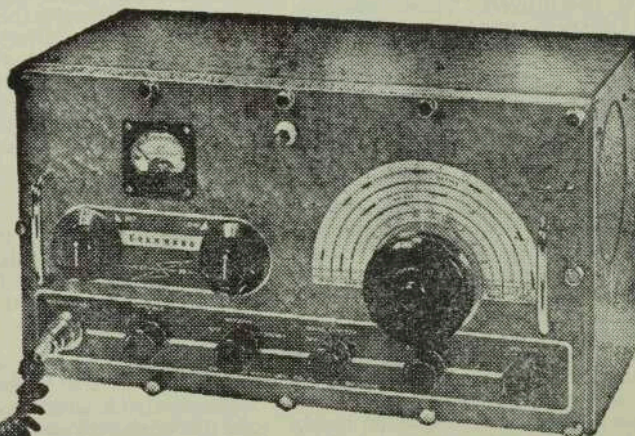
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Captain Bligh, the discoverer of more islands in Fiji than any other foreign navigator.

superseded by the traditional Fijian names.

Of these, one that he would have wished to remain was Whippy Harbour — now Suva Harbour — named after David Whippy, an American ex-sailor, whose assistance to his expedition he greatly appreciated.

At Wilkes' instigation, Whippy, then a Levuka trader, was named US vice-consul in Fiji.

Wilkes' policy was to name islands after members of his expedition. The islands of the Mamanuca Group were named after his lieutenants. Islands in northern Kadavu and in Vatulele were named for his mid-shipmen. A few were named for enlisted men; and one or two, but by no means all, of the scientific corps in his ships, were also honoured.

A carpenter gave his name to Dibble's Reef in Lau; and Agate island in the Yasawas is named for an artist. There is a Wilkes Passage through the reef near Momi.

Sleepy Point on the Bua coast recalls the time when Tom Granby, Wilkes' pilot, fell asleep and ran the *Flying Fish* ashore on that point.

Simian Outlines

Monkey Face Pass, with its simian outlines in a cliff face nearby, was also named by Wilkes.

Tragedy and loss of life are recalled in other names. Reid Haven and Bacon Islets in eastern Lau bear the names of two young officers on the tender *Sea Gull*, a small schooner, that was lost off Cape Horn.

Henry Island, now named Kadavu Lailai, is the burial place of Mid-shipman Henry who was killed by the inhabitants of Malolo. His companion, Lt. Underwood, killed at the same time, was buried with him, and the small islets in the area were named Underwood Islands.

The Royal Navy has less representation, because of the rule that local names will be used wherever these are known. Even so, one of the Navy's greatest surveyors, Captain, later Admiral, Denham, has a small island in Kadavu named for him. He was in Fiji in the 1850's.

French, Russian

Commander Combe, of HMS *Waterwitch*, has his name on two shoal areas, while the name of HMS *Alacrity* is recorded in several places.

French and Russian names also remain on the charts of today. The names Simonov and Mihailov given to the Tuvana islands in southern Lau by the Russian navigator Belingshausen in 1820 are still recorded as well as the Fijian names.

The French explorer Dumont d'Urville left his name on a channel between Great Astrolabe Reef and North Astrolabe Reef, both of which he named after his ship in 1838.

Because of the accepted practice of using known local names, the chance of a modern surveyor seeing his name perpetuated on a chart is slim indeed. This practice was, however, waived or abandoned a few years ago when a survey of Bau Waters was made by a ship of the Royal New Zealand Navy.

Reefs and islets were named after civilian and service members of the New Zealand Naval Board, ship's officers and survey ratings and after the captain's wife and child—and this in an area that abounds with traditional names.

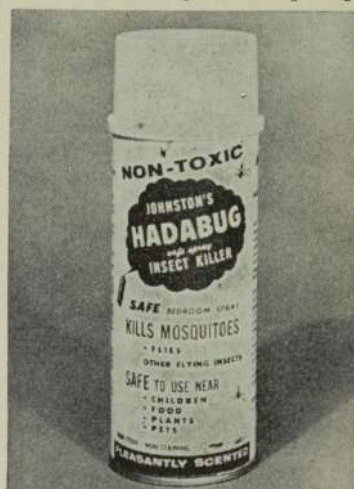
Not Common Knowledge

The traditional names, particularly of remote reefs, are not common knowledge. The reason for some of the names is often not now known. But there is always someone, usually an old man, who can recite the traditional names in a certain area.

Suddenly the list of names will stop, and further inquiry will elicit the information that names beyond that point are a responsibility of persons living in another area, and therefore unknown to the informant.

Could they be tracked down, the traditional names would no doubt provide even more interesting stories than do the names given by the European explorers.

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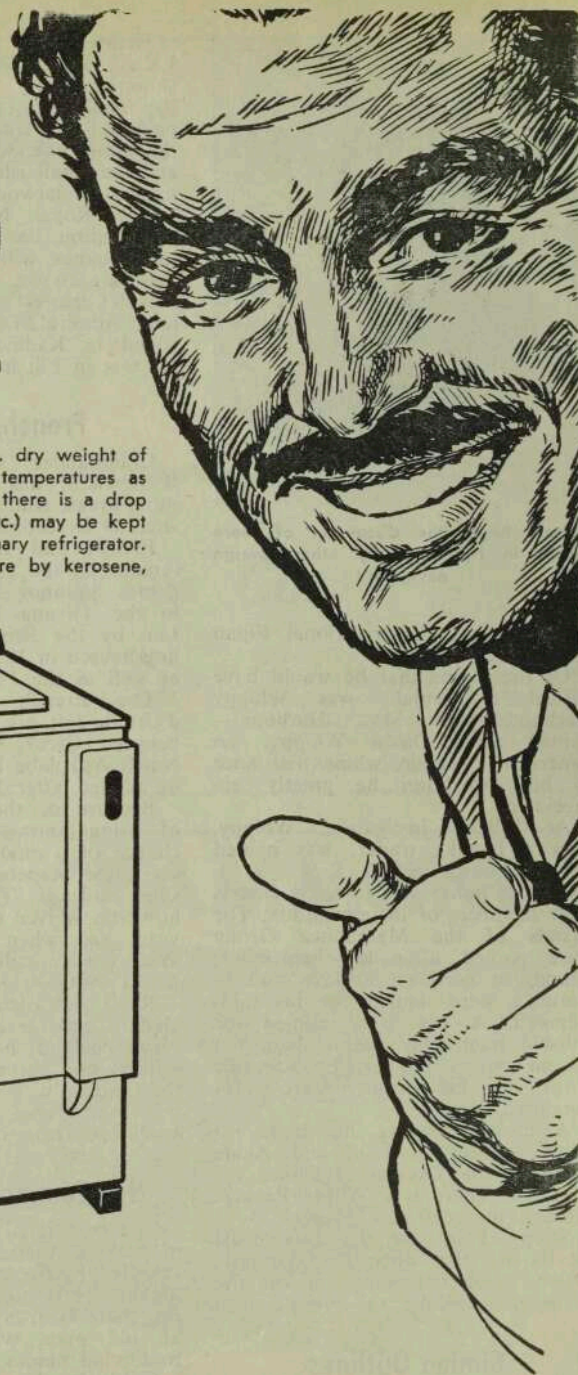
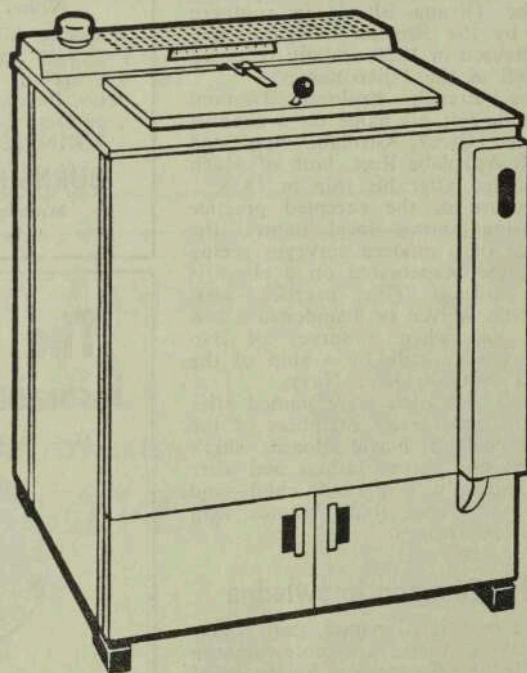
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THE WORLD OF "KING CAM"

CYRIL BARNEVELT CAMERON, who died in Port Moresby in March (*PIM*, May, p. 17), after 50 years as a copra planter on Kitava Island in the Trobriands, was an enigmatic and rarely-photographed figure, around whom a legend grew up in his own lifetime.

Known as King Cam, he was reputed to be the ruler of a free love island, with a harem of more than 80 Papuan girls. He strongly denied this story, but it's not surprising that it persisted, considering the handsomeness and mode of dress of Kitava's girls.

These pictures of King Cam and the people of his island were taken several years ago by well-known yachtsman Joe Pachernegg, who recently completed a long Pacific cruise. The picture at right shows the puttees, which King Cam always wore, and in which he invariably carried a knife of some sort to cut his pipe tobacco.





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AUSTRALIAN DAIRY PRODUCE BOARD

Stories about the recently much-publicised phosphate islands of Ocean Island and Nauru were among the more newsworthy items in *PIM* for June, 1946.

THE Ocean Island story concerned the transfer of 703 Banabans (Ocean Islanders) and 300 Gilbertese from the Caroline Islands (to which the Japanese had deported them during the war) to Rabi Island, Fiji, which the Western Pacific High Commission had bought for them in the early 1940's. That on Nauru stated that the first shiploads of Nauruan phosphate to reach Australia since the war were due in Australian ports in July, 1946. "With the partial restoration of phosphate workings on the island," the item said, "about 200,000 tons of Nauru's phosphate have been earmarked for Australia."

OTHER items from that issue of *PIM* of 20 years ago were:—

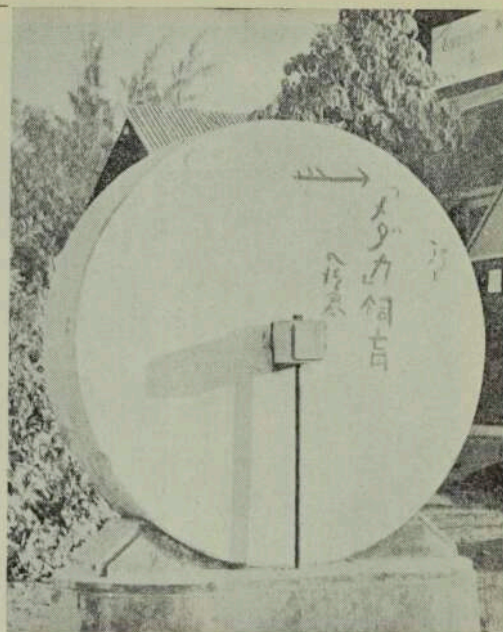
AN all-out drive to locate oil in Papua and New Guinea was to be held as part of a national search for oil by the Australian authorities in Australia and its territories. Geological and geophysical maps were to be published to encourage private companies to concentrate on promising localities, but the Australian Government was also to undertake drilling operations.

IT was announced that New Britain and New Ireland, the only parts of New Guinea still under military rule, were to be transferred to civilian rule under the Provisional Administration before the end of June. The Provisional Administration took control of Papua and the part of New Guinea south of the Markham River on October 30, 1945. Control was extended to the remainder of the New Guinea mainland on March 1, 1946.

THE British Government was reported to have contracted to purchase all Ceylonese copra for the following five years, at a price equal to £37 (Aust.) per ton, f.o.b., for the first year. The Ceylon price was to provide a temporary basis for New Guinea copra and offered temporary stability in the period when there

Yesterday

A link with the bad old days in the Pacific is this old millstone, which was sent out to wild New Ireland in the early 1880's with the ill-fated Marquis du Rays colonists. The colonists were swindled out of thousands of pounds by promises that they could establish a utopian settlement. The millstone was brought to Rabaul in the 1930's. During the war, Japanese occupation troops used it as a signpost.



was a great deal of argument as to the price allowed to the New Guinea planter by the Australian authorities.

MR. A. C. RENTOUL, a British District Agent in the New Hebrides for two years during the war, suggested in an article that the Condominium be divided between Britain and France to end the confusing method of joint administration. "In all the islands north of Vila, to the upper coast of Espiritu Santo," he wrote, "the French have beaten us hollow in population and holdings. If partition were decided on, this would undoubtedly be their territory; and tragic as it would be for the natives, there would seem to be no alternative. On the other hand, the southern district, from Vila to far-away Aneityum, is populated by a few Australians—there being only one French subject in the area. This southern district should be taken over by Britain or Australia—but, preferably, by the latter."

APOLOSI NAWAI, a rebellious Fiji political leader, who had given the British authorities in Fiji many a headache between the wars, died on Yanuca Island, Fiji, on April 17, 1946. Apolosi organised a native co-operative society and led the first and only

movement resembling a rebellion against the British authorities from the time of Cession in 1874. He was twice banished to Rotuma, and at the time of his death, he had spent 20 years of his life in exile.

TEST plantings carried out in the Solomon Islands in 1944-45 proved that good yields of rice could be obtained from the plains of Guadalcanal, using machine methods of planting and sowing the crop in the wet season. Six varieties were planted and some of these yielded up to 100 bushels per acre.

FIRE had destroyed the large business premises of O. F. Nelson and Co. Ltd., at Matafele, Apia, Western Samoa. The only pump available to police and voluntary helpers did not have sufficient pressure to reach the fire and the building was burnt to the ground within an hour.

THE Australian Department of External Territories and the Army Department were searching for information about 68 people, most of whom lived on New Ireland and New Britain, who were reported missing during the war. There was no evidence that they were on the *Montevideo Maru* when she was sunk.



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THE MONTH'S NEW READING

OF GAUGUIN IN THE SOUTH SEAS

Fifteen years ago, when Swedish writer Bengt Danielsson visited Hivaoa in the Marquesas Islands, he met there a retired French schoolmaster with a large collection of books about the artist Paul Gauguin, who spent 10 of the last 12 years of his life in the South Seas.

THE books had been carefully read and well-annotated—the notes pointing out “an astonishing number of quite elementary mistakes even of geography and ethnology”.

The schoolmaster's explanation for the mistakes was that none of Gauguin's biographers had ever visited the South Seas. Furthermore, as they had based their accounts on Gauguin's own writings, they had given only a fragmentary and subjective picture of events and affairs in the islands at the time.

Needless to say, it occurred to Danielsson that there was scope for a book on Gauguin in the South Seas, and this, in a translation from the original Swedish, has now been published in English. It represents the fruits of 13 years of research, off and on.

Attractive Book

The book is most attractive in appearance, with 66 illustrations, of which 16 are colour photographs of present-day scenes and people.

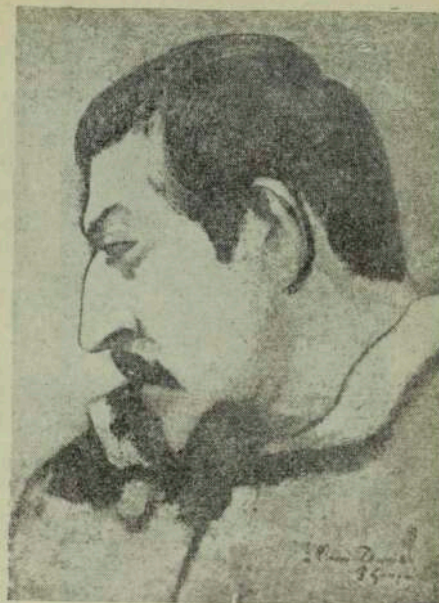
To anyone who has never been to the Eastern Pacific, the colour pictures will convey a vivid idea of the dazzling hues that Gauguin translated on to canvas; and to those who have been there, they will serve as pleasant reminders of what they have seen.

The black and white illustrations are mainly photographs of scenes and people in the South Seas of Gauguin's day, and reproductions of his paintings.

The book itself is a most scholarly and painstaking piece of work, and must surely be virtually the last word on all aspects of Gauguin's South Seas career.

Danielsson's diligent combing of government records, Tahiti newspapers of Gauguin's day, and the writings of various visitors to Tahiti

This is a self-portrait of the artist Paul Gauguin. He lived in the South Seas from 1891 until his death in 1906, except for a break in 1893-95.



and the Marquesas in his time have enabled him to enlarge on many facets of Gauguin's life which previous biographers have glossed over.

This research, together with the author's own physical knowledge of the locale, has also enabled him to correct a date or two here, a misapprehension there, and to nail for ever numerous furbies perpetrated by other biographers.

But one is inclined to think that Danielsson would have written a more readable book if he had ignored all the mistakes made by other writers, and had simply concentrated

on making his own as correct and interesting as he could.

One is also inclined to wonder whether the enormous amount of time and energy that he put into his research was always justified by the results.

The author reveals, for example, that after Gauguin had been inspired to go to Tahiti by reading Pierre Loti's sentimental novel, *The Marriage of Loti*, he sought a more reliable book on the subject and was given an official handbook, now identified as *Les Colonies Francaises*, (1889), which actually contained a

NEW JOURNAL OF PACIFIC STUDIES

A NEW publication devoted to Pacific studies, the *Journal of Pacific History*, is due to make its appearance about the end of June.

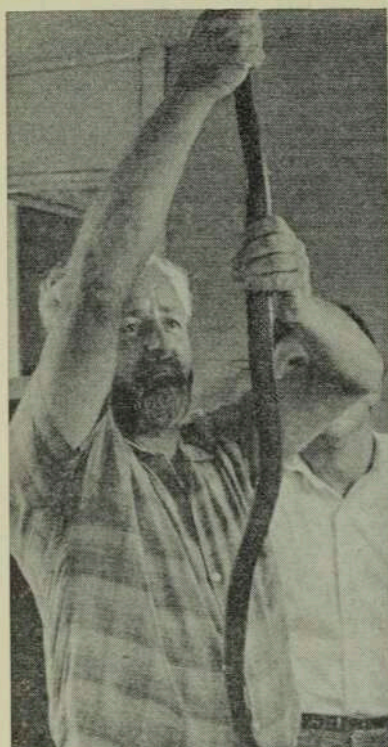
The journal will be published annually by the Department of Pacific History at the Australian National University, Canberra, in association with Oxford University Press, Melbourne. Each issue will have 150-200 pages, and will cost \$A3.50 or its equivalent.

A prospectus for the journal says that it “aims to provide an international medium for the publication of original research in the field of Pacific History.” This includes archaeology, prehistory and ethnohistory, as well as contemporary government and political development concerned with any part of the Pacific Islands, including Hawaii and New Guinea.

There will also be documentary, bibliographic and archival features designed to aid further research.

Nearly two dozen writers have contributed to the first issue. Subjects include: Problems of Pacific History, Alcoholism and Intemperance in Early Pacific Missions, William Diaper, Native Members of the P-NG Legco, 1951-63, Constitutional Changes in Fiji, Self-government in the Cook Islands, Political Advancement in P-NG, 1964-65, and the Central Archives of Fiji and the Western Pacific High Commission.

The editors are Professor J. W. Davidson and Mr. H. E. Maude.



WILDLIFE IN PICTURES

More people die from the bite of the Papuan black snake (*Pseudechis papuanus*) than from all the other snakes of Australia and New Guinea combined, according to an attractive new book called *Australian Wildlife* by well-known Australian naturalist Eric Worrell.

TO provide serum to counteract the bite of this snake, which is found throughout southern Papua, hundreds of snakes are caught and taken to the Australian Reptile Park, at Gosford, New South Wales, which Worrell founded in 1938. There they are milked of their venom by being made to bite into a rubber diaphragm. The venom is ejected into a glass container.

After being processed, the venom is sent to the Commonwealth Serum Laboratories in Melbourne, where antivenene is made and sent to Papua.

Worrell's book, which is full of information like this, contains nearly 200 striking photographs in black and white, and colour on pages measuring 8½ in. by 11 in.

The photographs depict the best-known birds, mammals, reptiles and plants of Australia and Papua-New Guinea. Most of the information given is in the form of captions to the pictures.

● Worrell is seen here handling the deadly Papuan snake.

(AUSTRALIAN WILDLIFE. Angus and Robertson. \$4.50).

good deal of material that had probably been lifted from Loti's book. So what?

On another occasion Danielsson records, in menu style, what was on the menu at a farewell banquet given for Gauguin on the eve of his departure for the Islands.

In short, much of what Danielsson has unearthed and placed on record is of no great consequence. And his portrait of Gauguin, himself, leaves you with much the same impression as you had before—namely, that Gauguin was a disagreeable, arrogant, spiteful, anti-social, selfish, foul-mouthed and unclean fellow, who stole his friends' wives, but failed to look after his own; who irresponsibly put Polynesian girls in the family way while bemoaning the European contamination of Polynesia; and who seemed to have the idea that, despite everything, the world owed him a living.

This is not to say that Gauguin did not paint some outstanding pictures.

But would they create all the fuss that they now do if Somerset Maugham had not directed attention towards Gauguin with his Gauguin-based novel, *The Moon and Sixpence*, of nearly 50 years ago?—RL.

(GAUGUIN IN THE SOUTH SEAS. George Allen and Unwin, London. \$6.60.)

A Picture Book For The Rats

It's taken 25 years to produce a complete picture record of the siege of Tobruk, but it has been worth waiting for. In *The Rats Remain*, historian Dr. John Cumpston has produced a volume which every surviving Tobruk rat will want on his shelf at whatever cost—and at \$6 for 500 historic pictures on excellent paper they will get fine value.

DR. CUMPSTON, a former Australian consul in Noumea, is these days historian with the Department of External Affairs, Canberra. His interest in Tobruk dates from the time he was there as liaison officer with the headquarters of the 26th Australian Infantry Brigade.

He has painstakingly collected photographs from every source to illustrate better than words the drama of a Tobruk besieged by Rommel's forces in 1941.

With rare exceptions, only photographs taken during the siege itself

have been used. In the absence of official war photographers on occasions, especially in the early days of the siege, many of the prints were taken by amateurs displaying a wide range of competence. Film was unobtainable. Dr. Cumpston found in his search that information about the subject matter of pictures was mostly scanty and incorrect. But the amateur snapshots recall the drama.

"Three features are noticeable throughout the pictures," says Dr. Cumpston. "These are the great amount of destruction of military equipment that the Italians were able to achieve before surrender in Tobruk; the number of smokers with unlit pipes; and the apparent indifference of the men to any action not taking place in their immediate vicinity."

After 25 years, memories are fading. Some of the record has gone beyond recall, and other verification, such as the names of many of the men in the pictures, has become difficult. Dr. Cumpston, in his labour of love, has invited Tobruk rats to supply to the Australian War Memorial any additional details which the publication of the pictures may release from the halls of memory. They will be varied no doubt.—SL.

(THE RATS REMAIN: THE SIEGE OF TOBRUK 1941. Grayflower Productions Pty. Ltd., Melbourne. \$6.)

Wheel Tracks In Outback Australia

The story of the first truck-transport in the outback north-west of Western Australia, whose drivers took to the tracks just after World War I when camel teams were the major means of transport, makes fascinating and unusual reading.

IN *Wheel Tracks*, W. W. Ammon, one of the pioneers, reveals a fine gift for observing nature and his fellow man as he relates epic journeys through above-century heat in the days when the internal combustion engine needed a lot of encouragement to keep it going.

His fellow men included such characters as Gus the Swede, Terrible Bill Cridland, Brumby Pete and The Musical Bogger.

In those days a driver was expected to stay behind the wheel for 18 hours a day, sometimes for days on end, dig his truck out of bogs, unloading by himself the 3 cwt. bales of wool and reloading before travelling only a few yards to bog and begin again.

Mechanical repairs, swimming flooded rivers, and searching for sandalwood stands to provide loads, were all included in the flat rate of 3d per mile travelled, with a bonus of 1/- for each tyre-destroying stump

A Potted Indonesia

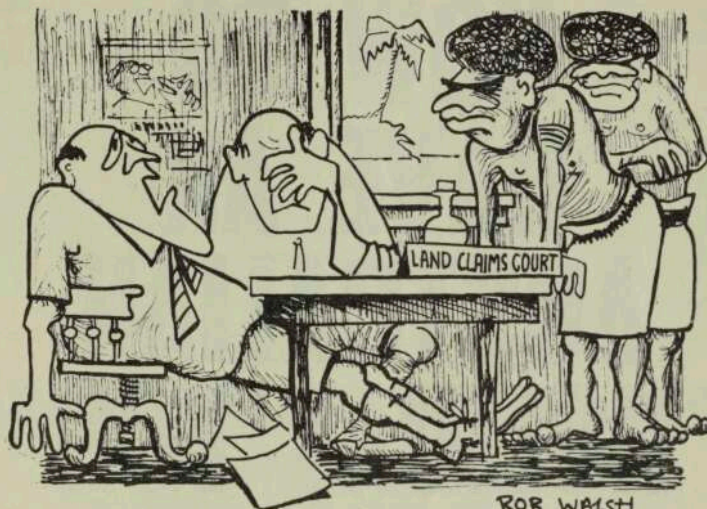
"It is unwise to expect any clearcut, definite events in Indonesia. Mysterious happenings are part of a constantly shifting, subtle pattern of compromise which is so typical of that country and which is bound to be characteristic of its politics into the indefinite future."

So warns Australian journalist Colin Mason, a former ABC correspondent in South-East Asia, in a valuable new paperback, *Sukarno's Indonesia* (Horwitz, 75c).

Mason has produced a most readable and useful quick-look at the main features of Indonesian history and of Sukarno the man. He includes a handy bibliography. Keep this one by you.

Islands Life

WITH ROB WALSH



"So far we've established that the Australians got it from the Germans who got it from the Tolai. . . . Now it seems the Tolai got it from the Bainings who got it from the Kaviengs who got it from the . . ."

grubbed out of the track.

The toll that the north-west took of its pioneers is sensitively chronicled in Ammon's account of the death of Gus the Swede, of whom he says, "I saw the drought kill Gus the Swede as surely as if it was some uncontrollable element that had held the gun to his head."

The Swede is trampled to death by a mob of thirst-crazed cattle, and: "Deserted, his shack soon fell into disrepair. The hessian rotted and ripped away in the wind; the door, left unlatched, fell off one hinge to hang drunkenly for a year or so from the mulga framework. By that time the rains had come and the grass grew right up to the door where it bloomed, seeded, and dried. Lonesome and dreary the shack stood by the roadside, the last, forlorn crumbling relic of a strong man's dreams."

But tragedy, back-breaking work and long hours did not dim the author's sense of humour. In an account of a visit to a bush cafe, where the choice of lunch lay between goat and galah, with dry bread, he asked the woman for pickles.

"Pickles!" she grunted and flounced out the back again, where we heard her shout, "Hey Mick! Dig out that bottle of pickles, will you? There's a bastard in here thinks it's Christmas!" —Rob W.

(*WHEEL TRACKS*: Angus & Robertson. \$3.50.)

WHEN THE WAR CAME TO SYDNEY

About 5 p.m. on May 31, 1942, three Japanese midget submarines, each with two men aboard, were launched from a trio of bigger submarines about seven miles off Sydney Harbour.

THEIR mission was to get into Sydney Harbour, create as much havoc as they could, and, if possible, return to their mother ships.

Two of the submarines got into the harbour all right—one got caught in a torpedo net near the entrance—and for the next 10 hours or so, before they were sunk by depth charges and gunfire, they gave Sydney its only taste of warfare at close hand.

The story of the midget submarines' raid on Sydney and the events leading up to it has now been told from both the Australian and Japanese points of view in a paperback called *To Sydney by Stealth*.

Its authors are Hugh V. Clarke, of the Australian Department of Territories, who spent several years as a prisoner of the Japanese after the fall of Singapore; and Takeo Yamashita, a former warrant officer in the Japanese Navy.—RL.

(*TO SYDNEY BY STEALTH*. Horwitz Publications, Sydney. 48c.)

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Cartoonist Hesling Still In A Stew

Most people, it is said, have at least one good book in them, but writer-cartoonist-playwright (to name his most recent pursuits) Bernard Hesling has accomplished far more than this by managing to remain both fresh and remarkably funny in his third autobiography, "Stir Up This Stew".

HESLING tells how he left his native Yorkshire to become an actor and got as far as becoming the caretaker at a London theatre, where he maintained an illicit, rent-free existence, boiling his eggs in the glue pot and sleeping in a stage bed after the cast had gone home.

This lasted until he was discovered by the city's down-and-outs, with the result that patrons leaving the theatre were confronted each night by a homeless horde waiting to get inside.

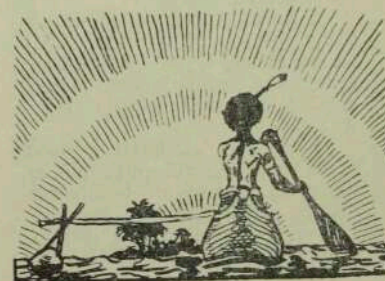
Bailiffs, pineapples and a penchant for spelling Lenin "Lennon" made him quit both London and Communism and move to Australia, where he settled eventually at Castlecrag, the Sydney suburb planned by Burley Griffin, the designer of Canberra, of whom he says:

"All architects have weak spots in their armour, and Griffin's weak spot was ceilings; he could never get them to stay up."

His story of the family whose children were imprisoned by a falling Griffin ceiling and the architect's unperturbed reaction would alone make the book worth reading, but there is much more in this delightful account of Hesling's bohemian circle of friends and his remarkable experiences.

Its only shortcomings is that it lacks examples of his cartoons.—Rob W.

(STIR UP THIS STEW. Ure Smith. \$2.50).



Best of the Paperbacks

Thrillers And Crime

THE WRONG SIDE OF THE SKY, by Gavin Lyall, is in the Fleming and Hammond Innes tradition. Tough and British. (Pan; 60c).

ATLANTIC FURY, ATTACK ALARM, and CAMPBELL'S KINGDOM, all by the master, Hammond Innes. The last two have been reprinted many times but *Atlantic Fury* is a new one for paperback. (Fontana. All 60c).

THE JOKER and THE CAL-
ENDAR, both by Edgar Wallace, who is tame cat these days against Innes, Fleming and the rest. (Both Pan; 60c).

GENTLY SAHIB, by Alan Hunter, is one of the Chief Superintending Gently thrillers, this one involving a tiger and a body. (Pan; 60c).

BATTLE FOR INSPECTOR WEST, by John Creasy, includes a blackmailed millionaire, a kidnapped bride and, of course, Inspector West. (Pan; 60c).

DEAD MEN RISE UP NEVER, by Christopher Landon, who is better known for his *Ice Cold In Alex*. Murder and intrigue. (Pan; 60c).

THE CASE OF THE LONG-
LEGGED MODELS, by Erle Stanley Gardner, is, of course, another Perry Mason, with the usual mixture that defies description. (Pan; 60c).

A DRAGON FOR CHRISTMAS and THE EYES AROUND ME, by Gavin Black, who keeps pace in his thrillers by assuring that no paragraph is more than one sentence long. (Fontana. Both 60c).

TEN LITTLE NIGGERS, by Agatha Christie, should perhaps be her best-known mystery. (Fontana; 60c).

GREAT STORIES OF MYSTERY AND IMAGINATION, selected by Bryan Douglas. A collection of eight fine thrillers, including "The Canterville Ghost", by Oscar Wilde and Edgar Allan Poe's the "Fall of the House of Usher". (Fontana; 60c).

TALES OF UNEASE, edited by John Burke. Shorter, lesser known or new stories in the same vein, including "The Sound and the Silence" by D'Arcy Niland. Meant to make the back of your neck prickle and some of the stories do. (Pan; 60c).

SO DISDAINED is one of Nevil Shute's early stories, set between the two wars and involving espionage and treason. (Pan; 60c).

Non-Fiction

EAT FAT AND GROW SLIM, by Richard Mackarness, is the now famous book by the British writer

based on the William Banting diet. The theory is you can eat as much as you want of the rights foods—non-carbohydrate—so that your body burns up its excess fat. The diet brings you down to your correct weight, and no further. It really works. (Fontana; 60c).

STRANGE PEOPLE, by Frank Edwards, is a strange book about human peculiarities. True stories of people who don't sleep, of boys with dog faces and a girl who could read unopened letters. Off-beat oddities. (Pan; 60c).

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Paperbacks, continued

PARDON MY BOOTS, by Margaret Britt, tells of a young horse-crazy English girl who obtains a job on an outback Queensland cattle-station as bookkeeper, marries the head stockman and goes droving with him. An amusing and observant woman's-eye view of the outback and its characters. (Humorbooks; 80c).

CHILDREN OF THE SUN, by Morris West, is the story of the Naples slums which helped make this Australian writer famous. (Pan illustrated; 60c).

TEN THOUSAND EYES, by Richard Collier. Real life account of a group of French resistance workers involved in complicated espionage before D-Day. (Fontana illustrated; 80c).

GIVE US THIS DAY, by Sidney Stewart. POW story by an American captured in the Philippines and who ended captivity in Japan. (Pan; 60c).

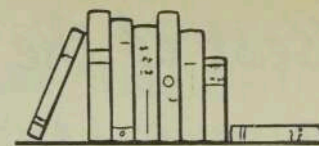
Fiction

MAN WITHOUT A SHADOW, by Colin Wilson (of *Outsider* fame). Gerard Sorme decides he will devote his notebooks to a careful analysis of his own sexual experiences. Fruity. (Pan; 80c).

THE OFFENDERS, by R. H. Ward is more sex, teenage style. They're old enough to know better and young enough not to care. (Pan; 60c).

ROYAL FLUSH. THE PROUD SERVANT, THE STRANGER PRINCE and THE GAY GALLIARD, are block-buster historical novels by Margaret Irwin. The last is the story of Mary, Queen of Scots, and of Bothwell, her lover. (All Pan; 80c).

LOVE IS ETERNAL, by Irving Stone. The love story of Mary Todd and Abraham Lincoln, told by the man who wrote *The Agony and the Ecstasy*. (Fontana; 90c).



THE CARTHAGINIAN, by Ronald Bassett. The last days of Carthage, with a full measure of barbarism. (Pan; 60c).

REDHEAP, by Norman Lindsay. This novel of life in a small Australian town was first published in London in the 1930's and promptly banned in Australia until 1960. It is difficult to see why. (Humorbooks; \$1).

LANTANA LANE, by Eleanor Dark. Sea-captains have the reputation of being frustrated farmers at heart, but much the same may be said of lawyers, bus-drivers, teachers and bank clerks if the example set by the residents of *Lantana Lane* is common. All forsook their former occupations to become the despair of economists as small farmers in the heart of the Queensland pineapple belt. Eleanor Dark brings it all to life in this reprint. (Humorbooks; \$1).

CHILDREN'S BOOKS

CAREFUL: REVIEWERS AT WORK

PETER COMES TO STAY is a good book for boys and girls aged four to 10. Lois Southern wrote it. If you are four you might ask your mother to read it to you or you might like to save it up until you can read it. It's all about a boy called Peter coming to stay at his uncle's farm. It is near Sydney and there are three cousins there. Their names are Teddy, Penny and Jenny.

There are three cats which are House Puss, who was named because he was always in the house, and there is Roof Puss who lives on the roof to keep away from Scotty, their dog, and there is Shed Puss, who lives in the shed and is later named Mom Puss after having two kittens.

Penny is always mean to Peter. She is always furious because Jenny is on Peter's side. Later Penny makes friends with Peter and he goes home at Christmas very happy. There are drawings in the book by Wally Jex, which are a bit cartoonish and I guess they can be better. They are alright though.—DI (aged 11).

(**PETER COMES TO STAY**, Ure Smith. \$1.25.)

THE MUDDLE-HEADED WOMBAT AT SCHOOL, by Ruth Park, is a funny book to read. It is a book for ages seven to 12 and it is about the muddle-headed wombat who has to go to school. At first he wouldn't

go but when he found an old teddy-bear with one leg and his squeaker gone Wombat went to school. A possum was rude to teddybear and so Wombat wouldn't go to school again. The book tells about other hilarious adventures at school, too. I think Ruth Park has a wonderful imagination and Noela Young draws lovely pictures.—SJI (aged 8).

(**THE MUDDLE-HEADED WOMBAT AT SCHOOL**, Educational Press Pty. Ltd., distributed by Angus and Robertson. \$1.75.)

THE THINGS THEY DO TO YOU, by John O'Grady. Australian author of the best-selling *They're a Weird Mob*, who has come a long way since he lived in Apia, writes of his experiences as a patient in a Sydney hospital, where he was admitted suffering from a tropical disease. Those who have suffered will find much in common with the author. (Humorbooks; 80c).

(Fontana and Pan from William Collins (Australia) Ltd.; Humorbooks from Ure Smith Ltd.)

Six More "Peoples Of Pacific"

Six more booklets just published in Longmans Green's "People of the Pacific" series brings the series to 12, with more booklets in preparation. The first six in the series were published in 1964.

ALL have been edited by Ernest Schubert, a former education officer on Pitcairn, who now is in New Guinea, and the art work has been done by Rod Fowler. The basic texts and much of the illustrative material in each of the booklets have been supplied by local experts in the field—patrol officers, schoolteachers, missionaries.

The books have 16 pages, and the texts are clear, simple, and well suited to primary schoolchildren. There are plenty of illustrations in colour, with helpful locality maps.

The first 10 of the 12 titles so far issued deal with the New Guinea people. No. 11 deals with the Samoans and No. 12 the New Zealand Maoris. Of the first 10, No. 1 is *The Trobriand Islanders*, 2. *The Motuans*, 3. *The Tolai*, 4. *The Sepik River People*, 5. *The Gogodala Swamp People (near the Fly River)*, 6. *The Chimbus*, 7. *The Mekeos*, 8. *The Karkar Islanders*, 9. *The Abelam people (near Wewak)*, and 10. *The Bukas*.—SI.

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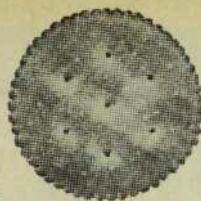
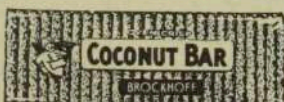
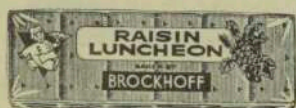
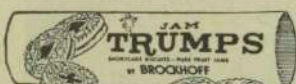
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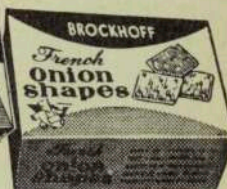
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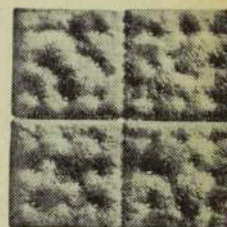
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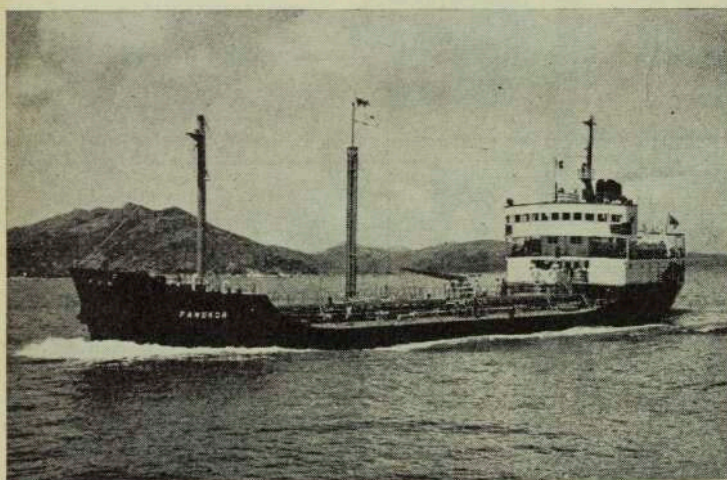
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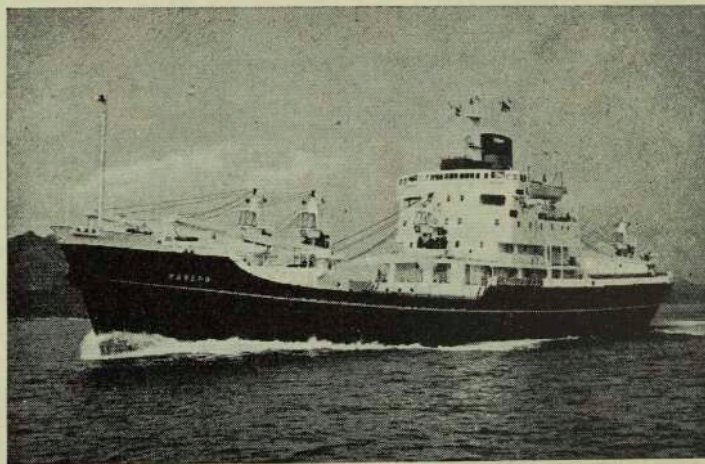
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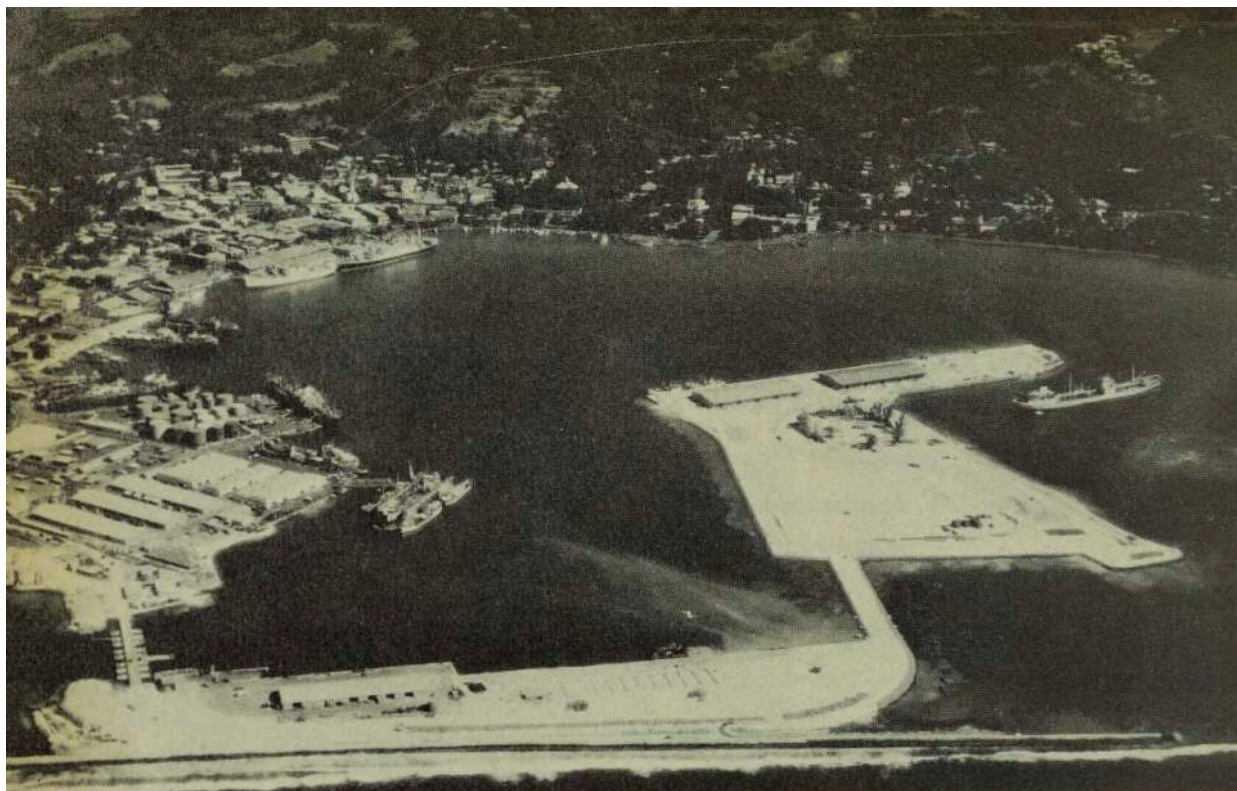
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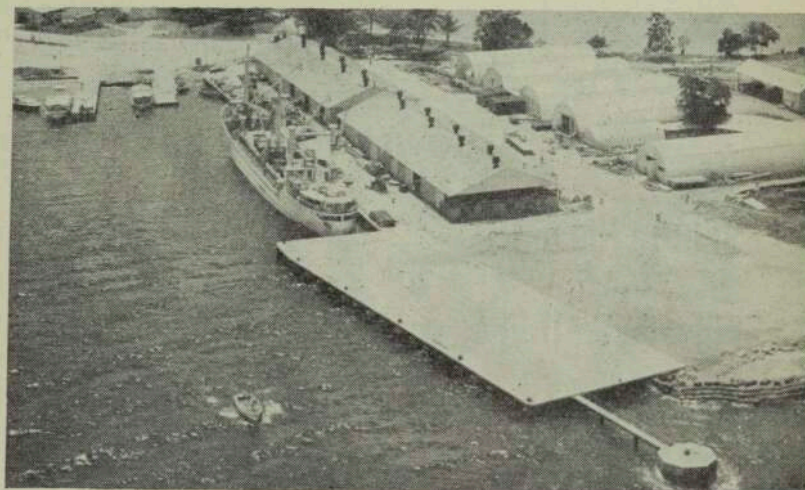
NEW HARBOUR FACILITIES AT PAPEETE NEARLY COMPLETED

New port facilities at Papeete, Tahiti's capital, which have been created by reclaiming about 35 acres of coral reef from the sea, are due to be completed in July, several months sooner than originally expected.

THE new facilities have cost about 600 million Pacific francs (\$A6 million).

A survey for the project was completed in October, 1963, and work on it began a few months later. The project has completely transformed the appearance of the harbour.

A photograph of the harbour as it was before reclamation work began is published opposite (below). This shows the three main physical features involved in the project—Fare Ute Point (site of the prominent buildings), the barrier reef, and the small islet of Motu-Uta. The entrance to



the harbour is just beyond the line of surf at the bottom of the picture.

The other picture, taken nearer to Fare Ute, shows how that point has been linked with the barrier reef and with Motu-Uta (on which a few trees can still be seen). The reclaimed land on the barrier reef is protected by a dike, which is seen as a thin black line.

Up To 35,000 Tons

Fare Ute, much of which was reclaimed in a project which began in July, 1962, is devoted to industrial and military installations. Next comes a wharf, about 400 ft long, for small inter-island craft.

The wharves built around Motu-Uta are 1,350 ft in length, and are capable of taking ships up to 35,000 tons, and drawing up to 35 ft of water.

At present, about 250 cargo and passenger ships call at Papeete each year. This total is not expected to increase materially.

Meanwhile, a new yacht marina for Tahiti off Faaa, about five miles from Papeete, is being planned. It is expected to cost about \$A120,000.

The architect for the project is Christian Regault.

The marina will have moorings for 50 small pleasure craft and for visiting ocean-going yachts.

There will be repair facilities and

NEW WHARF AT HONIARA

Papeete is not the only Islands port that has been having a facelift. Honiara, in the British Solomons, has had one too. There, a new wharf, which cost \$A440,000, has been in use since mid-February.

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.

Photo: Ted Marriott.

In The News This Month

Adi Lau	Pacific Carrier
Aldebaran	Pacific Enterprise
Ange-May	Pipe Dream
Arita	Quebec
Arunta Princess	Raralalu
Aventure	Red Boomer
Cape Providence	Rehu Moana
Caronte	Seaspray
Cimba	SRTM-Y17
Colorado del Mar	Tainatoba
Dactyl	Tayo
Dante Deo	Tawarri
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Hinano	Thorsgaard
Jauregulbery	Thorsisle
Kumi Maru No. 3	Ululani
La Bourdonnais	Vitjaz
La Syne	Wahlborg
Maroto	Wallach
Moorea	White Wings
Morning Sun	Widgee
Niuvakal	Wind Wagon

a bar-restaurant overlooking a swimming pool.

Tahiti's bi-monthly *Reef* magazine says: "The projected marina will solve a mooring problem in crowded Papeete harbour and centralise facilities for pleasure boating in Tahiti."

More capital is needed before work on the project can begin.

FRENCH A-BOMB SHIPS VISIT NOUMEA

Five ships of the French Navy, bound for French Polynesia for the atomic tests at Mururoa Atoll, called at Noumea in mid-May. The ships are the 27,000-ton aircraft carrier *Foch*, the escort ships *La Bourdon-*

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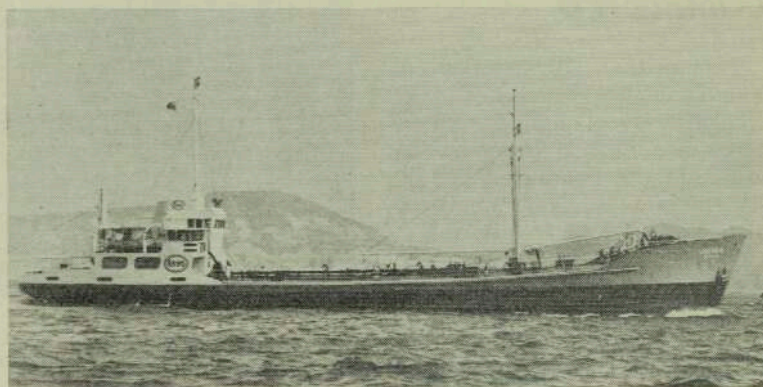
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Breadth Moulded	45 feet 0 inches	Auxiliary Engines: 2 Gardner 6LX.
Depth Moulded ..	13 feet 6 inches	Cargo Pumps: Stothert & Pitt Type 265B 487 tons/hour.
Load Draught	10 feet 8 inches	Steering Gear: Frydenbo Hydra-pilot electro/hydraulic.
Gross Tonnage ..	1,068 tons	Windlass: Thomas Reid & Sons.
Deadweight Tons	1,550 tons	Complement: 12.
Main Engine	2 Cummins LRT-6-M	
B.h.p. ..	345 h.p. each	
R.p.m. ..	1,000	

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nais, Forbin and Jaureguibery, and the supply ship *La Syne*.

The escort ships berthed at the wharf on May 13, but the other two remained in the outer roadstead.

They were thrown open to public inspection on the afternoons of May 14 and 15. The flotilla continued its voyage for French Polynesia on the 16th and reached Papeete on the 22nd.

According to one Noumea newspaper, there was a persistent rumour in the town that the *Foch* was carrying one of the bombs to be exploded.

During the flotilla's stay in Noumea, some 2,000 sailors were given leave each day. Postal authorities put on extra staff to cope with the rush, and most stores benefited considerably, although the sailors are far from rich.

Local newspapers asked the public to extend the friendliest welcome to the "pom-pom rouges", but the request was hardly needed. Everybody did his utmost to make them feel at home and the sailors returned the courtesies by being on their best behaviour.

In this department the sailors gave a lesson to Australian sailors, who, even when visiting Noumea in small numbers, generally create a couple of scandals.

NEW TANKER FOR PACIFIC TRADE

The *Pacific Carrier*, a small bulk petroleum tanker, will enter the South Pacific trade soon and, like the *Pacific Enterprise*, will have a largely Fijian and Gilbertese crew.

The *Pacific Carrier* is of 220 tons, or slightly larger than the *Pacific Enterprise*. She was due in New Guinea in May from Germany. Both ships are chartered by Mobil Oil from S. Berg and Company, of Sydney.

TIMBER CARGOES FOR "NIUVAKAI"

The Tonga Copra Board's ship *Niuvakai* is now operating profitably in both directions between Fiji, Tonga and Samoa and the east coast of Australia, according to authoritative sources.

Her return journeys to the islands from Australia have always been profitable, but little cargo, except some desiccated coconut, was available for the downward trips until recently.

On her last two trips to Australia the *Niuvakai* carried timber, loaded at Malau, near Labasa, Vanua Levu.

The last cargo totalled 171,000 super feet. The ship can carry 300,000 super feet.

The *Niuvakai* will not pick up the

next load of timber offering as she has been chartered to pick up labour from the Gilberts for copra estates in the Line Islands, and to repatriate Gilbertese who have been working in the Line Islands for about 12 months.

Her next trip to Australia is expected to be early in July.

"ALDEBARAN" WRECKED IN NEW CALEDONIA

The 300-ton coastal vessel *Aldebaran*, trading between Mare (Loyalty Islands) and New Caledonia, went ashore on the barrier reef, about five miles from Havan-

nah Passage, in late April and became a total wreck.

Havannah Passage is one of the entrances to Noumea Harbour, and a notorious graveyard for ships.

Despite repeated attempts by a tug from Noumea and the vessel *Colorado del Mar*, the ship could not be moved.

She was laden with islands produce, mostly copra, and was doing about seven knots when she struck the reef at 7 p.m.; darkness had fallen and the Havannah lights were obscured by a rain squall.

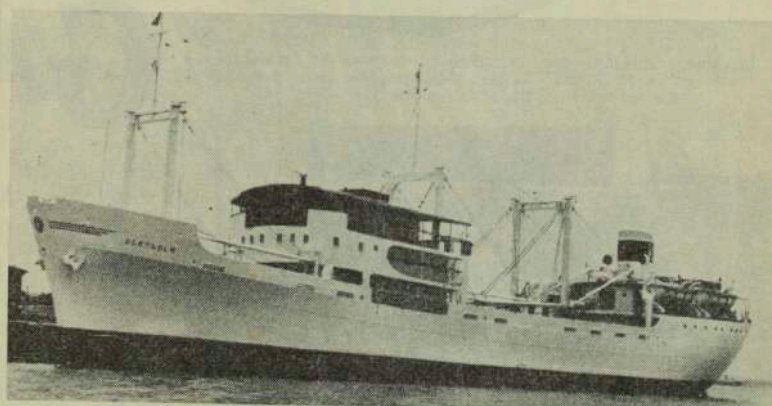
This was the second time in 18 months that the *Aldebaran* had gone aground. The first time was on

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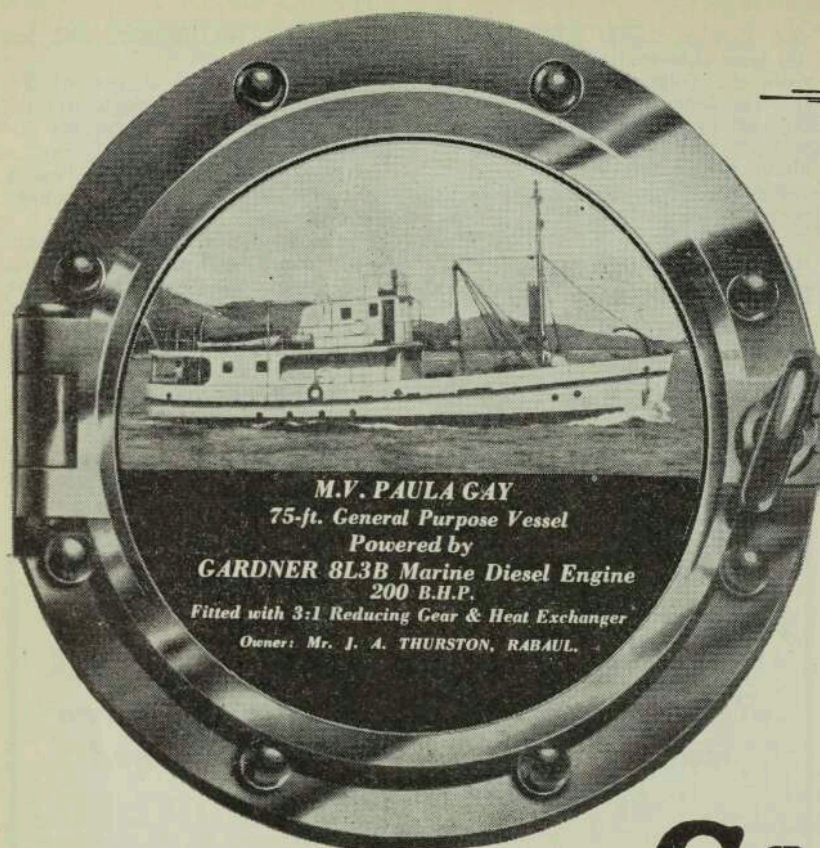
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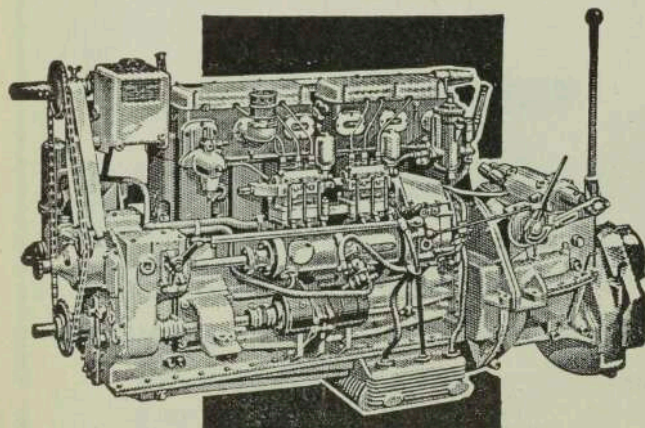


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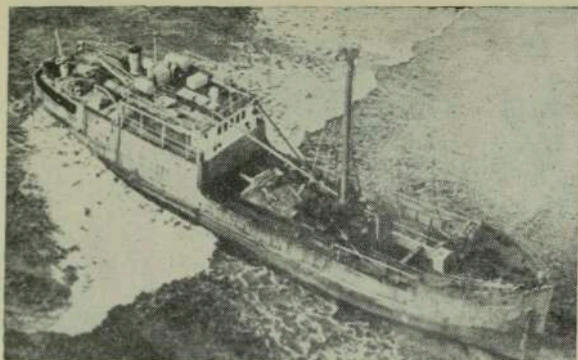
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The "Aldebaran" aground at Havannah Passage at the entrance to Noumea Harbour. Photo: Courtesy of "Journal Caledonien", Noumea.

Nanukulevu Reef, Fiji, in November, 1964, when she was sailing from Noumea to Futuna. The ship was refloated on that occasion after 32 days, but 9½ months passed before she was ready for service again (PIM, Nov., 1965, p. 105).

A couple of weeks after the Havannah Passage disaster, several Mare Island natives of Noumea went out to the wreck in a small cutter to recover merchandise that had been consigned to them from Mare. The expedition cost one of them, Marie Joseph Gaica, his life.

Gaica, a young man, was left in charge of the cutter after it had been anchored in deep water on the edge of the reef, and the others had waded over the reef to the wreck.

Gaica was found floating in the water, drowned, when the party returned from the wreck. He is thought to have suffered a stroke and fallen into the water.

NEW SHIP FOR SOUTH PACIFIC TRADE

The passenger-freighter *Thorsgaard*, of 7,850 tons, is to enter the South Pacific trade, replacing the *Thorsisle*, which will be withdrawn.

The *Thorsgaard* is a sister ship of the *Thor I*, which has been serving the South Pacific for several years.

Both ships have a speed of about 15 knots, and have accommodation for 12 first-class passengers. They also have about 10,000 cubic feet of refrigerated holds.

The ships are operated by the Pacific Islands Transport Line from US west coast ports to Papeete, Pago Pago, Apia, Suva, Lautoka and Noumea at intervals of about 40 days.

SMALL SHIP SINKS NEAR WAKAYA ISLAND

The *Ange-May*, a 14-ton motor ship, owned by Mr. Robin Powell, of Levuka, caught fire and sank near Wakaya Lighthouse, Fiji, in the early hours of May 8.

The *Ange-May* was on the way

to Batiki with cargo when the fire broke out.

FIJI MARINE PRACTICE UNDER FIRE

A Fiji marine court recently deplored the system of inter-island ships being allowed to employ uncertificated men in charge of watches at night, and has recommended an appropriate amendment to the Marine Board Regulations as soon as possible.

The court, headed by a magistrate, Mr. T. L. von Pokorny, conducted a formal inquiry into the stranding of the *Tainatoba* at Solo Reef, Kadavu, on November 3.

During the inquiry there were allegations that the bosun, Peni Makiwaki, had said he had deliberately grounded the ship, but the court found it could not say with any degree of certainty whether there was any truth in the allegations.

It recommended that the attention

of the police be drawn to the allegations.

The court also referred to the report of the 1964 Commission for Safety at Sea (which followed the *Kadavulevu* disaster), which recommended the implementation of marine training.

Mr. von Pokorny said that such a training system would be a factor in ensuring that better discipline in watchkeeping became standard.

The court found that the master, Isei Valelevuka, should be "admonished to introduce a stricter system of watchkeeping and of relief of watchkeepers". This system should be "noted in the log book of the *Tainatoba*, which is, on the whole, well kept".

The court found that the certificate of competency of the master should not be suspended or cancelled.

LIGHTHOUSE SHIP TRANSFERRED

The 80 ft lighthouse supply vessel *Wallach*, which has serviced lighthouses in Papua-New Guinea from Samarai for many years, is being transferred to Thursday Island, and will be replaced by a new vessel.

CHANGES IN FLEET OF SOCIETE LE NICKEL

The New Caledonian nickel company, Societe le Nickel, has sold one of its ships, the *Tayo*, to a French company, but it will acquire two more soon.

The *Tayo* will be delivered to France via Suez by a local crew after repairs in Australia.

She has been one of a fleet of three

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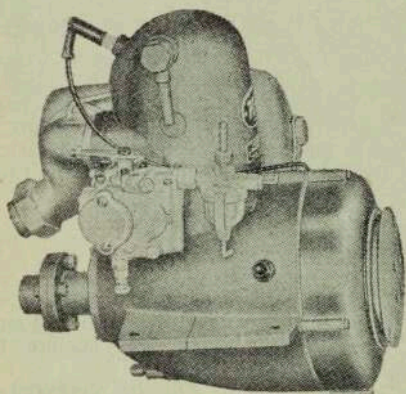
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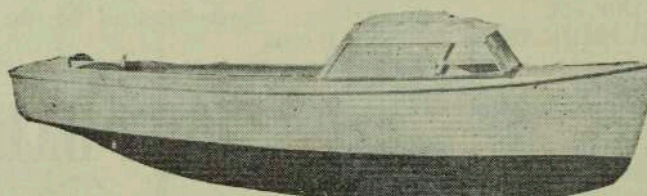
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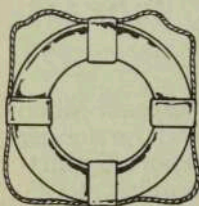
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ships owned by Societe le Nickel. The other two are the *Quebec* and *Caronte*. The *Quebec* was the first vessel constructed for Societe le Nickel after World War II. The *Caronte* was a collier bought second-hand in France.

Societe le Nickel expects to take delivery soon of two 15,000-ton vessels built in Japan. One is expected about August, and the other early in 1967.

QUEENSLAND FISHERMAN NOT IMPRISONED

Mr. K. M. (Bluey) Bedford, the Queensland fisherman, who was reported to have been imprisoned by the Indonesian authorities in West New Guinea (*PIM*, May, p. 105) arrived in Port Moresby on May 3. He explained that he had not been in prison at all.

He said he had sailed to Merauke in his workboat *The Westralian*, to gain permission for a crocodile-shooting expedition up the Wongoe River. On arrival in Merauke, the Indonesian authorities found that his papers were not in order and asked him to remain in port while inquiries were made in Sukarnapura. He was treated courteously and was allowed to sail back to Australian territory when his papers were put in order on April 27.

Indonesian officials promised to inform him if his application to shoot crocodiles was granted.

FIRST SHIP BUILT IN P-NG FOR EXPORT

A shipbuilding company in Rabaul recently completed the first ship ever built in the New Guinea islands for export.

The ship will be called *Raratalu*. She is a 42-ft general workboat destined for the Seventh-day Adventist Mission in the Solomons Islands.

Raratalu cost \$15,000 and took five months to build. She was launched on May 12 for her first trials.

RUSSIAN SHIP CALLS AT FANNING ISLAND

The Russian research ship *SRTM-Y17*, which visited Suva in January, called at Fanning Island, 1,100 miles south of Honolulu, in late April with a sick seaman.

She was the second Russian research vessel to put into Fanning with a sick seaman in less than 12 months.

Last June *Vitjaz* called there for that purpose after visiting Manuae, Cook Islands, for the solar eclipse (*PIM*, July, 1965, p. 15).

As with the *Vitjaz*, Mr. P. F. D. Palmer, manager of the Burns-Philp copra plantation, sought assistance

for the *SRTM-Y17* from the US Coast Guard in Hawaii.

NEW COMMANDER FOR COAST GUARD

Lieut. William Sobeck left Pago Pago for the US on May 1, after handing over command of the Coast Guard cutter *Cape Providence*.

The new CO is Lieut. (jg) Harry Allen, a graduate of the US Coast Guard Academy in 1962. Lieut. Allen arrived with his wife and two sons.

FIJI CUTTER AGROUND

The *Adi Lau*, a Fiji cutter, owned by Mr. A. Chung, Suva, went aground on a reef off Moala Island in the

Lau Group, on May 12. Part of her cargo was removed and taken to the island.

FACELIFT FOR NAVIGATIONAL AIDS IN NEW CALEDONIA

New Caledonia's maritime warning lights system is to be given a facelift. A programme to cost 60 million Pacific francs (\$600,000) is under way. It is being financed by Metropolitan France.

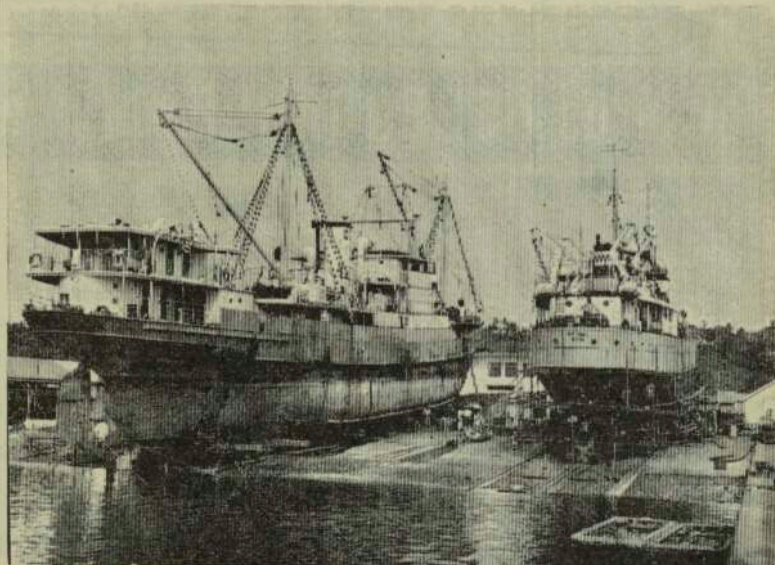
Existing lights on the coast are to be modernised and new ones installed.

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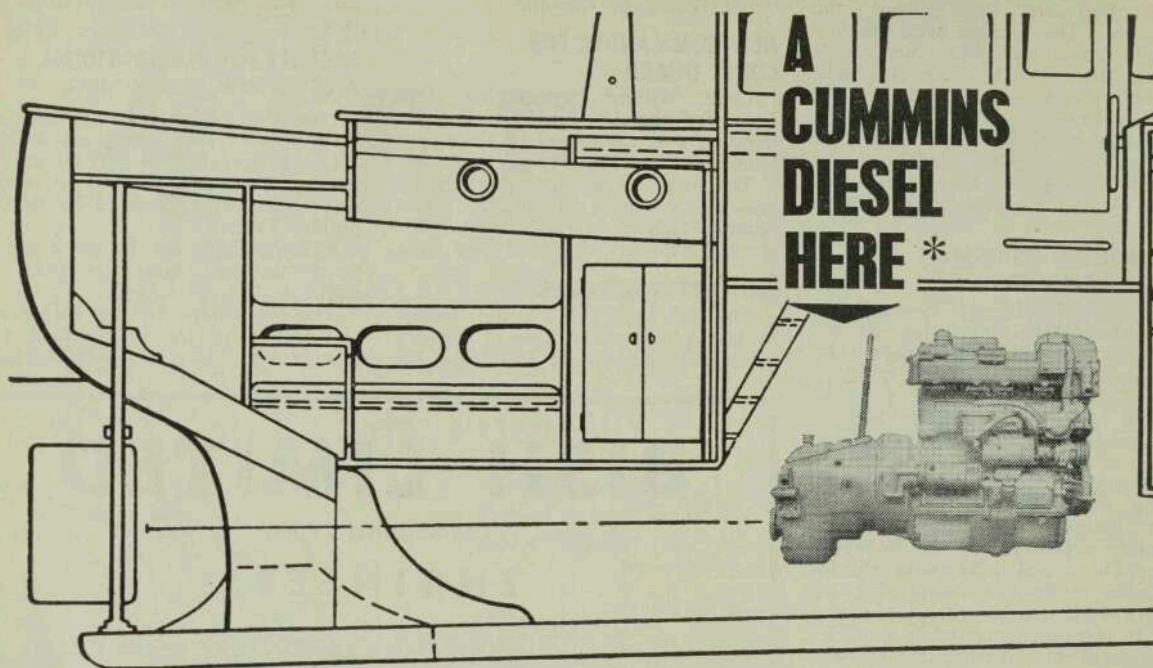
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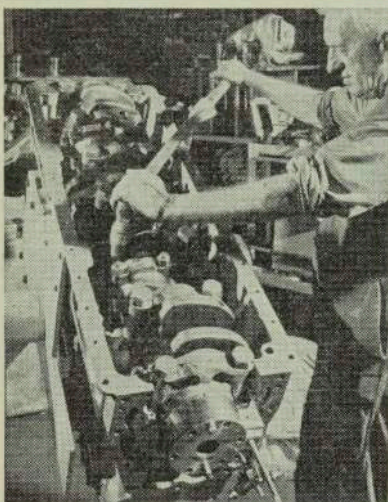
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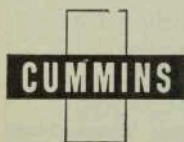


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Cruising Yachts

● **WIND WAGON**, 50 ft ketch, arrived at Suva on May 12 from California, after "roaming the Pacific" since April, 1965. On board were part-owners, Peter Munch and Bob Connelly, Mrs. Connelly, Maureen Ryman and Neville Swan. The two last-named joined *Wind Wagon* at Auckland.

Mrs. Connelly said at Suva that the party planned to visit the Astrolabe Lagoon, Kadavu, and then sail for Samoa.

For 10 years, till her present owners bought her, *Wind Wagon* was used as a houseboat. She was built 26 years ago.

● **HINANO**, 42 ft American catamaran, owned and skippered by Tim Sullivan, sank in a violent storm recently one day's sailing from Oahu, Hawaii. The catamaran left Tahiti for Hawaii during the Easter holidays. Sullivan and his crew were rescued by a passing freighter bound for San Francisco.

Sullivan had purchased *Hinano* in Newport, California, and sailed her directly to Tahiti before the ill-fated cruise to Hawaii.

● **PIPE DREAM**, 34 ft trimaran owned by American missionary Alvar Wolfson, was up for sale in Vila, New Hebrides, in May, for \$A2,679. *Pipe Dream* has figured in *PIM* several times in the last couple years, after arriving in places far removed from where her owner intended to go.

● **REHU MOANA**, 40 ft catamaran, owned and sailed by a New Zealander, Dr. David Lewis, is resuming her voyage round the world after four months in New Zealand. He was due to leave Auckland in late April to return to England.

Last year Dr. Lewis sailed across the Pacific to New Zealand, using only the navigation methods of the ancient Polynesians—studying the stars, wind and current directions and watching the habits of seabirds (*PIM*, Feb. p. 112).

He was accompanied by his wife, daughters Vicky and Susan, and a woman friend, Miss Priscilla Cairns, who kept a check on the catamaran's course using modern methods. They arrived in NZ on December 14.

On the return journey Dr. Lewis will again be accompanied by his wife, daughters, and Miss Cairns.

They plan to sail via Tonga, Fiji, the Solomons, New Guinea, Darwin, Durban, the Congo and the Azores.

● **AVENTURE**, 42 ft French ketch with Alain and Ann Herve, has been in French Polynesian waters recently. She arrived in Tahiti from Panama via the Galapagos and Marquesas in February.

● **MOOREA**, 44 ft American yacht, sailed by Mr. H. Douglas Gamble (owner), his wife and a crew of two, arrived in Papeete on March 27, en route to New Zealand from the United States.

The Gambles planned to spend about two months in the waters around Tahiti before sailing for Samoa, Noumea and Auckland.

● **HI FI**, 43 ft Australian yacht, arrived in Valparaiso, Chile, on April 23, after crossing the Pacific from Dunedin, New Zealand, in 45 days. On board were Stan Field, skipper, with Neil Cook and Peter Argis as crewmen.

● **ARUNTA PRINCESS**, 37 ft 6 in. yacht owned by Mr. A. Mark, of Hong Kong, was nearing the end of a delivery voyage from Hobart,

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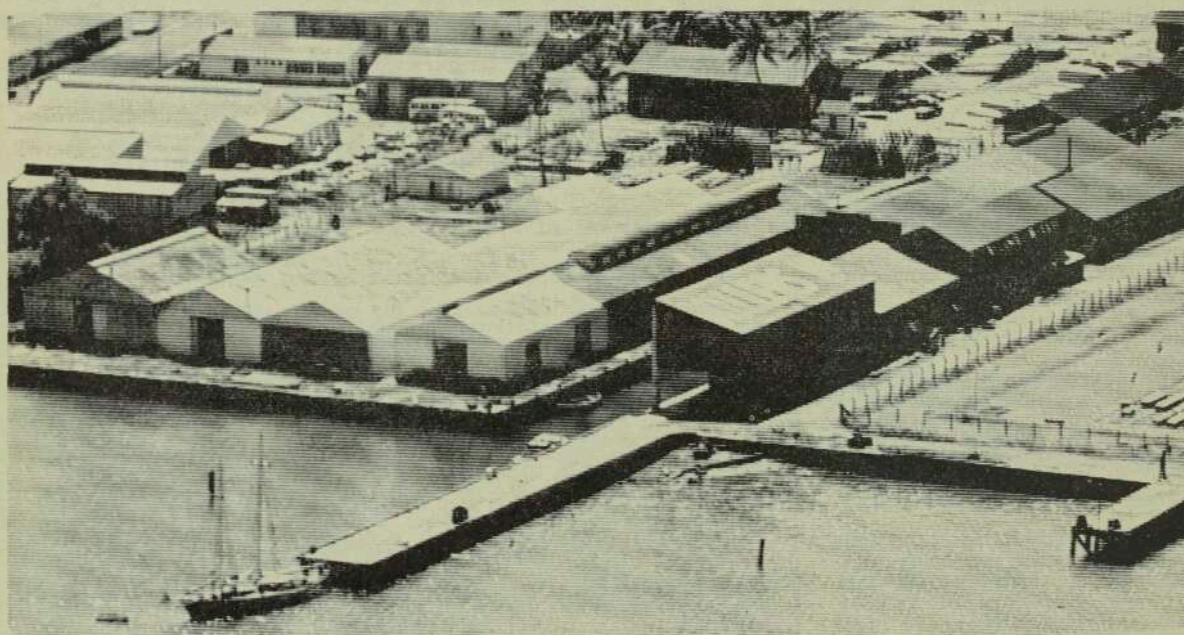
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Tasmania, in mid-May, with a crew of four New Zealanders—F. T. Cookson (skipper), F. Underwood, L. Boielle and P. Taylor.

Writing from Manila, Mr. Cookson said: "We left Hobart at the end of January and called at Sydney, Noumea, Honiara, Ponape and Guam (both of which I would recommend for hospitality to all cruising yachtsmen) and Manila. The next stop is Hong Kong."

● **TE MARINER**, 34 ft yawl, was reported in May to have been bought by Noel Stroud, former skipper of the Chinese junk *One Step*, which caught fire and sank off Trial Bay, NSW, last December after a trip to the South Pacific (*PIM*, Jan., p. 111). *Te Mariner* was owned by John Dean, who slipped out of Noumea in March while a case was pending against him for illegally importing firearms into New Caledonia (*PIM*, April, p. 105).

● **DOVE**, 24 ft sloop, sailed solo by American 17-year-old Lee Graham, left Pago Pago, American Samoa, on May 1, for Vavau, Tonga. Graham hopes to become the youngest sailor to sail single-handed around the world.

Graham reached Apia, Western Samoa, from Honolulu and San Pedro, California, last October (*PIM*, Nov., p. 18).

Since January, he has been sitting out the South Pacific hurricane season in Pago Pago harbour. During his stay he was given cameras by a *National Geographic Magazine* photographer to record his voyage for the magazine.

After a month in Tonga, Graham, plans to head for Fiji.



"Tawarri"

The 69-year-old, 64 ft Swedish schooner "Wahlborg" arrived in Auckland from Rarotonga in April. (See next page).



● **TAWARRI**, 42 ft sloop, with owner and skipper Peter Mounsey and Norman Ferris, won Papua-New Guinea's first ocean yacht race on April 7.

The race was held by the Papua Yacht Club over the 130 miles from Port Moresby to Kerema, in the Gulf of Papua.

The other entrants were: *Cimba* (schooner) entered by W. Holmes; *Dactyl* (Piver trimaran) M. Wood; *Morning Sun* (ketch) D. Wilson; and *Red Boomer* (ketch) W. McNeil.

Morning Sun and *Cimba* came second and third respectively on corrected times.

Tawarri, with Peter Mounsey, his wife Lesley, and Norman Ferris, left Sydney for a world cruise last October (*PIM*, Nov. 1965, p. 113). Since then she has visited Noumea, the New Hebrides, including the Banks and Torres Groups, the Solomons, New Britain, Vitu Island and Madang. She also spent three months at Angoram on the Sepik River.

Early in May, the sloop was at Thursday Island en route to Darwin, Cocos Island and the Seychelles. The Mounseys hope to be in the West Indies by Christmas.

● **ULULANI**, 63 ft auxiliary ketch, with a crew of four Australians, arrived in Papeete from Fatuhiva, Marquesas Islands, in mid-April.

The ketch had earlier spent 113 rugged days in an abortive attempt to reach the Galapagos Islands from the Marquesas, and had returned to that group on April 1.

It was the second rough passage the ketch had had since she left Sydney last August for what was to have been a four-month cruise to

the Bahamas. On the first occasion, the ketch rode out eight gales in the Tasman between Sydney and Auckland (*PIM*, Oct., 1965, p. 111).

Writing to *PIM* from Papeete about the crew's latest experiences, Robert Finlayson, the sailing master, said:

"We set out from Nukahiva, in the Marquesas, on December 9, 1965, for the Galapagos, thence Panama and the Virgin Islands, with a crew of four—Jack Meiss, Robert Finlayson, Ian Maddocks and Mike Knight. Our previous large crew of 10 had dwindled to this in Tahiti; we also lost our skipper, Ray Jones, who returned to Australia aboard *Nam Sang*.

"The trades made such havoc of our sails and rigging that we headed towards the lighter winds of the northern limit of the trades, intending to use the engine to stay in the wind. However our engine failed, then our drive shaft, and for a month we just drifted helplessly in the doldrums. Our radio, also, had failed.

"We finally fixed the engine to some extent, but could only do two knots at the most. During the whole of January we made only 150 miles' progress. February was a little better but our food was running low and we were virtually on starvation rations.

"We got to within 800 miles of the Galapagos when a particularly fierce squall hit us one night, blowing out our last remaining headsail and the mizzen. We had only 25 days of food left and as we had gone back 120 miles in the last 12 days, the only sensible thing to do was to return to the Marquesas.

"We turned back on our 95th day at sea—March 14—and four days later saw a Japanese fishing boat, *Kumi Maru No. 3*, which we hailed. They gave us a great quantity of

food, but, our lack of sails forced us to continue back.

"We took 18 days to reach Fathiva—after being 113 days at sea."

Finlayson added that *Ululani* headed for Tahiti soon afterwards, and would set out for the Galapagos again, this time via Pitcairn Island, after refitting and restocking in Papeete.

● *WAHLBORG*, 64 ft Swedish schooner, arrived in Auckland on April 17 from Rarotonga, with skipper Bosse Bergh, 32, a crew of five, and four passengers.

Wahlborg, which was built 69

years ago, is on a voyage round the world. She left Sweden in August, 1964, and has visited Brixham, Lisbon, Las Palmas, Barbados, Trinidad, Caribbean ports, Panama, Las Perlas, the Galapagos, Marquesas, Tuamotus, Tahiti, Moorea, Raiatea, Bora Bora and Rarotonga.

Skipper Bergh left the schooner for a trip to Hong Kong via Sydney early in May, but he expected to return to Auckland, about September to continue his cruise—to New Caledonia, Australia and New Guinea—with a new crew. He left *Wahlborg* in the care of his chief mate, Tom Clark.

● *ARITA*, 48 ft ketch, built and sailed by Mr. A. R. McIlvride, of Paihia, New Zealand, was scheduled to sail for the Kermadec Islands in late April, from Whangarei, NZ.

Mr. McIlvride was to be accompanied by his wife, and four crew, G. Dixon, D. Field, L. Clements and H. Hooker.

● *WHITE WINGS*, 14-ton yacht from Honolulu, arrived in Papeete in late April with Mr. E. C. Lenkeet and his wife Margaret.

● *SCHEDAR*, 26 ft sloop, sailed single-handed by Frank Capers, a former United States Air Force navigator, arrived in Rabaul from Yokohama early in May.

The sloop was to call at Port Moresby and Queensland ports before going to Sydney.

● *DANTE DEO*, 87 ft schooner, registered in Milwaukee, USA, arrived in Fiji on May 9 from Nukualofa, Tonga. She had previously visited Rarotonga and Niue.

Skipped by Tom Kirth, the vessel is on a scientific expedition in the South Pacific. The expedition is headed by Dr. Donald Butterfield. Its members are collecting sponges and allied sea anemones as part of a research programme conducted by the University of Columbia, New York. They extract poisons from the specimens and send them to the university for use in cancer research.

The crew of 11 comprises seven Americans, two New Zealanders, a Jamaican and a German.

When about three hours out from Nukualofa, en route for Fiji, the crew discovered a 16-year-old Tongan stowaway, John Vaolet, in one of the lifeboats.

"We radioed back to see if we could take him on to Fiji," crewman James Anderson tells us in a note, "but were told that we would have to pay his way back to Tonga if we did. So we turned and took him back to Nukualofa."

"A pilot boat met us in the channel and took John aboard . . . with the Tonga police not looking too happy about the whole thing. The stowaway wanted to go to America."

After a stay in Fiji, *Dante Deo* will visit New Caledonia and be in Brisbane by the end of June.

● *SEASPRAY*, 83 ft yacht, owned and skippered by Mr. Albert Tregidga of Nelson, New Zealand, arrived back in New Zealand recently after spending about six months in Fiji as principal prop in the filming of a TV adventure series.

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fertiliser per acre, or by using six to eight lbs Heptachlor granules per acre, making the application when leaves are wet or after rain.

Ants in pineapples are eradicated by using one lb granules per 2,500 sq. ft. or by spraying two qts 2E per acre to soil in sufficient water. Heptachlor may also be used in wettable powder form at the rate of four lbs 25 per cent. wettable powder per acre in sufficient water or fertiliser.

Sugar cane pests—wireworms, termites and cockchafer—are controlled by using Heptachlor 2E at the rate of one gal per acre mixed into the soil at planting time. The 10 per cent. granules can also be used at the rate of 20 lbs per acre at planting time, and the 25 per cent. wettable powder at the rate of 8 lbs per acre mixed into the soil at planting time.

Soil insects in citrus, mangoes, coffee, cocoa and other tree crops can be controlled by using 20 lbs of Heptachlor 10 per cent. to the acre in any mixed (compound) fertiliser. Granules are advised in preference to the liquid or wettable powder Heptachlor for these tree crops.

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For this reason the use of wood preservatives is becoming more important, as round posts of almost any timber species can be made as durable as the best split posts by means of suitable preservative treatment.

The principal cause of failure of posts is decay, which is the result of attack by fungi. Second in importance among the post-destroying agencies is the termite, commonly known as the white ant.

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Pentachlorophenol.—A greyish-brown flaky material soluble in mineral oils but insoluble in water. It should be used as a 5 per cent. solution in a medium to heavy oil solvent such as dieselene.

Both creosote and pentachlorophenol are suitable for cold soaking, hot and cold open tank treatment, or low pressure soaking.

WATER-SOLUBLE TYPES

Some of these preservatives are suitable only for indoor use as they are easily washed out or leached from the timber by rain.

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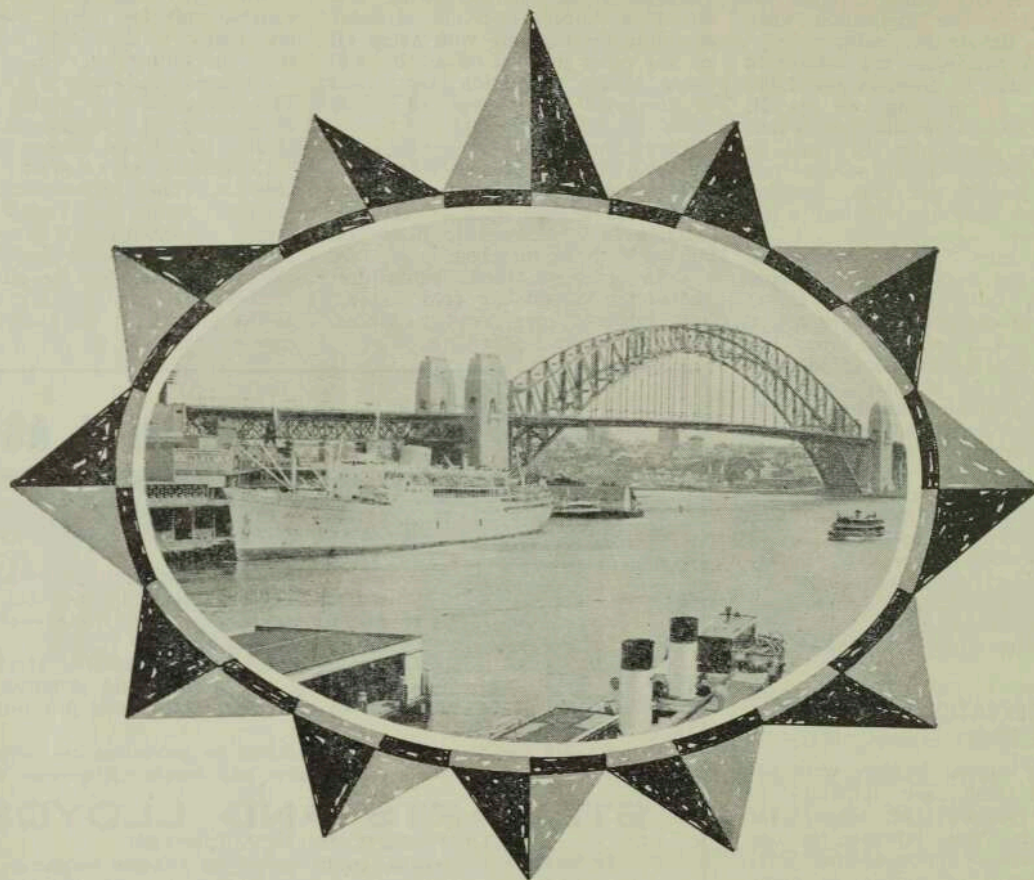
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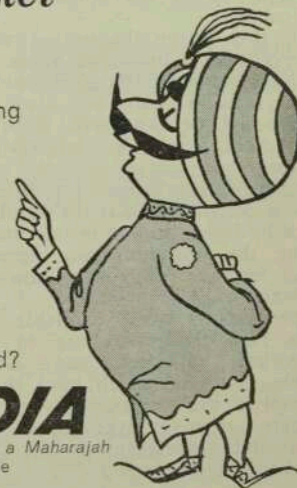


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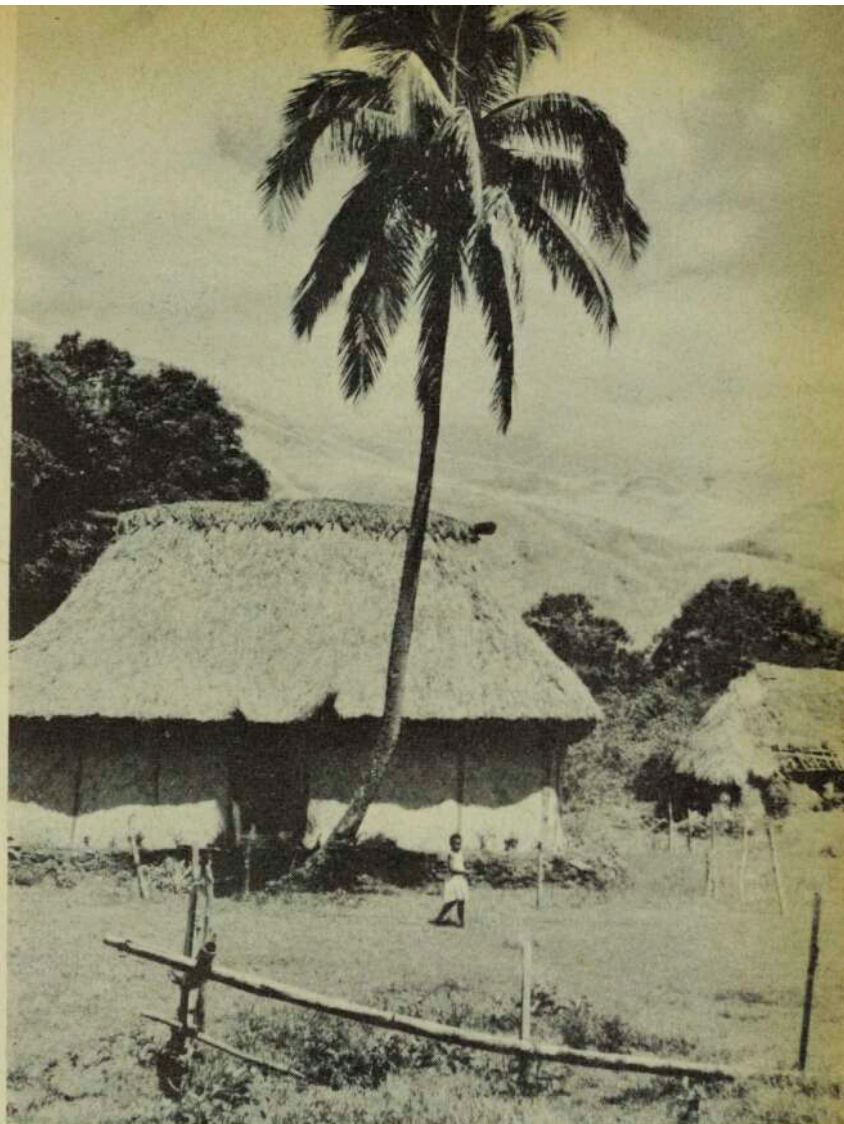
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FROM THE INSIDE

The Many Faces of Fiji

FIJI has many faces, for many kinds of people inhabit its great variety of islands. Not all of its people live against a backdrop of ocean and coral reef, for there are as many sharp mountains and bare, dry, rolling hills as green jungles and yellow beaches in this British Crown Colony.

The Fijians are a Melanesian people, but this might not always be obvious to the traveller, for good reason. Fiji's geographical position in the South Seas has resulted, over the generations, in there being a



natural intermingling with the Polynesians from the east.

Indians were brought from India many years ago and they, too, are now part of Fiji, such as the girl with her traditional sari and jewellery. She may be seen anywhere. The Indian community today makes up for more than half the 456,000 population of Fiji, and there are more Indians (228,000) than indigenous Fijians (189,000). The remainder of the population comprises Europeans (about 10,000), Chinese, Rotumans



(on the island of Rotuma, to the north-west), and Banabans from the island of Rabi (Fijian spelling being such, you pronounce it Rambi, just as you pronounce Nadi Airport as Nandi). And there are those other islanders from the South Seas, many of whom often live in national groups in the towns, working and sharing together.

Probably the Indian way of life will make the greatest impact on the traveller who sees Fiji for the first time. Indian life is all around him, different, intriguing. He may have to seek further to locate a woolly-haired Fijian drinking a bowl of yaqona (kava) after a traditional Fijian spear dance, or to

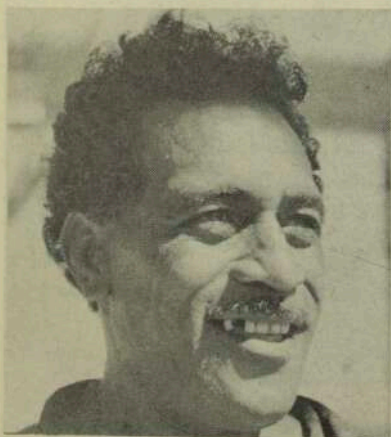


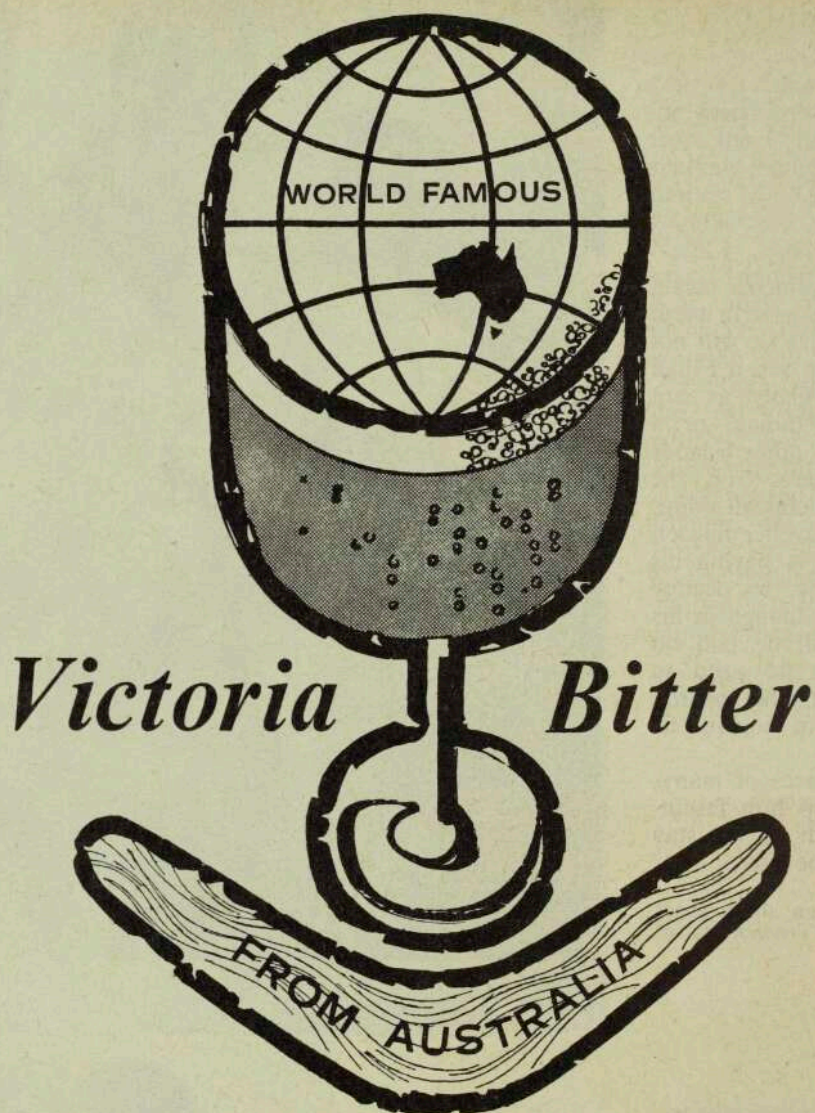
find a colourful women's meke, or dance, with the girls in tapa.

Certainly the traveller will not have to look far to see a Fijian grass bure, and likely as not there will be an Indian, or a Tongan, or some other islands family, living there, for the Fijian bure now means all things to all men. The traveller himself may well find he is paying his hotel tariff, happily, to occupy one of his own—although in his case the water will be laid on and there will be no need to seek his bath at the nearby stream. Unless, of course, he wants to.

But the many faces of many-sided Fiji will keep him fascinated for the length of his stay and for a long time after.

The photographs on these pages are by Walter O. Cernohorsky, of Vatuloula, Fiji.





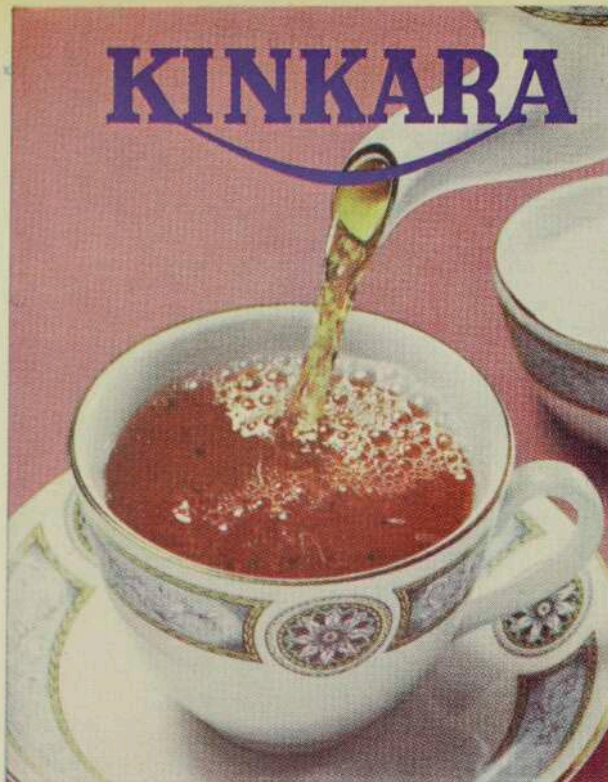
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PACIFIC ISLANDS MONTHLY—JUNE, 1966

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Tragedy Strikes Polynesian : Air Services Suspended

From R. F. Rankin, in Apia

Just when the company's future seemed assured and major expansion of services was planned, tragedy struck Polynesian Airlines on May 11 when one of its two DC3 aircraft apparently disintegrated in the air, with three crew members on board.

THE disaster occurred shortly after the aircraft had taken off from Faleolo Airport on a routine training flight about 6 p.m. On board were dynamic general manager Captain George Scott, 41, operations manager Captain Jerry Stancil and co-pilot Alastair Gibbens.

Scott and Stancil were Americans and Gibbens was a New Zealander. Stancil was married to a local girl, formerly Anna Wulf, who is expecting a baby. Gibbens was married with no children.

First reports stated that some fishermen from Savaii saw the plane explode in mid-air and fall into the sea. They paddled to the scene of the disaster and picked up pieces of the wreckage.

Fuselage Located

Rescue operations were got under way immediately and five inter-island vessels were later joined by HMAS *Anzac*, an Australian fleet training ship visiting Apia. All the vessels recovered much debris and at dawn the next morning the *Anzac* located the fuselage in 30 fathoms of water off the coast of Savaii in the Apolima channel, between Savaii and Upolu.

A crew seat was found floating in the sea, but there was no trace of any of the three aboard, and by the morning after the crash they were presumed dead.

The DC3 that crashed was purchased from the United States last year and was fitted with long range tanks for the long flight to Rarotonga, which was part of its regular schedule.

The day after the crash Polynesian announced that although services to Pago would be maintained, all services overseas were cancelled pending the recruitment of more crew from New Zealand, with the assistance of Air New Zealand.

Polynesian Airlines have been

travel

making regular flights between Apia and Pago, Apia-Aitutaki-Rarotonga (Cooks), Apia-Nadi (Fiji) and Apia-Nukualofa (Tonga).

Scott 'Had No Interest In Polynesian'

In Apia in May, chairman of directors of Polynesian Airlines, Mr. Eugene Paul, said there was no truth in an unconfirmed report published in *PIM* in May stating that Captain Scott, prior to his death, had acquired a controlling interest in the company.

Mr. Paul said: "I wish to say that Captain Scott had no financial interest in Polynesian Airlines Ltd. whatsoever, and further, in regard to another suggestion that he had made arrangements to buy a DC4 from the Ford Motor Company in Detroit, that there is likewise no truth in this statement.

"It is correct that my company intends to expand its operations, and to acquire a large aircraft, but no firm arrangements have yet been entered into."

NORFOLK HOTEL CHANGES HANDS

THE Paradise Hotel, Kingston, Norfolk Island, has been bought by a retired Auckland businessman, Mr. Daniel Organ.

Mr. and Mrs. Eric Semple, proprietors of the Paradise for several years, have recently made extensive additions to the hotel to keep pace with the tourist increase. They will continue to live on the island in a block of flats now being built for them.

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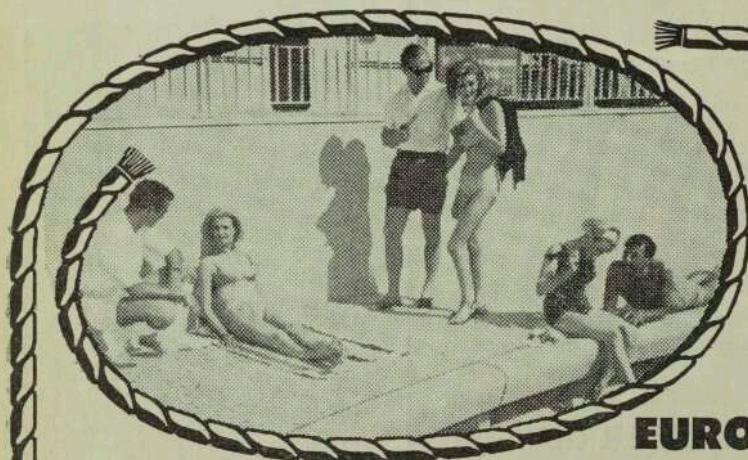
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BLACK MARKS FOR NOUMEAN TOURIST PRICES

A growing custom in some areas of the South Pacific, of raising local prices every time a cruise ship berths, rebounded on New Caledonia in May when the reactions of some disgruntled tourists resulted in a highly critical article appearing in the travel section of a Sydney newspaper.

APPEARING under a four-column heading reading "Please Don't Fleece The Tourists", an article in the *Daily Telegraph* said that passengers on one cruise ship had been overcharged in stores, night-clubs and restaurants in Noumea.

The result was, the article said, "before the day was out, hundreds of disappointed and angry people were streaming back to the ship."

"It was clear that those who had never been to New Caledonia before would think twice about going again."

"If New Caledonia is sincere in her drive for more tourists, it is surely a strange policy to fleece the one-day visitor," the writer said.

The article made these unflattering points:

- A Noumea store, which displayed Australian prices prominently in its perfume department, had charged 20 per cent. above normal. When this was queried, a shop assistant said hastily, "I've made a mistake," and reduced the price.

- About 400 passenger paid \$A5 a head for a nightclub visit and became "the angriest people on the ship" when they had to drink "warm" champagne, pay 80c a bottle for soft drink, and watch "an embarrassingly amateur" floor show. The ship's cruise organiser later refunded \$A2 to each of them after they complained.

- Another group of four were charged nearly \$A20 for "sandwiches and a drink" for lunch.

Despite all this, the writer awarded bouquets to two Noumea establishments.

She said that her foursome "paid

just under \$A8 for a delicious lunch of ham omelets, tossed french salad, French bread, two kinds of French cheese, a coffee ice specialty and a bottle of red wine."

"We ate it sitting under the passion-fruit vines on the cafe terrace at the Biarritz Restaurant on Anse Vata Beach," she said.

"Across the road, at the new Nouvata Hotel, people were paying very much higher prices to eat 'international' dishes in 'international' surroundings. But they were being catered for, not robbed."

In conclusion, the writer said:

"Having spent two holidays in New Caledonia, I know that some items are dear even in normal circumstances—spirits, imported soft drinks and fruit juices, between meal snacks, pharmaceutical items.

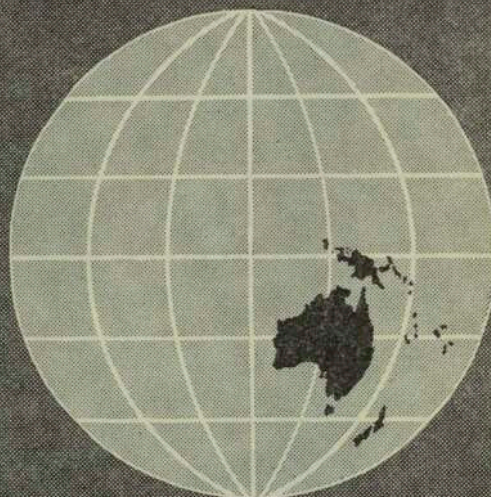
"But if French perfumes, brandies, liqueurs and fashion goods are not well below Sydney prices, you are being over-charged."

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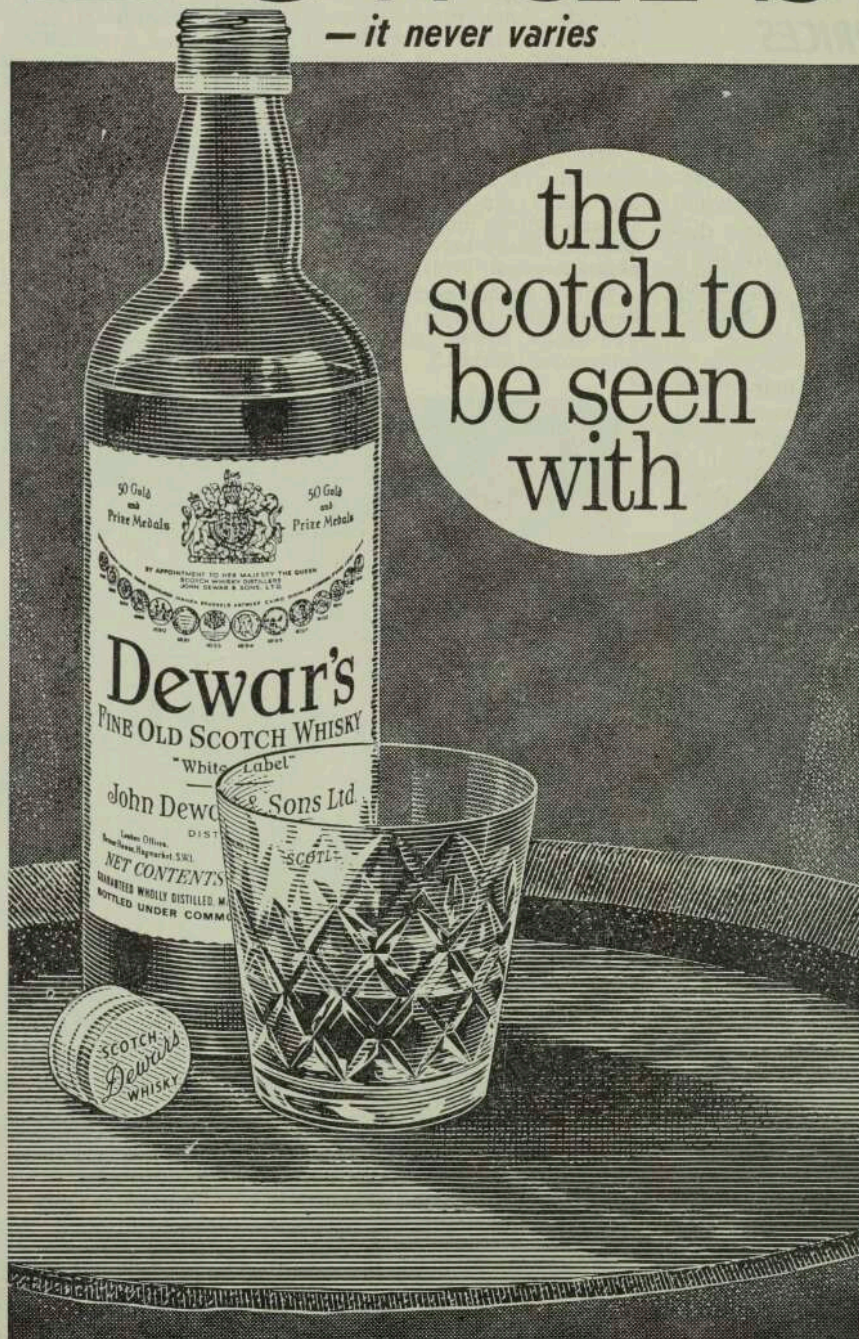
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JUNE, 1966 — PACIFIC ISLANDS MONTHLY

Sealed Runway For Vila

BIGGER PLANES LIKELY FOR NEW HEBRIDES

The air-minded New Hebrides will probably be seeing bigger planes within the next 12 months or so, after a hard-surface runway at Bauerfield Airport, Vila, is completed.

A PLAN to replace the present grass surface at Bauerfield at a cost of more than \$A250,000 was announced at the end of April.

The project will be financed jointly from British and French metropolitan funds, and work will probably start later this year. The new runway, which will be 1,900 metres long, will have a foundation of crushed coral, and a cambered, tar-sealed surface.

At present, the largest aircraft using Bauerfield are the DC4's of the French airline UTA, which connect Vila and Santo with Noumea twice a week, and the Herons of Fiji Airways, which touch down at Vila and Santo four times a week between Suva and Honiara.

Air Melanesia

Bauerfield is also used by the Drovers and Dornier of the local airline, Air Melanesia. This organisation is a combination, for a trial period of six months, of the two local companies, New Hebrides Airways Ltd. and Societe Neo-Hebridaise de Transports Aeriens, SA (Hebridair), which operated independently until June 1. New Hebrides Airways began as a charter carrier in 1960; Hebridair began in 1964.

All round, air communications have developed rapidly in the New Hebrides in the past few years—the number of aircraft movements last year being 70 per cent higher than in 1964.

Fourteen authorised airports have now been established in the group. The latest to be opened is at Lenakel, Tanna, where more than 2,000 people from all over the island turned out for the official opening ceremony on April 4.

The British Resident Commissioner, Mr. A. M. Wilkie, said on that occasion that the new airport would be "one of the best, if not the best" airfield in the group outside Bauer-

travel

field and Santo, if the approaches were cleared more.

Clearing the approaches would enable larger aircraft to be used.

The new airfield replaces one built at Lenakel about six years ago, which was the first commercial airfield in the New Hebrides.

Meanwhile, the people of Santo have not been happy with the service provided in recent months by UTA.

A letter signed by "a group of

Santo inhabitants," published in the *Bulletin d'Information* of the French Residency in Vila on April 28, stated that UTA's calls at Santo were being "systematically suppressed" and that it was "heads or tails" whether they were made or not.

Often, the airline's DC-4 arrived in Noumea 24 hours after its DC-8 had left for France.

The residents described Santo as UTA's "pole repulsif" and said that of eight scheduled calls in January only five were made, that of nine scheduled calls in March, only seven were made, and that of seven scheduled to the third week in April only three had been made.

Famous author sails P & O - Orient

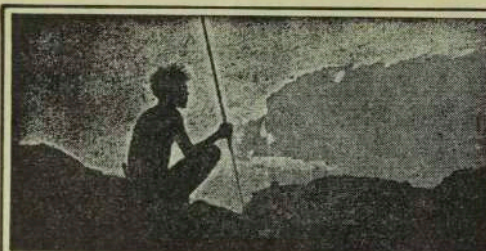


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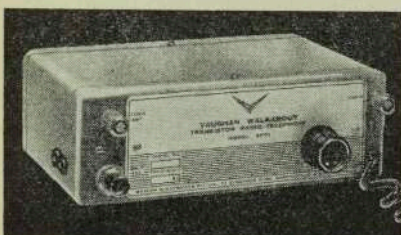


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PRIEST SEES NEW GUINEA ATOLL AS TOURIST CENTRE

A missionary priest on a remote coral atoll in the New Guinea islands wants to see his atoll developed into a tourist centre.

IN May, at the priest's invitation, an aircraft landed there, bringing the general manager of Airlines of NSW, Captain S. Middlemiss, to assess the situation. The atoll, Nissan Island, is north of Bougainville and 150 miles from Rabaul. It is the site of a Pacific War emergency landing field reopened only last year.

Captain Middlemiss decided to fly there because of the enthusiasm of Father R. O'Sullivan, who runs a mission station for the local native population of a few hundred. Because he believes a tourist industry would help the people under his care, Father O'Sullivan has written letters asking for support. He welcomed his airline visitors with a native style feast and a tour of the coral-fringed beaches. There are no cars on Nissan so the visitors travelled on a trailer drawn behind a tractor.

Flying-boat Service

Captain Middlemiss indicated that his company—part of the Ansett group—was investigating a flying-boat tourist service between Sydney and the New Guinea Islands. He did

South Seas aviation old hands made unexpected contact at Brampton Island on Australia's Great Barrier Reef in April when Captain Fred Ladd, now managing director of New Zealand Tourist Air Transport Ltd. found the Drover aircraft he used to pilot with Fiji Airways. Also there were Tom Chapman, Shell company representative in Mackay, with whom Captain Ladd was associated in Fiji, and Frank Goosens, the Drover's present pilot, who was once a principal of Papuan Airlines. From left, Mr. Lachlan Nicolson, manager of Lindeman Island, Captain Ladd, Tom Chapman and Frank Goosens. In the background is the Drover, which now operates between Mackay and Lindeman Island.

not commit himself on the possibility of including Nissan in the venture. Captain Middlemiss said American tourists, in particular, were becoming increasingly interested in flying-boat cruises to the Pacific Islands. A big part of the attraction seemed to be the use of flying-boats instead of land-based aircraft. He envisages a service which would take in the Queensland coast, the islands of Papua-New Guinea and the British Solomon Islands. Captain Middlemiss left Rabaul on May 20 to continue his survey in Papua-New Guinea.

MR. GEORGE WHISENAND, a prominent Honolulu architect, was due in American Samoa in May to begin design work on a 60-room addition to the Pago Pago Intercontinental Hotel.

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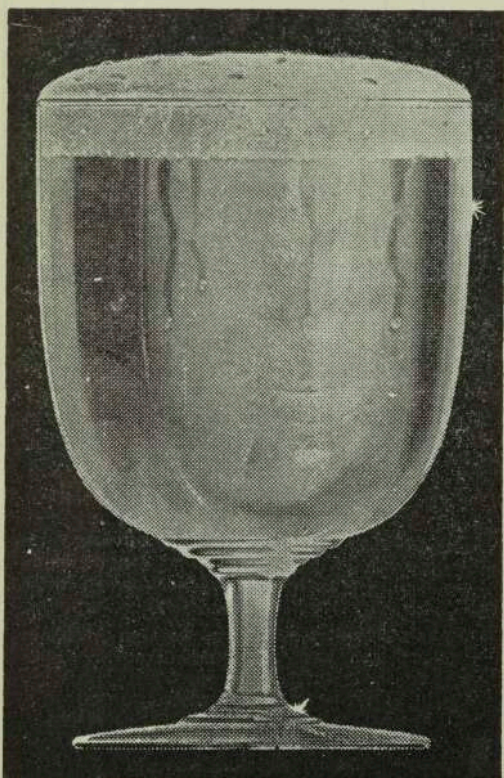
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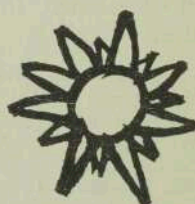
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firm of Wimberly, Whisenand, Allison and Tong, which designed the hotel.

MMR. B. K. G. MAHNKOPH arrived in Nukualofa, Tonga, on May 10, to take up the position of manager of the new Dateline Hotel. He was accompanied by his wife and two daughters.

Mr. Mahnkoph, who was born in Germany in 1941, has lived in Australia for the past two years. He has recently been manager of the Sheraton Hotel, Melbourne.

Progress on the hotel will probably quicken after June 16 when the official mourning period for the late Queen Salote will come to an end.

THE last Solent flying-boat of Air New Zealand went to its final home in Auckland in May.

The "boat", which flew three million miles and 14,500 hours on South Pacific passenger services from 1949 to 1960, will be restored as an exhibit of the Auckland Museum of Transport and Technology.

It had been "on the hard" at the Hobsonville RNZAF station since 1960 when it was withdrawn from the Suva-Tahiti service. It was towed to its new home.

Air New Zealand flew five Short Solents before it converted to DC-6's in 1954, but it retained this Solent to operate its "Coral Route" to Tahiti, via Western Samoa and the Cook Islands, until September, 1960. Of the other four "boats", two were sold to Aquila Airways in Britain and two were scrapped.

SHAREHOLDERS of Reef Lodge Hotel, Korotogo, Fiji, put overall control of the company in the hands of Suva accountants, R. S. Kay and Co., in April. Mrs. Marie Hardwick has been appointed manager of the hotel.

In spite of having one of the best positions on the Korotogo coast, and the skill with which Mr. Colin Philp originally designed the attractive buildings, Reef Lodge has been a continual financial headache ever since it began operating at the end of 1964.

Most of its troubles in management and finance stemmed from the attempt to run everything from New Zealand.

The change of management at the hotel resulted in a rearrangement of



The last of Air New Zealand's Solent flying-boats is towed across a road in Auckland to its final resting place, in a museum. See story below.

staff and some dismissals. This incensed someone, one result being that somebody set fire to the thatched roof of a bungalow in the grounds and the thatched roof over the Reef Lodge sign on the road shortly after Mrs. Hardwick arrived. The police had to be called in.

This way of showing displeasure is catching. Last year disgruntled staff at Korolevu Beach Hotel further along the coast set fire to the luxury *bures*. It was stated later that those who lit them had not intended the fire to go as far as it did but unfortunately the wrong sort of wind sprang up at the wrong moment and now most of the *bures* that made the hotel world famous have been replaced by more orthodox concrete blocks.

Even if playfully meant, this sort of arson is not likely to enhance Fiji's charm for tourists, most of whom are past the age when having the roof over one's head burst into flame is considered amusing.

Everyone is convinced that Mrs. Hardwick, with her long experience in colony hotels, can cope with the Reef Lodge situation, but she will be missed by the many friends who knew her at the Mocambo.

Mr. Glen Durbin, who was manager at the Mocambo for about four years, left there to return to the United States with Mrs. Durbin last November. They are now happily settled in Seattle, where Mr. Durbin is managing director of a huge apartment project that is being built at one of the city's exclusive country-clubs.

THE move by Canadian Pacific Airlines to force the issue on South Pacific air fare cuts (*PIM*, May, p. 125) received a body blow, probably mortal, in May when the International Air Transport Association announced it would freeze Pacific fares. The matter of fare cuts, it said, could be discussed at IATA's annual conference in September. This means that new fares cannot take effect before next April, if agreed upon.

CPA had sought fare reductions, from May 1 last, of up to 40 per cent. on 30-day excursions and of 20 per cent. on first-class and economy round trip fares crossing the South Pacific.

TOP executives of America's Continental Airlines visited Australia in May to take a first hand look at the South Pacific market. Continental is one of 23 American airlines which have applied to the American CAB for new routes in the Pacific basin.

Three others besides Continental—Eastern Airlines, TWA and American Airlines—are believed to be interested in South Pacific sectors. Pan American at present has the American monopoly in the South Pacific.

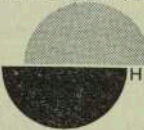
It will be anything from three to five years before decisions are made on the new services, which will probably also involve new routes to connect the US Trust Territory and American Samoa.

Mr. Pierre Salinger, Continental's vice-president for international affairs, said in Sydney that Continental wanted services connecting San Diego with Tahiti, Auckland, and Sydney; Honolulu with Tahiti; Honolulu with Nadi and Sydney; and Tahiti with Pago Pago and Nadi.

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FIJI OUTLOOK FOR NOUMEA GAMES

(continued from p. 18)

be done by the Fiji Amateur Sports Association.

Meanwhile, financial considerations apart, it seems obvious that the Second South Pacific Games will be contested at a far higher level than were the first games at Suva.

The whole idea of the games has led to a real awakening of sporting interest in the islands.

In Fiji the level of sporting achievement has gone up in leaps and bounds—but nobody is deluding himself that Fiji will be able to dominate at Noumea in the same way as it did at Suva.

Tangible proof of this has already been given in contests between teams from New Caledonia and Fiji.

In athletics and swimming especially the New Caledonians have demonstrated most convincingly that they have learnt a lot. Fiji's athletes and swimmers have been shown that if they are to hold their own in December then they must concentrate on training—and hard training at that.

Basketball Growth

One of the most outstanding instances of sports growth since 1963 is indoor basketball, which in 1963 consisted of just one association (Suva with less than 150 players.)

Now there are well over 500 players in four associations—Suva, Vatukoula, Lautoka and Taveuni. Suva still continues to be the main centre for the sport, with between 40 and 50 teams taking part in the competitions each week.

A recent Fiji tournament showed that Suva was also still the strongest centre, but improving standards in other centres will lead to a general improvement throughout Fiji.

Fiji men's and women's squads have already been selected and are being given specialised coaching prior to final selection.

Amateur boxing, too, seems to be enjoying something of a boom. Associations at Lautoka and Labasa which have been in the doldrums have been successfully revived and the sport is probably as strong if not stronger than it has ever been.

A tournament at Suva between Western Districts and Suva Districts showed that the Suva boxers have a strong advantage in experience, but standards will improve once the Lautoka boys have been at the game a bit longer.

Following the visit of the British Olympic coach Ron Pickering earlier in the year, athletics took on something of a new look.

The revival has, however, been confined to Viti Levu, where associations now exist at Sigatoka, Lautoka, Ba and, of course, Suva, with other clubs at Nadi and Ra.

Training Camps Soon

There is no intention of allowing the interest to flag and the Fiji association is seriously considering training camps with the possibility of visits by two or three other overseas coaches.

Training is going ahead quietly in the swimming world, but it is nonetheless intensive, more so since the interchange of visits with New Caledonia when Fiji was able to see that New Caledonia had some very talented swimmers indeed.

The Women's Outdoor Basketball Association has been fairly slow in getting its season going, but the association has not been backward in its fund-raising efforts, which have been going on for some months now.

Table tennis is another sport slow to get under way, despite the fact that Fiji is anxious to retain the title it won at the first games.

The lawn tennis people have been battling away quietly right through the year and competitions are now under way in most centres.

Although the Fiji Weight-lifting Association has indicated that it is interested in entering a team for the games, very little has been heard of this association.

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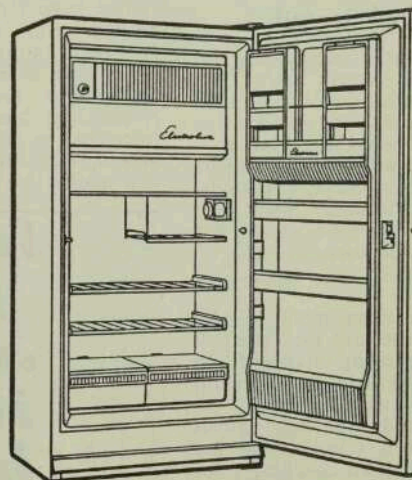
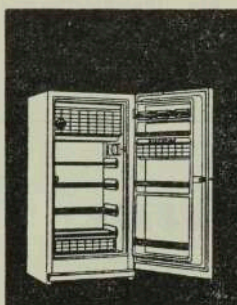
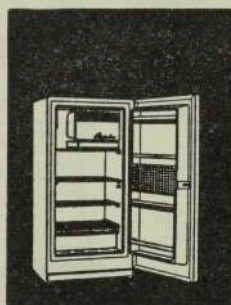
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People

● The list of appointments to the new University of Papua and New Guinea is growing. Latest announcements are:

Registrar:—Mr. E. G. Kedgley, formerly Registrar of the University of New Zealand. Mr. Kedgley has been secretary of the New Zealand University Grants Committee.

Professor of Biology:—Dr. K. P. Lamb, senior lecturer in Biology at the University of Sydney.

Professor of Law:—Mr. P. G. Nash, Sub-Dean of the Faculty of Law at Monash University, Melbourne.

Professor of Chemistry:—Dr. D. T. Drover, a former senior lecturer in Soil Science at the University of Western Australia, and Professor and Head of the Department of biochemistry and Soil Science at the University of Khartoum.

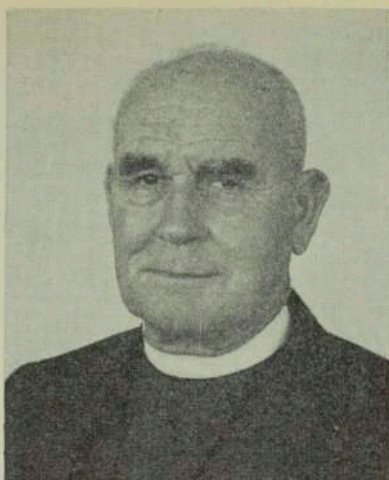
Professor of Mathematics:—Associate Professor M. H. McKay, associate professor in Mathematics at the University of New South Wales.

● Mrs. E. V. Lawson left Honiara in May for an extended holiday abroad. She will attend the wedding of her son, William, to Miss Wendy Crews, in California in June. Before returning to Honiara in October Mrs. Lawson will visit Hong Kong, where she will stay with the Governor, Sir David Trench (a former Western Pacific High Commissioner) and Lady Trench.

● Mr. John Kaputin, a P-NG House of Assembly interpreter, who is married to an Australian girl, is to be the first native of the territory to study for a degree in Hawaii.

He has been awarded an East-West Centre scholarship to study for the Bachelor of Business Administration degree, at the University of Hawaii, for four years. The East-West Centre operated by the US Government, and provides scholarships for students from African, Asian and Pacific countries. Mr. Kaputin has recently been studying for the Diploma of Public Administration at the Administrative College, Port Moresby. He plans to leave for Hawaii in early June. His wife and family will join him later.

● Mr. William Norwood, of Hawaii, has been appointed High Commissioner of the United States Trust Territory of the Pacific Islands. He will replace Mr. M. W. Goding on July 1. Mr. Goding plans to drop out of the US Federal service



Bishop Hill, retiring. See this page.

for the time being. Mr. Norwood was until recently the top administrator in the administration of Governor John A. Burns, of Hawaii.

● Mr. Francis Talasasa, former Assistant Secretary for Protectorate Affairs in the BSIP, has been appointed District Officer in the Gilbert and Ellice Islands. He is the first Solomon Islander to take up a post overseas. Mr. Talasasa joined the Solomons Government service after nine years education in New Zealand and a year at Cambridge University, UK.

● The British Resident Commissioner in the New Hebrides, Mr. A. M. Wilkie, was admitted to the Central Hospital in Honiara, BSIP, on April 23, suffering from a strained heart. Accompanied by his wife, the French Resident Commissioner, Mr. J. Mouradian, and Mrs. Mouradian, Mr. Wilkie had been on a five-day visit to Honiara at the invitation of the British High Commissioner, Sir Robert Foster. Mr. Wilkie was expected to remain in hospital for a few weeks. In his absence Mr. M. M. Townsend has been appointed Acting Resident Commissioner.

● Mr. R. N. Hamilton, the Australian Commissioner in Fiji, has been appointed a Commissioner of the South Pacific Commission. He previously held the position of Alternate Commissioner at meetings of the SPC. In this capacity, he attended the Sixth South Pacific Conference at Lae, Papua-New Guinea, in July, 1965. Mr. Hamilton replaces Mr. H. M. Loveday, who was recently appointed Australian Ambassador to Indonesia.

● Penisimani Tupouniua, aged 33,

of Nukualofa, Tonga, recently graduated from the University of Auckland as a Bachelor of Arts. He is the third Tongan to receive a BA degree at the University of Auckland.

● The Rev. Augustine Malefodola, of the Anglican Church in Melanesia, left Honiara on April 30 for the United States to spend a year in the Diocese of Erie as guest curate.

● The Bishop of Melanesia, the Rt. Rev. Alfred Hill, is to retire in June, 1967. He will be 65 in November. The bishop, a master mariner, was the first bishop to be consecrated in the Solomon Islands.

● American vice-consul in Suva, Mr. Harry L. Coburn, has been promoted to the personal rank of consul and will serve as acting consul in Suva during the periodic absences of the consul, Mr. J. Link.

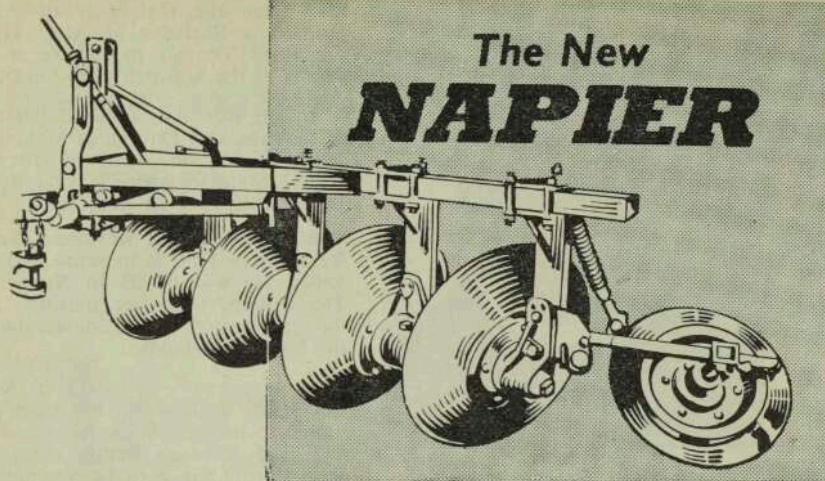
● The Rev. Sione Latukesu, Tongan Methodist Minister who is at present working for his Ph.D at the Australian National University, Canberra, and Dr. Ruth Fink, lecturer in Anthropology at Sydney University, will be married at the Wesley College Chapel, Sydney University, on June 4. Mr. Latukesu expects to return to Tonga, with his wife, in 1967, to establish Tongan archives. Dr. Fink is a former lecturer at ASOPA, Sydney, and her work is well known in the Islands.

● French Polynesia's Territorial Assembly rejected a proposal in May that the exiled Tahitian politician, Pouvanaa a Oopa, should be amnestied and that his trial should be reviewed.

Pouvanaa, who was French Polynesia's deputy in the French Parliament and a member of the Territorial Assembly, was sentenced in October, 1959, to eight years' imprisonment and 15 years' exile for attempted murder, arson, and the illegal possession of arms following the referendum in September, 1958, in which French Polynesians narrowly voted to remain in the French Union. Before the referendum, Pouvanaa led a campaign for Tahitian independence.

Pouvanaa was released from a French prison in late 1962, after serving only three years of his eight-year gaol sentence, but he was not allowed to return to Tahiti.

● Professor J. W. Davidson, Professor of Pacific History, at the Australian National University, left Canberra in May on a six-month world trip, taking in French Polynesia, Hawaii and the mainland United States and Europe.



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Pacific Commerce and Produce

NEW FIJI DEVELOPMENT PLAN CATERS FOR BIG GROWTH IN POPULATION

Highly-qualified research officers in many fields of agriculture are to be appointed in Fiji under a new development plan for the Colony to be published in June.

AN outline of what will be involved in the plan was given to the annual conference of the Fijian Teachers' Association in Suva in May by the Member for Natural Resources, Ratu K. K. T. Mara.

Ratu Mara said that the plan roughly divided itself into two parts—firstly the projects on which action would proceed within the next five years, and, second, surveys for the future.

Ratu Mara emphasised the importance of research, but said: "We are well aware that results may not show quickly, particularly with long-term crops, but the benefits will be reaped in the future."

"We do not subscribe to the theory, why should we care about posterity, what has it done for us?"

He said the basic problem in agriculture in Fiji was the limitation of arable land, and added that by the year 2,000 the population of the Colony would be not less than 1½ million.

Extra Half Million

Even if only 70 per cent. of the people continued to live on the land, this would mean an extra half million people seeking livelihood from a land area already largely settled.

"These bare facts of themselves dictate our agricultural policy," Ratu Mara said. "This must be, firstly, to mitigate the effects of population pressure on the scarce resources of agricultural land; second, to increase and diversify agricultural exports and thereby assist in maintaining the living standards of the population; and, thirdly, to increase production of home-grown foods to feed the rising population and to conserve foreign exchange."

"To some extent land areas available for cultivation can be augmented by irrigation and drainage, par-

ticularly in the delta areas of the Rewa and Navua.

"There is a prime necessity for the intensification of production of existing farms. This can be achieved by the application of better methods, more capital, more fertilisers, soil erosion control, weed and pests and diseases control and intensified effort. Some crop totals could be doubled, particularly rice, bananas, root crops and dairy products.

Difficulties

"That there are difficulties we are aware. Some farmers have units which are not economically viable. This leads them into other occupations so that they become part-time farmers and even the area that they have is not properly farmed."

"There are the problems arising from insecurity of tenure, and here Government is at present considering the introduction of Agricultural Landlord and Tenant Legislation."

"It is important that land should be reserved for its optimum use whether it be forestry, tree crops or annual crops. Furthermore, more people will have to be absorbed outside agriculture in industry, fishing and tourist work; but increased production will in itself create more employment in transport and processing. For example, the making of coir and desiccated coconut."

"On the export side, three main crops remain predominant—sugar, coconuts and bananas. Sugar is efficiently managed with its own research facilities by the SPSM Limited, but there is a limited quota which we are able to sell in the markets of the world."

"Our coconut policy is predominantly one of implementing Lord Silsoe's admirable report—doubling production and improving the quality of copra."

"Both these aims are being vigor-



Ratu K. K. T. Mara, Fiji's Member for Natural Resources.

ously pursued and though prices may fluctuate, indications are that world production is not keeping up with the increase in world demand and that a good market will continue.

"Our banana policy, in addition to improving quality by research, is to concentrate the industry within easy reach of Suva in closely planted areas where plantation methods, with all the advantages of scale and supervision, are fully realised."

"Cocoa has been subject to the vagaries of world price; and has presented problems both on that count and as a new crop. However, most recent advice from authoritative sources indicates that we should now push ahead with this crop in the most favourable areas and thus add to our export earnings."

"Tea trials will shortly be commenced and oil palm trials are already proceeding under the aegis of the Fiji Development Company."

"This company is also experimenting with rubber. In crops of this nature, it is envisaged that there will be a central processing plant with a nucleus area under expert management supervising production of smallholders on the periphery."

Fisheries

"Among products on which efforts will be made to cut down imports are meat, dairy products, fish, rice, pulses, onions and potatoes. With regard to dairy products, the policy is to increase production per cow and per acre of pasture rather than to increase stock numbers in the total area devoted to dairying."

"Fisheries, too, offer a widespread scope both for research and for increase exploitation. One field of marine wealth which has not been sufficiently exploited is that of the sea-food found on the reefs."

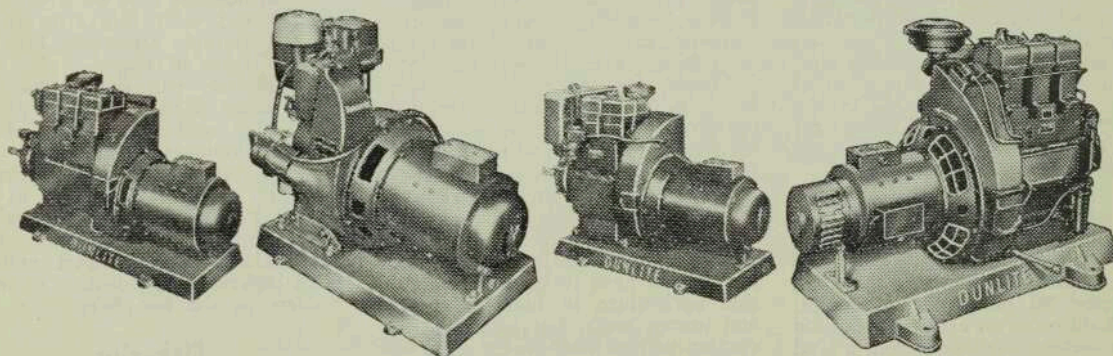
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play in our fisheries policy, and already the increase in the legally permitted mesh dimensions have meant more sport for fishermen in Suva Harbour, and a welcome addition to the protein diet of many households.

"Forestry offers perhaps the biggest potential for large-scale development in Fiji. In the development plan, there is a hardwood and soft-wood total planting target of more than 18,000 acres.

"A rough estimate shows that the gross return on hardwood is some £1,400 per acre and softwood is estimated at £1,500 per acre.

"Private planting of wood-lots will also be encouraged and I am pleased to find that people are beginning to realise the value of timber planting, both for supplying their short-term needs and as an investment for the future.

"As with agriculture, research is vital to forestry and this will proceed by means of introducing new species, establishing seed orchards, cheaper methods of raising seedlings, and determining of growth rates.

"On the utilisation side, there will be practical testing of local timbers; assessments of the sawmilling industry; investigation of the establishment of fibre particle board; utilisation of pine and mahogany, and investigation into assessing timber preservation.

Long-Term Planning

"All these activities will fully occupy the present staff of the Department of Natural Resources, but long-term planning is even more important for a long-term crop and therefore an application has been prepared and submitted to the UN Special Fund to:

- Diversify the present two-crop economy of sugar and copra and to reduce the reliance on sugar as our main crop.

- Establish man-made forest with quick-growing species on non-agricultural land so as to supply forest raw materials.

- Establish pulp and paper, plywood, fibreboard and particle board mills where appropriate.

- Provide employment opportunities.

- Produce processed forest products for export.

- Ensure protective benefits in watershed and catchment areas.

- Develop forest and allied amenities, such as national parks, botanical gardens, nature reserves."

Ratu Mara continued:

"We have already been advised that our softwood is eminently suitable for the manufacture of pulp and

we are justified in saying that the prospects for this industry with its high labour content are bright.

"The exploitation of Fiji's mineral potential is largely a matter for commercial concerns, but the Geological Survey and the Lands Department have important roles to play in providing information services, maps and other facilities.

"The story of gold mining is already well known and in the future we can look forward to the exploitation of copper, lead and zinc; while bauxite is still being investigated.

"Phosphates on a number of islands in the Lau group are responding well to tests and can make a notable con-

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tribution towards an increase in our fertiliser supplies.

"In addition to the revenue that would be realised in exploiting these minerals, there are, of course, considerable benefits in the added employment they provide.

"Moreover, in most cases it would mean employment in areas at present far from the centres of industry and commerce providing an incentive to keep people working and living in these areas."

Referring to co-operatives, Ratu Mara said that the primary emphasis in the development plan was on producer marketing societies. Already a considerable increase in copra processing and marketing societies was in evidence.

Future policy was that the Co-operatives Department should handle the marketing of much produce throughout the Colony and undertake tasks such as the purchase and distribution of fertilisers to its members. Provision was made in the development plan for the department to undertake all these duties on an enhanced scale.

New Mineral Finds On New Britain

GEOLOGISTS in New Guinea are studying samples of drillings believed to indicate the presence of copper and gold deposits in the remote Bainings area of New Britain.

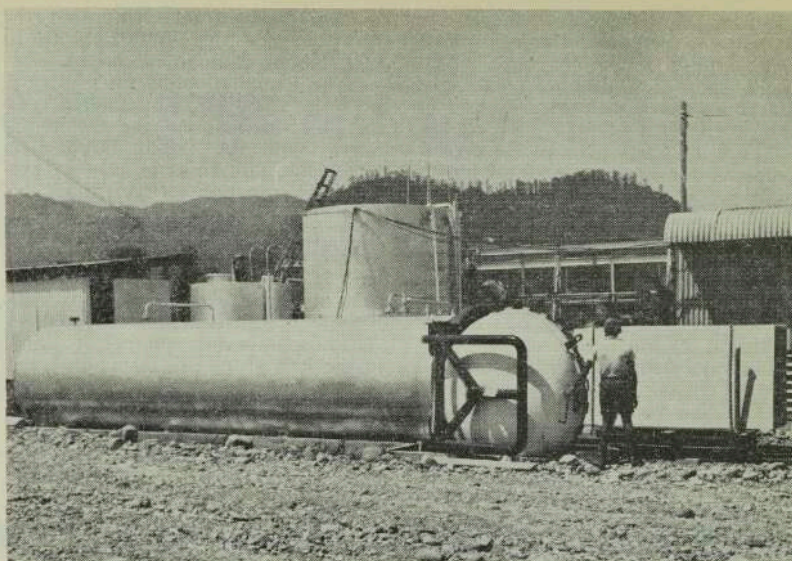
A spokesman for the Administration in Rabaul said on May 25, that an area of 132 square miles, believed to contain these deposits, had been marked out and proclaimed a reservation for further geological investigation.

Preliminary reports indicated that the finds might be of high quality, he said. If so instruction in mining methods would be given to the natives of the area by Administration geologists.

First news of the discovery broke when natives in the rocky area east of Mount Sinemut, about 50 miles from Rabaul, took odd-coloured stones to a planter in the area, Mr. Roy Ashton, who is a member of the House of Assembly for the New Britain Special Electorate.

Mr. Ashton had the samples assayed by a Government geologist who found traces of gold and copper.

If the deposits prove too great for the natives to mine, Mr. Ashton hopes arrangements can be made with a large mining concern to work the area and pay villagers a royalty.



Mining Developments In New Caledonia

SEVERAL important developments in the New Caledonia mining industry were reported in May.

The French Government has agreed to allow the world's biggest nickel producer, the International Nickel Company, of Canada, to operate in New Caledonia, according to Noumea's reliable *Bulletin du Commerce*.

Another local report says that the French mining company Pennarroya has just bought 289,863 shares in Societe le Nickel, which runs the New Caledonian nickel industry. The purchase represents 10.6 per cent. of Societe le Nickel's capital.

Societe le Nickel plans to install a new nickel treatment centre at its mines at Nepoui, on the west coast, if certain proposals for tax and customs concessions are approved by the local Territorial Assembly.

Another recent development is that the French company, Colimax Molybdenum, has opened a branch in New Caledonia in association with a local mining concern.

Burns Philp (SS) Profit Up Again

BURNS PHILP (SS) CO. LTD. had a net profit for the year to January 31 of £202,337, or £10,541 more than in the previous financial year.

The 10 per cent. dividend of the last 17 years remains unchanged.

The directors report that group

BULOLO PROCESS. This pressure tunnel has recently been installed in Bulolo, NG, by Commonwealth New Guinea Timbers Ltd. as part of a treatment plant for Klinkii plywood. The plywood is impregnated with chemicals as protection against termite, fungi, all kinds of rot, insects, borers and grubs.

sales showed a further satisfactory increase during the year, although keen competition challenged profit margins in many cases.

The hurricane in the Samoas caused considerable damage to local crops and buildings, but the company's losses were not severe.

However, the hurricane, a decline in the market price of sugar and the likely effect of a drought in Fiji on sugar and copra, were expected to have some impact on purchasing power.

Good Year For Rubber Companies

TWO Papua rubber planters, Rubberlands and Kerema, had higher profits in 1965.

The Rubberlands profit of \$A16,221, was 24.2 per cent. higher than in 1964, when the dividend was trimmed from 7½ per cent. (1963) to 5 per cent. The 5 per cent. dividend has been maintained for 1965.

Kerema Rubber lifted profit from \$A13,029 in 1964 to \$22,617 in the latest financial year, and increased the dividend from 2½ per cent. to 5½ per cent.

World Cocoa Prices Being Discussed

THE UN Cocoa Conference, which is attempting to bring about an international agreement on cocoa prices and to stabilise the market, reconvened in New York at the end of May. It was expected the conference would last until about June 22.

The conference will consider among other things the establishment of floor and ceiling prices and a system of sales quotas. Major cocoa producing and consuming countries will be represented.

The previous UN cocoa conference was held in Geneva in 1963, and adjourned without an agreement.

New Guinea delegates to the conference are Mr. N. Thomson, acting director of the Department of Trade, Mr. W. L. Conroy, acting director of Agriculture, and Vin Tobaining, a foundation member of the Tolai Cocoa Project, New Britain.

Copra Prices Should Be Fairly Constant

IT appears unlikely that there will be any great variation one way or the other in the copra market for some time, according to the Papua-New Guinea Copra Marketing Board.

The board believes that prices are likely to remain around the \$US190 level. This figure is a drop on the average price of recent months.

Chairman of the board, Mr. Ian McDonald, says that soya beans have been a big influence on the market for some time, but it is likely that supply and demand will continue to run very closely together, thus maintaining edible oil seed prices "at a reasonable level".

Officially Open

THE pyrethrum extraction factory at Mt. Hagen, New Guinea, officially got going on May 16, when Australia's Governor-General, Lord Casey, pressed a button to start the machinery.

The machinery had in fact been going very well for several months but the official opening was a reminder to the native people in the district that the business was regarded as important to the country's economy.

The New Guinea factory is owned by Stafford Allen (New Guinea) Pty. Ltd. It occupies 15 acres of land near Kagamuga airport, outside of Mt. Hagen. Manager is Mr. M. N. Stravs.

COOK ISLANDS POSTAGE STAMPS

(Continued from p. 19)

tonga: "Have you seen the new rare stamp? It's got no errors on it!"

The *Pacific Stamp Journal* hotly criticised the new airmail stamps even before they went on sale.

"Coming so soon after the recently issued Churchill set, we believe this airmail set will give collectors cause for concern," it said in its April issue. "We ourselves had hoped that . . . issues would have been spaced further apart. The face value of this airmail set would also appear rather high, and we are inclined to doubt the need for a £1 stamp. . . ."

The journal also stated that, despite an official statement that the distribution of Cook Islands stamps would not be given to any outside agency, there were "persistent and disturbing rumours" of the presence in Rarotonga of "two American gentlemen", one of whom was known to be connected with a philatelic organisation in the United States.

"We trust," the journal added, "that Mr. Henry will bear well in mind the fact that although stamp collectors can prove a useful and steady source of income, they do not constitute an inexhaustible gold mine."

Premier's Broadcast

Adverse comments of this kind prompted Mr. Henry to devote almost the whole of a radio broadcast on April 28 to stamps.

He said that long before his government had come into office, he personally had made it clear to everyone interested that "if we became government, we would try to earn something out of our stamps".

Later, after his government took over full responsibility for the handling of Cook Islands stamps, the Philatelic Bureau was established—"with the full understanding of the New Zealand authorities". In the year 1965-66 the government had received £35,000 in revenue from stamp sales, compared with an annual average of £11,785, over the previous five years.

Referring to comments on the varieties and printing of Cook Islands stamps, Mr. Henry said this was "clearly ill-informed".

"No printing process is perfect and before comments are made about our own stamps, the situation elsewhere should be known," he said. He pointed out that of the 190 New Zealand stamps issued since World War II, over 140 of them had one to six varieties of errors.

Mr. Henry added that "acting with expert international advice, including continuous information on international opinion", his government could assure everyone that there was no cause for concern over postage stamps, but rather for satisfaction.

Secret Agreement

Later, in its issue for June, *Stamp News*, of Dubbo, NSW, claimed that the Cook Islands Government had signed a secret agreement with foreign interests granting them exclusive rights to conduct a philatelic agency in the islands for 10 years.

Stamp News said one of the terms was that mint Cook Islands stamps would be supplied to the agency at a substantial discount under face value. *Stamp News* added that if the Cook Islands Government supplied the agency with stamps at a discount it would debase its own currency.

The names of Mr. Finbar Kenny and Mr. Burt Todd were mentioned in the article, among others.

A solicitor in New York for Mr. Todd later telephoned *PIM*'s general manager warning that legal action might be instituted against *Stamp News*. This was followed by a telegram to *PIM*, signed "Finbar Kenny, 35 Park Ave., New York", reading:

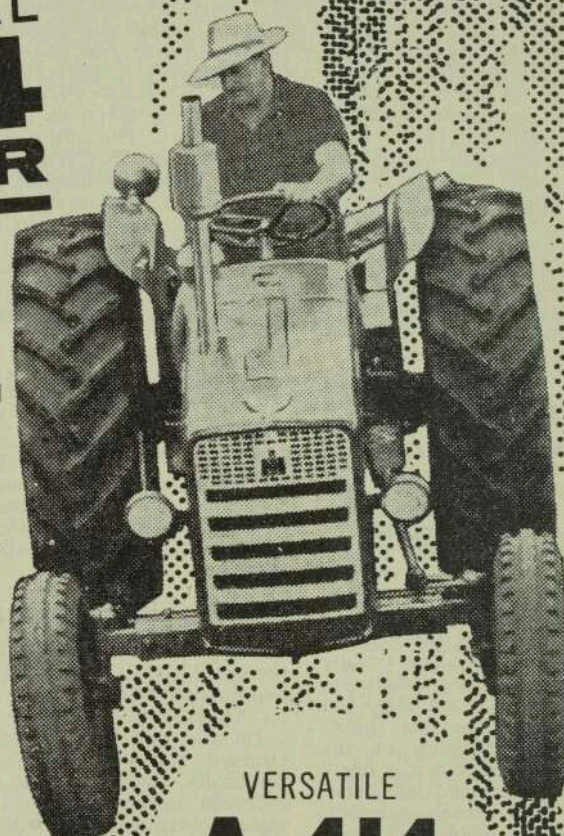
PACPUB SYDNEY ATTENTION MANAGING DIRECTOR AND EDITOR PIM PLEASE BE FORMALLY ADVISED THAT LIBELOUS STAMP ARTICLE APPEARING IN JUNE EDITION OF STAMP NEWS PUBLISHING DUBBO MAY BE SENT TO YOU OR HAS BEEN SENT STOP THE ALLEGED FACT IN THIS ARTICLE AND CONCLUSION ARE FALSE AND LIBELOUS STOP AS MATTER OF RECORD BE ADVISED THAT ANY DISSEMINATION OF THE UNTRUE AND LIBELOUS STATEMENTS BY YOUR PUBLICATION WILL GRAVELY INJURE REPUTATION AND GOOD NAME OF UNDERSIGNED AND LEGAL ACTION WILL BE INSTITUTED IMMEDIATELY FOR DAMAGES STOP THIS CABLE JUST FORMAL NOTIFICATION FOR RECORD AS ASSUME YOUR EDITORS WOULD NORMALLY CHECK OBVIOUSLY WILD AND LIBELOUS STATEMENT PARTICULARLY WHEN ORIGINATING WITH PETTY MAGAZINE WHOSE EDITOR HAS BEEN CONVICTED OF LIBEL ON OTHER PREVIOUS OCCASION.

Questioned by *PIM* on May 27, the editor of *Stamp News*, Mr. W. Hornadge, said a judgment had been recorded against him in a libel case instituted in England about 10 years ago, but that no damages had been awarded. He added that he knew of no legal proceedings being instituted against him by either Mr. Kenny or Mr. Todd.

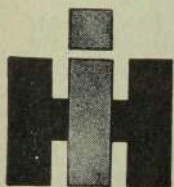
10 top reasons why a wise man buys **INTERNATIONAL** **A-414** **TRACTOR**

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NEW GUINEA: N.G.G. Trading Co. Lae.
Steamships Trading Co. Ltd., Rabaul.
New Guinea Goldfields Ltd., Wau.
Hagen Auto Port, Mt. Hagen.
Goroka Motors Pty. Ltd., Goroka.
B & G Motors, Wewak.

TAHITI: Hintze & Company, Papeete.

PAPUA: Steamships Trading Co. Ltd., Port Moresby.

SOLOMON ISLANDS: Solomon Motors Ltd., Honiara.

NEW CALEDONIA: Agence Automobile,
Noumea.

FIJI: Nirajan's Service Station, Suva.

NEW HEBRIDES: Kerr Bros. Pty. Ltd.
Sydney.

H1636EPIM

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. Prices in Suva to June 27 were: First grade, £F52/2/6; second grade, £F51/5/-; third grade £F43/7/6. 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

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 May, 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 13.68 francs to £Stg.

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 May, were: 1st grade, \$140; 2nd grade, \$136; 3rd grade, \$126 per ton, f.o.b., BSIP ports (Honihara, 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 May 20 was approximately \$70 (7,000 Pac. Francs). French price in May was 880 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 second quarter, Apr.-June, 1966, were £NZ67/13/11 1st grade, £NZ66/8/11 standard grade—both f.o.b., Rarotonga.

OTHER PRODUCE

COCOA:—Islands prices are usually based on the rates for Ghana cocoa. On May 25 these were approx. £Stg.197/6/- per ton, c.i.f., Sydney.

On May 26, Quote No. 1: In store Rabaul, export quality \$412 per ton, ex-wharf Sydney, \$460. Quote No. 2: Best quality, ex-wharf Sydney, \$460, in store N.G. ports \$416 (for UK, continent and USA shipments).

W. SAMOA:—Hurricane damage to crops has resulted in supplies becoming extremely scarce and they are not expected to increase until the August crop, however, nominal prices quoted in Sydney, May 25, were: Grade 1, £Stg.275; grade 2, £Stg.245 per ton, f.o.b., Apia.

COFFEE.—P.-N.G.: May 25, good quality A grade, per lb. 43c; B grade 41c; C grade, 36c-38c, c.i.f., Sydney.

Approximate overseas f.o.b. coffee prices were reported on May 26 as:

Kenya AA £Stg.440 per ton, A £Stg.426, B £Stg.390, C £Stg.360, PB £Stg.400; Bugisu AA £Stg.340, A £Stg.336, B £Stg.330, TT £Stg.328; Tanganyika AA £Stg.420, A £Stg.400, B £Stg.370, C £Stg.350, PB £Stg.360; Singapore Robusta AP1 Special £Stg.271, AP1 £Stg.261, AP2 £Stg.249, AP10 £Stg.255.

PEANUTS.—P.-N.G.: Sydney agents reported May 26—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 May 25 was: June shipment 67½ Straits cents per lb (19.65c Aust.), July shipment 67½ Straits cents per lb (19.65c Aust.), prompt 67½ Straits cents per lb (19.54c Aust.).

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, reported May 26: White and yellow label processed, standard packs, \$4.56, green label \$4.50, c.i.f., Sydney.

RICE (Aust.): New prices, until May, 1967, are—P.-N.G.: Dried brown rice, 112 lb bags, \$121 per ton, f.o.w. Sydney or Melbourne. Vitamin enriched white rice, 112 lb bags, \$134 per ton, f.o.w. **Other Pacific Islands:** Polished white or dried brown rice, \$142 per ton, f.o.w.

PEARL SHELL.—Quotations for Australian M.O.P. Shell on May 25 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 pro-

Stock Market

SYDNEY

	Apr. 27 Seller	May 27 Seller
Bali Plantations . . .	b .49	.49
Burns Philp . . .	4.05	3.72
Burns Philp (SS) . . .	4.10	4.15
Camalec . . .	b .55	.52
Carpenter, W. R. . .	2.67	2.46
Cholseul Plntn. . .	5.26	5.50
C.S.R. Co. . .	2.91	2.80
Dylup Plantations . .	.62	.61
Fiji Industries . . .	b 1.94	2.20
Hackshall's . . .	1.30	1.30
Kerema Rubber . . .	.29	.35
Koitaki Rubber . . .	1.28	1.20
Lolorua Rubber . . .	b .40	.56
Makurapau Plntn. . .	b .25	b .34
Mariboi Rubber . . .	b .35	.45
Plantation Holdings . .	.39	.37
Queensland Insurance	4.25	4.20
Rubberlands . . .	b .16	b .19
Sogeri Rubber . . .	b .60	b .58
Sthn. Pac. Insurance	b 1.95	2.00
Steamships Trading . .	.97	.97
Watkins Consolidated	.43	b .36

OIL AND MINING SHARES

	Apr. 27	May 27
Emperor . . .	s .44	s .46
N.G.G. Ltd. . .	s .46	s .50
Oil Search . . .	s .15	s .19
Ent. of N.G. . .	s .03	s .03
Pac. I. Mines . .	s .43	s .41
Papuan Apin. . .	s .15	s .15
Placer Dev. . .	s25.50	s22.90

(Quotations are in Australian Dollars \$A2 = £A1.)

Sydney Stock Exchange share price index for "Ordinaries" on May 27 was 314.00, on Apr. 27, it was 326.54.

ducers: May 26, 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: May 26, 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 May 25 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, May 24, Philippines, in bulk, \$US183 (equal to £Stg.65/11/4) per long ton, c.i.f., UK/Nth. European ports. Malayan 1½ c.i.f. UK/Nth. European ports, UQ. **NEW YORK:** May 24, Philippines, c.i.f., Pacific Coast ports, nom. \$US160. **CEYLON:** Spot, 1.095 Rupees per ton.

COCONUT OIL: LONDON, May shipment, Ceylon, 1½ in bulk, £Stg.118 per ton, c.i.f., UK/Nth. European ports.

RUBBER: LONDON, May 25, Spot 21½d Stg. lb; June shipment 20½d; Sept. shipment 20-11/16 Stg. lb.



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

SYDNEY - FIJI

The CSR Company operates a passenger/cargo service, usually with the MV Rona, departing Sydney every three to four weeks for Suva and Lautoka. Details from Colonial Sugar Refining Co. Ltd., 1-7 Bent St., Sydney (2-0515).

SYDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains a six-weekly cargo service with the Waimate from Melbourne and Sydney to Lautoka, Suva (including transshipments for Vavau and Niue), Apia and Nukualofa.

Details from Union Steam Ship Co. of NZ Ltd., 247 George Street, Sydney (2-0528); or other branches and agents.

SYDNEY - FIJI - UK

Chandris Line vessel Australis maintains a two-monthly passenger service from Sydney via New Zealand and Fiji to Southampton, and return via Suez to Sydney.

Details from Chandris Line, 10 Martin Place, Sydney (28-2451).

SYDNEY - FIJI - VANCOUVER

Pacific Shipowners Ltd., of Suva, normally operate a passenger-cargo service three times yearly with the Lakemba calling at Sydney, Melbourne, Suva, Lautoka, Honolulu, Vancouver.

Details from American Trading and Shipping Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4147).

SYDNEY - GEIC - HONOLULU

Columbus Lines of New York, operate approximately monthly passenger-cargo sailings from Sydney or Brisbane to Tarawa, Gilbert and Ellice Islands Colony, continuing via Honolulu to Los Angeles.

Details from American Trading and Shipping Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4149).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Messageries Maritimes Line passenger-cargo vessels, Tahitiën, Oceanien and Caledonien from Marseilles, via West Indies and Panama, call about every six weeks at Papeete (with occasional calls at Taiohae, Marquesas Group), Vila, Noumea and Sydney, and return by same route.

Polynesie maintains three-weekly passenger sailings between Sydney, Noumea, Vila, Pt. Sandwich (occasionally), and Santo.

Details from Messageries Maritimes, 2 Young St., Sydney (BU 2654).

SYDNEY - NZ - FIJI - HAWAII - CANADA - USA

P. and O.-Orient Lines passenger vessels call approximately monthly at Auckland, Suva and Honolulu on eastbound and

westbound voyages between Sydney and Vancouver, San Francisco, Los Angeles, occasional calls are made at Pago Pago and Nukualofa.

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, generally 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 vessel Maasdam leaves Sydney twice a year 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 voyages about three times a month from Australian east coast ports to Pt. Moresby, Lae, Madang and Rabaul, calling at Wewak, Kavieng, Lombrum, Lorengau, Soraken, Teopasino, Numa Numa, Arigua, Kieta, Samarai and Alexishafen at longer intervals.

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 Yull Pty. Ltd., agents), 8 Spring Street, Sydney (27-4701).

Karlander New Guinea Line cargo vessels Sletta, Sletford, Sletholm and Sletan, leaves Sydney weekly for P-NG

ports, calling at 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 monthly 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 monthly 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 fortnightly at Pt. Moresby, Rabaul, Lae and Madang, on northbound trips and monthly on southbound trips.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (27-6301).

China Navigation Co. Ltd. cargo vessels Woosung, 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, Keelung and Hong Kong.

Details from Swire and Yull 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 every two months from Sydney via New Zealand and 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 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 every three weeks 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
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 Noumea; return to France via Brisbane and southern Australian coastal ports.

Other MM vessels Marquisien, Malais, Mars, Mauricien and Maori, run between France and New Zealand, via Panama Canal, calling at Papeete and Noumea.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

FAR EAST - FIJI

China Navigation Co. Ltd. vessels Kwangsi, Norman and Nanchang, operate a monthly passenger-cargo service from Japan and Hong Kong southwards to Fiji direct and BSI returning to Japan via New Zealand and Far Eastern ports.

FAR EAST - P-NG

China Navigation Co. Ltd. vessels Kweilin and Chefoo maintain a regular monthly passenger/cargo service from Japan direct to Lae and Pt. Moresby.

FAR EAST - FIJI - NZ - SYDNEY

Royal InterOcean Lines operate a monthly passenger-cargo service with the Tjimanuk, Tjitarum and Tjiliwong from Hong Kong and Singapore to Fiji and NZ, calling at Suva and Lautoka, and returning via the Philippines.

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 Yochow, Yunnan and Ninghai maintain a monthly cargo service from Japan southwards to Wewak, Rabaul, Kavieng, Madang, Lae, Samarai, Pt. Moresby, with regular calls at Honiara, Santo and Vila, usually return to Japan direct.

Details from China Navigation Co. Ltd. (Swire and Yull Pty. Ltd., agents), 8 Spring St., Sydney (27-4701).

**JAPAN - SAMOA - TONGA - FIJI -
N. CAL. - N. HEB. - BSI**

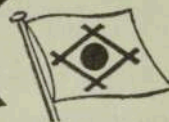
The Daiwa Navigation Co. Ltd. runs a monthly passenger/cargo service from Japan via Guam to Apia, Pago Pago, Nukuslofa, Suva, Lautoka, Noumea, Vila, Santo and Honiara.

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.

DAIWA LINE



DIRECT SERVICE

JAPAN / SOUTH PACIFIC

M.V. "DAISEN MARU" V-8

Dep. JAPAN June 30.

GUAM July 6.

APIA July 19-20

PAGO PAGO July 21-22

SUVA July 25-26

LAUTOKA July 28-29.

SANTO August 1-2.

VILA August 3.

NOUMEA August 5.

* SUBJECT TO CARGO INDUCEMENT.

Heavy lift, reefer space and passenger accommodation available.

SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE.

Next sailing—M.V. "Fiji Maru" V-9.

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.

NZ - FIJI - TONGA - SAMOA

Tofua maintains a service approximately monthly from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to New Zealand (usually Auckland).

Matua maintains a service approximately monthly from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to New Zealand (usually 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 Ruahine, 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 Niuvakai operates a four to five-weekly passenger-cargo service between Australia and Tonga via Fiji.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (B 0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoni. Calls are also made as required at Apia (W. Samoa) and Pago Pago (Am. Samoa). Turn-round in Suva is usually two days, and the agents there are Morris Hedstrom, Ltd.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co. Ltd., act as Loading Brokers in London.

UK-PANAMA-TAHITI-AUSTRALIA

Cogedar Line vessel Flavia, operates a passenger service regularly from Southampton, via Panama and Papeete to Sydney.

Details from agents: H. C. Sleight, 115 York St., Sydney, Tel. B 0253.

UK - PAPUA - NG - BSI

Bank Line operates a monthly direct service from Europe to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara, occasionally extending to Tarawa, GEIC, and other Pacific Islands.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (27-2041).

AUSTRALIA - FIJI - AM. SAMOA - USA

Matson-Oceanic Line operates a monthly 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, Melbourne, Fiji, Pago Pago, Papeete (occas.) 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 every three weeks from San Francisco and 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 US Atlantic Coast-Panama-Sydney service make three-weekly calls at Tahiti on southbound voyages.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport Line's vessels Thorsisle and Thor I maintain approximately monthly 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 0730
Sat., dep. 0900, arr. San Francisco 1640.

Fri.: Dep. San Francisco 1145, arr. Honolulu 1335, dep. 1445, arr. Brisbane Sat., 1955, dep. 2040, arr. Sydney 2200.

SYDNEY - FIJI - HAWAII - USA

By QANTAS (with 707 Jets)

Thurs.: Dep. Sydney 1700, arr. Nadi 2250, dep. 2340, arr. Honolulu 0730, dep. 0900, arr. San Francisco 1640.

Tues., Thurs., Sun.: Dep. Sydney 1900, arr. Nadi 0040, dep. 0125 for Honolulu, arr. 0925, dep. 1040 for San Francisco, arr. 1820.

Mon., Wed., Sat.: Dep. Sydney 1900, arr. Nadi 0040, dep. 0125 for Honolulu, arr. 0925, dep. 1040 for San Francisco, arr. 1820 (to New York, London).

Fri.: Dep. Sydney 1900, arr. Nadi 0040, dep. 0125 for Honolulu, arr. 0925, dep. 1040 for San Francisco, arr. 1820 (extends to Vancouver alternate weeks from Sydney: June 3, 17, July 1, 15, 29, etc.).

Mon., Wed., Fri.: From London, New York, dep. San Francisco 2000 for Honolulu, arr. 2150, dep. 2315 for Nadi, arr. 0325, dep. 0430 for Sydney, arr. 0645.

Tues., Thurs., Sat., Sun.: Dep. San Francisco 2000 for Honolulu, arr. 2150, dep. 2315 for Nadi, arr. 0325, dep. 0430 for Sydney, arr. 0645.

Sat.: Dep. San Francisco 1145 for Honolulu, arr. 1335, dep. 1445 for Nadi, arr. 1855 (Sun.), dep. 1945 for Sydney, arr. 2200. (From Vancouver via San Francisco alt. weeks, June 4, 18, July 2, 16, 30, etc.).

(International Dateline is crossed between Nadi and Honolulu.)

SYDNEY - HAWAII - USA via FIJI, NZ OR AM. SAMOA

BY PAN AMERICAN AIRWAYS
(with 707 Jets)

Tues., Sat.: Dep. Sydney 1730 (arr. Nadi 2310, dep. 2359), Honolulu arr. Tues., Sat. 0805, dep. 1000 for Los Angeles, arr. 1755.

Mon.: Dep. Sydney 1730 for Pago Pago (arr. Mon. 0130, dep. 0210), Honolulu arr. 0815, dep. 1000 for Los Angeles, arr. 1755.

Thurs.: Dep. Sydney 1600 for Auckland (arr. 2040, dep. 2145) for Honolulu arr. Thurs. 0815, dep. 1000 for Los Angeles, arr. 1755.

Sun., Thurs.: Dep. Los Angeles 2145 for Honolulu, Nadi, arr. Tues., Sat. 0515, dep. 0615, and Sydney, arr. 0830.

Sat.: Dep. Los Angeles 2145 for Honolulu, Pago Pago, arr. Sun. 0510, dep. 0610, and Sydney, arr. Mon. 0915.

Tues.: Dep. Los Angeles 2145 for Honolulu, Auckland, arr. Thurs. 0745, dep. 0830 for Sydney, arr. 0945.

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S — Sandefjord, Norway

Motor Vessels "THORSISLE" and "THOR I"

Regular Freight and Passenger Services between Pacific Coast Ports of U.S.A. and Canada and

**TAHITI — SAMOA — TONGA — FIJI — NEW CALEDONIA
NEW HEBRIDES — NEW GUINEA***

* Transhipment via Noumea.

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

1 Bush Street, San Francisco 4, California, U.S.A.

APIA—Burns Philp (South Sea) Company, Ltd.

PAPEETE—Agence Maritime Inter-nationale Tahiti.

PAGO PAGO—G. H. C. Reid & Co.

NOUMEA—Etablissements Ballande.

SYDNEY—Birt & Co. (Pty.) Ltd.

SUVA—Burns Philp (South Sea) Company, Ltd.

LAE/RABAUL—Burns Philp (New Guinea) Ltd.

PORT VILA—Comptoirs Français des Nouvelles Hébrides.

SYDNEY - NEW ZEALAND - FIJI - HAWAII - CANADABY 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 Date-
line, 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)

Wed.: Dep. Los Angeles 1300 for Honolulu,
dep. 1700 for Papeete, arr. 2225.
Thurs.: Dep. Papeete 1700 for Honolulu,
arr. 2220, dep. 2330 for Los Angeles,
arr. Fri. 0725.

Sat.: Dep. San Francisco 2200, dep. Los
Angeles 2359 for Papeete, arr. Sun.
0515, dep. 0600 for Auckland, arr.
Mon. 0950.

Mon.: Dep. Auckland 2359 for Papeete
arr. Mon. 0655, dep. 0800 for Los
Angeles, arr. Mon. 1850 and San
Francisco, arr. 2105.

NEW ZEALAND - USA

By AIR-NZ (with DC8 Jets)

Tues., Sat.: Dep. Auckland 1015, arr.
Nadi 1305, dep. 1400, arr. Honolulu
2200 Mon. and Fri., dep. 2330, arr.
Los Angeles Tues. and Sat. 0725.
Sat., Tues.: Dep. Los Angeles 0930, arr.
Honolulu 1145, dep. 1300, arr. Nadi
1710 Sun., Wed., dep. Nadi 1800, arr.
Auckland 2150.

HAWAII - AM. SAMOA - TAHITI
BY PAN AMERICAN AIRWAYS
(with 707 Jets)

Tues.: Dep. Honolulu 1000, arr. Pago Pago
1410, dep. 1500, arr. Papeete 1850.
Wed.: Dep. Papeete 2230, arr. Pago Pago
0040, dep. 0130, arr. Honolulu 0735.

SYDNEY - FIJI OR NZ - TAHITI - MEXICO

By QANTAS (with 707 Jets)

Mon.: Dep. Sydney 1000, arr. Auckland
1445, dep. 1545 for Papeete,* arr. Sun.
2240, dep. 2359 for Acapulco, arr. Mon.
1205, dep. 1305 for Mexico City, arr.
1355.

Thurs.: Dep. Sydney 1000, arr. Nadi
1545, dep. 1630 for Papeete, arr. Wed.
2240, dep. 2359 for Acapulco, arr.
Thurs. 2240, dep. 1305 for Mexico City,
arr. 1355 (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.

NOTE: Asterisk indicates technical stop only).

SYDNEY - N. CALEDONIA - FIJI TAHITI - USA

ATA-FRENCH AIRLINES (with DC8 Jets)
Wed.: Dep. Sydney 0940 for Noumea, arr.
1320, dep. 1435 for Nadi, arr. 1720,
dep. 1805 for Papeete (cross Dateline)

arr. 0010, dep. 0900 for Los Angeles,
arr. 2010.

Sat.: Dep. Los Angeles 0100 for Papeete,
arr. 0620, dep. Sun. 0700 for Nadi
(cross Dateline) arr. Mon. 0950, dep.
1035 for Noumea, arr. 1135, dep. 1250
for Sydney, arr. 1458.

Fri.: Dep. Noumea 1435 for Nadi, arr.
1720, dep. 1805 for Papeete (cross
Dateline) arr. 0010, dep. 0900 for Los
Angeles, arr. 2010.

Thurs.: Dep. Los Angeles 0100 for Papeete,
arr. 0620, dep. Fri. 0700 for Nadi
(cross Dateline) arr. Sat. 0950, dep.
1035 for Noumea, arr. 1135.

Alt. Sat. (June 4, 18, July 2, 16, 30):
Dep. Sydney 1000 for Noumea, arr.
1550.

Alt. Fri. (June 3, 17, July 1, 15, 29): Dep.
Noumea 1730 for Sydney, arr. 2210.

SYDNEY - NEW ZEALAND - FIJI

BOAC (with 707 Jets)

Mon., Fri.: Dep. Sydney 0900, arr. Auck-
land 1345, dep. 2130, arr. Nadi 0020
(Tues., Sat.).

Tues., Sat.: Dep. Nadi 0505, arr. Auck-
land 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
above. Intending passengers are advised
to check timetables with the airlines or
travel agents.

BRISBANE - AUCKLANDQANTAS/AIR-NZ (with 707's
and DC8's)

Twice weekly, both ways.

BRISBANE - WELLINGTONAIR-NZ (with Electras)
One service weekly, both ways.**MELBOURNE - AUCKLAND**QANTAS/AIR-NZ (with Electras)
Twice weekly, both ways.**MELBOURNE - CHRISTCHURCH**QANTAS/AIR-NZ (with Electras)
Twice weekly, both ways.**MELBOURNE - WELLINGTON**AIR-NZ (with Electras)
Twice 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 - CHRISTCHURCHQANTAS/AIR-NZ (with DC8's and 707's)
Four times weekly, 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 1010, arr. Nadi 1555.
Wed.: Dep. Nadi 0730, arr. Sydney 0955.

SYDNEY - LORD HOWE IS.AIRLINES OF N.S.W. (with Sandringham
Flying-boats)

Frequent services from Rose Bay Base
each week. Departure time is depen-
dent on time of high tide at Lord
Howe Island.

SYDNEY - NEW CALEDONIA

QANTAS (with 707's)

Alt. Fri. (June 10, 24, July 8, 22, etc.):
Dep. Sydney 1100 for Noumea (arr.
1430), dep. 1545 for Sydney, arr. 1735.

SYDNEY - NORFOLK IS.

QANTAS (with DC4's)

Wed., Sat.: Dep. Sydney 0800, arr. NI
1445. Flight extends NI-Auckland-NI.
(See "Inter-Territory Services").
Thurs., Sun.: Dep. NI 1445, Sydney, arr.
1845.

SYDNEY - PAPUA - NEW GUINEA

Trans Australia Airlines and Ansett-ANA
operate from Sydney to Lae and return
with Electras.

NORTHBOUND

TAA: Daily (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

TAA: 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)
Fri.: Dep. Cairns 1330, arr. Pt. Moresby
1545.

Fri.: Dep. Pt. Moresby 1630, arr. Cairns
1845, dep. 1930, arr. Townsville 2025.

NEW ZEALAND-PACIFIC IS.**NZ - FIJI**

AIR-NZ (with DC8's)

Daily (except Tues.): Dep. Auckland 2130,
arr. Nadi 0020.

Wed., Sat. (June 1, 4, 8, 22, 25, 29):
Electra dep. Auckland 2030, arr. Nadi
0015.

Daily (except Mon., Wed.): Dep. Nadi
0505, arr. Auckland 0755.

Thurs., Sun. (June 2, 5, 9, 19, 23, 26, 30):
Electra dep. Nadi 0505, arr. Auckland
0855.

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 Inter-
national 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., Fri. 2200, dep. Honolulu 2330, arr. Los Angeles Tues., Sat. 0725.
Tues., Sat.: Dep. Los Angeles 0930, arr. Honolulu 1145, dep. Honolulu 1300, cross International Dateline, arr. Nadi Wed., Sun. 1710, dep. Nadi 1800, arr. Auckland 2050.

NZ - NEW CALEDONIA

AIR-NZ (with DC6B's)

Fri.: Dep. Noumea 1500 for Auckland, arr. 1920.
Fri.: Dep. Auckland 1100 for Noumea, arr. 1329.

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. (June 11, July 9): Dep. Noumea 0800 for Wallis Is., arr. 1530.

Monthly service (following Monday)
Mon. (June 13, July 11): 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 (June 13, 27, etc.).
Alt. Wed.: Dep. Honiara (DC3) 0730 for Yandina, Munda, Buka, Rabaul, Lae, arr. 1545 (June 14, 28, etc.).
Alt. Tues.: Dep. Lae (Fokker) 0845 for Rabaul, Buka, Munda, Honiara, arr. 1630 (June 7, 21, etc.).
Alt. Wed.: Dep. Honiara (Fokker) 0715 for Munda, Buka, Rabaul, Lae, arr. 1235 (June 8, 22, etc.).

P-NG - WEST NG

TAA and Garuda Indonesian Airways, using DC3's, run services between Lae and Sukarnapura. Both services are fortnightly.

TAHITI - HONOLULU

UTA-FRENCH AIRLINES (with DC8's)

Sat.: Dep. Papeete 1000, arr. Honolulu 1525, dep. Sat. 1700, arr. Papeete 2220.

TAHITI - USA

UTA-FRENCH AIRLINES (with DC8's)

Wed.: Dep. Papeete 0900, arr. Los Angeles 2010, dep. Thurs. 0100, arr. Papeete 0620.
Fri.: Dep. Papeete 0900, arr. Los Angeles 2010, dep. Sat. 0100, arr. Papeete 0620.

PAA (with 707's)

Wed.: Dep. Los Angeles 1300, dep. Honolulu 1700, arr. Papeete 2225.



**Linking
PACIFIC ISLANDS**

with the FAR EAST and AUSTRALIA

Further particulars may be obtained from:

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSSEN AGENCY PTY. LTD., 13-15 Bridge St., Sydney. Phone: 27-6301.
Branch Office at Melbourne: 51 William St. Phone: 61-3031.

AUSTRALIAN AGENTS: Brisbane & Adelaide—Gibbs, Bright & Co.

ISLAND AGENTS: Madang, Lae and Rabaul (New Guinea)—New Guinea Co. Ltd. Port Moresby (Papua)—Island Products Ltd. Wewak (New Guinea)—J. A. Corrigan Wewak (1963) Pty. Ltd.

FAR EASTERN AGENTS: Japan—Dodwell & Co. Ltd. Hong Kong and Manila—Everett Steamships Corporation.

Thurs.: Dep. Papeete 1700, arr. Honolulu 2220, dep. 2330, arr. Los Angeles 0725 Fri.
Sat.: Dep. San Francisco 2200, dep. Los Angeles 2359, arr. Papeete 0515 Sun.
Mon.: Dep. Papeete 0800, arr. Los Angeles Mon. 1850, arr. San Francisco Mon. 2105.

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)

Fri.: Dep. Apia 0900, arr. Aitutaki 1445, dep. 1515, arr. Rarotonga 1620.

Mon.: 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., Sun.

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 - Thio - Noumea: Mon., Tues., Thurs., Fri.

Noumea - Thio - Kouaoua - Thio - Noumea: Wed., Sat., Sun.

Noumea - Houailou - Noumea: Daily exc. Sun.

Noumea-Tontouta-Noumea: Mon., Wed., Thurs., Fri., Sat., connecting with UTA, and Qantas flights.

NEW HEBRIDES

AIR MELANESIA

(With Drovers and Dornier)

VILA-SOUTHERN ISLANDS

Mon.: Vila-Tanna-Vila.

Wed.: Vila - Tanna - Vila - Erromanga (optional).

Fri.: Vila-Tanna-Vila.

Alt. Fri.: Tanna-Aneityum-Tanna.

Fri. (monthly): Tanna-Futuna-Tanna.

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Mon.: Vila - Norsup (Malekula) - Santo - Aoba - Pentecost (optional) - Aoba - Santo.

Tues.: Santo-Norsup-Vila.

Vila-Tongoa-Vila.

Wed.: Vila-Tongoa (optional)-Pentecost (optional)-Aoba-Santo.

Thurs.: Santo - Aoba - Pentecost - Aoba - Santo.

Santo - Aoba - Tongoa (optional) - Vila.

Vila - Norsup - Vila - Santo (optional).

Fri.: Vila-Norsup-Santo.

Sat.: Santo-Norsup-Vila.

Vila-Tongoa-Vila.

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Tues.: Pt. Moresby - Gurney - Misima - Gurney-Pt. Moresby.

Wed.: Pt. Moresby-Gurney*-Pt. Moresby.

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Mon., Thurs.: Lae - Madang - Wewak - Manus-Kavieng-Rabaul.

Mon.: Rabaul-Kavieng-Manus-Wewak.

Sat., Tues.: Lae-Madang-Wewak.

Sat.: Wewak-Lae.

Sun., Tues.: Wewak-Madang-Lae.

Wed., Fri.: Kavieng-Rabaul.

Tues., Thurs.: Rabaul-Kavieng.

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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.

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(Beechcraft)

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Sun.: Lae - Garaina - Popondetta - Kokoda (opt.)-Pt. Moresby.

PT. MORESBY-BULOLO-LAE (DC3)

Thurs., Sun.: Pt. Moresby-Bulolo-Lae.

Thurs., Sun.: Lae-Bulolo-Pt. Moresby.

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(Beechcraft)

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Mon.: Madang - Baiyer R. - Hagen - Banz-Minj-Goroka-Lae.

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Talasea-Hoskins-Rabaul.
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Thurs.: Talasea - Hoskins - Jacquinot
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Woitape - Tapini - Bereina - Kairuku
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Moresby.
(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-
Pailli (opt.)-Pt. Moresby.
(Piaggio) Pt. Moresby - Woitape -
Tapini-Pt. Moresby.
(Piaggio) Pt. Moresby-Rorona (opt.)-
Aroa (opt.) - Kairuku - Bereina - Pt.
Moresby.
(DC3) Pt. Moresby-Mt. Hagen-Pt.
Moresby.
(DC3) Pt. Moresby - Gurney - Pt.
Moresby.
Wed.: (DC3) Pt. Moresby - Kokoda -
Popondetta-Pt. Moresby.
(Piaggio) Pt. Moresby - Tapini -
Woitape-Pt. Moresby.
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Kairuku-Pt. Moresby.

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Moresby.
Thurs. (Piaggio): Pt. Moresby - Woitape -
Tapini-Pt. Moresby.
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Vivigani - Losuia - Popondetta - Pt.
Moresby.
(June 9, 23, etc.): (DC3) Pt.
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Vivigani-Popondetta-Pt. Moresby.

Fri.: (DC3) Pt. Moresby - Popondetta - Pt.
Moresby.
(DC3) Pt. Moresby-Gurney/Samarai-
Pt. Moresby.

(Piaggio) Pt. Moresby-Cape Rodney-
Pailli-Pt. Moresby.
(Piaggio) Pt. Moresby - Tapini -
Woitape-Pt. Moresby.
(Piaggio) Pt. Moresby-Rorona-Aroa-
Kairuku-Pt. Moresby.
(DC3) Pt. Moresby - Bereina - Pt.
Moresby.

Sat.: (DC3) Pt. Moresby - Popondetta -
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Mt. Hagen-Madang.
Lae-Wewak-Vanimo-Wewak.
Madang-Momote-Kavieng-Rabaul.
Lae-Mt. Hagen-Madang.
Mt. Hagen-Banz-Lae.
Mt. Hagen - Wapenamanda - Wabag -
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Tues.: Rabaul-Lae-Rabaul.
Wewak - Madang - Lae - Goroka -
Madang-Wewak.
Rabaul - Kavieng - Momote - Wewak -
Madang-Goroka-Lae.
Madang - Mt. Hagen - Banz - Minj -
Goroka.
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Wed.: Rabaul-Lae-Rabaul.
Lae-Madang-Wewak.
Madang-Lae.
Lae-Goroka-Madang.
Lae - Goroka - Madang - Wewak -
Momote-Kavieng-Rabaul.
Goroka - Lae - 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 - Bulolo - Pt.
Moresby-Bulolo-Goroka.
Mt. Hagen-Mendi-Mt. Hagen.
Wewak - Hayfield - Yangoru - Wewak.
Mt. Hagen-Goroka-Mt. Hagen.
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Madang-Lae.
Lae - Goroka - Madang - Wewak -
Momote-Kavieng-Rabaul.
Goroka - Lae - Bulolo - Pt. Moresby -
Bulolo-Lae-Goroka.
Wewak - Lae - Goroka - Minj - Banz -
Mt. Hagen.
Madang - Mt. Hagen - Banz - Minj -
Goroka-Madang.
Mt. Hagen-Pt. Moresby.
Mt. Hagen - Erave - Kagua - Ialibu -
Mt. Hagen.
Mt. Hagen-Tari-Mt. Hagen.
Mt. Hagen - Lae - Mt. Hagen -
Wapenamanda - Wabag - Mt. Hagen.
Mt. Hagen-Lae.
Lae - Madang - Wewak - Vanimo -
Wewak.

Rabaul-Kavieng-Rabaul.
Mt. Hagen-Mendi-Mt. Hagen.
Mt. Hagen-Goroka-Mt. Hagen.
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Hayfield - Yangoru - Wewak -
Angoram-Wewak.
Sat.: Rabaul-Lae-Rabaul.
Wewak-Madang-Lae-Madang.
Rabaul - Kavieng - Momote - Wewak -
Madang-Goroka-Lae.
Goroka-Lae-Goroka.
Pt. Moresby-Mt. Hagen.
Mt. Hagen - Kainantu - Lae - Kainantu-
Goroka-Mt. Hagen.
Mt. Hagen - Mendi - Mt. Hagen.
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Honiara - Yandina (Russell Is.) - Sege -
Munda, and return: Wed. (Fortnightly,
June 8, 22, etc.).

Honiara-Kira Kira-Honiara: Wed. (Fort-
nightly, June 15, 29, etc.).

Honiara-Munda (New Georgia)-Barakoma
(Vella La Vella)-Munda-Honiara: Fri.
(Fortnightly, June 10, 24, etc.).

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FIJI NEEDS HELP FROM AUSTRALIA

(continued from p. 13)

nothing. No Fiji bananas enter Australia, nor are they ever likely to. It seems that the same sort of position could now develop over the alleged concessions in relation to handicrafts.

Concessions on tariffs were made even more difficult after the war when GATT came into being and, in effect, froze tariffs internationally. It is necessary these days not only to negotiate concessions with an individual country but also with the international body.

Nor is it only in relation to trade that Fiji has had Australian disappointments in the last 12 months.

In 1965 the Governor of Fiji, Sir Derek Jakeway, paid an official visit to Australia and was given every encouragement to hope that Australia would help Fiji in any material way possible.

Subsequently Fiji specifically asked Australia if it could help in

- (1) Financing the proposed development Bank of Fiji;
- (2) Reconstructing and sealing the Nadi-Suva road;
- (3) School building;
- (4) Providing a men's surgical ward at the Colonial War Memorial Hospital in Suva; and
- (5) Establishing a publishing section for the Education Department.

Promises—And Reality

Presumably the Governor's reception by Australian officialdom during his 1965 visit was such that this aid could be asked for with some hope of success but to date the only official reaction is the notification that such help does not come within the scope of ASPTAP and therefore be granted. (See *PIM*, April, p. 61, which sets out the aims of the Australian South Pacific Technical Assistance Plan). Assistance from this organisation—which was hailed initially as the South Seas Colombo Plan—is limited to technical aid, not cash, as the April story shows.

At an even more recent date, Fiji asked for a Government-to-Government loan from Australia as part of the financing of the Colony's Fifth Development Plan which commences this year and is designed to end in 1970. This fifth plan will be financed mainly, as usual, by Fiji itself, the UK, the World Bank and one of the

United Nations funds. This will not cover all that is projected and Australia was asked if it would loan Fiji £F500,000 per annum during the currency of the plan to cover the gap. (For plan details, see p. 139).

So far the Department of Trade is sympathetic to this. It is obvious that a great deal of the development money will find its way back into Australian trade channels, and any increase in the standard of living of the Fiji people has traditionally meant bigger dividends for Australian traders and manufacturers.

The Australian Treasury is still considering it; but the official reply that has come from the Department of External Affairs says, in effect, that Fiji is not Australia's responsibility and that such a loan would not come within the framework of ASPTAP.

It is understandable that Australia is diffident about giving money to any Pacific territory other than P-NG but Fiji, in this latter instance, was not asking for gifts but a loan, on which interest would be paid.

What Australia Gives

Australia rightly prides itself on the amount of aid it has given to other countries in the post-war years. It has recently announced that aid expenditure in 1965-66 will amount to \$A121,500,000, of which about two-thirds will go to Papua-New Guinea; about one-quarter to the Colombo Plan and other Asian aid; and the rest will be split between defence aid to Malaysia and India and donations to UN agencies, World Bank, etc.

How much good will result from the amount of Australian aid to Asia is still among the imponderables. Against Asian requirements it can never amount to more than a drop in the bucket.

But there is no doubt at all about the great deal of good Australia could do closer at home in the Pacific, where there is a great fund of goodwill towards the Commonwealth and a ready acceptance of her position of leadership.

In the ultimate analysis—because of her trade position, because of Australian investment in the Colony and for a dozen other reasons—Fiji must be Australia's business.

Perhaps Fiji's Financial Secretary, Mr. H. P. Ritchie, when he visits Canberra at the end of July, will be able to persuade someone that even the extension of duty concessions to *voi-voi* scuffs would be a step in the right direction in maintaining good relations.

DEATHS OF ISLANDS PEOPLE

Mr. M. McColm

Mr. Malcolm McColm, a former Liberal member of the Australian House of Representatives, died in New Guinea on May 2, three weeks after his marriage.

Mr. McColm, who was 51, arrived in the Territory earlier in the year to take up the position of general manager of Rabaul Investments.

He was Liberal MP for the Bowman electorate of Queensland from 1949 until his defeat in the 1961 election. He then worked for transport and insurance companies in Brisbane.

He is survived by his wife, formerly Miss Nell Carroll, and his father, Mr. W. E. McColm, aged 85, and brother Mr. Don McColm, both of Sogeri, near Port Moresby.

Mr. R. Ricketts

Mr. Ronald Ricketts, a prominent Fiji planter, died at Suva in April, aged 65. He arrived in Fiji from New Zealand in 1930, and was the owner of Matana Estate, on Koro Island, in the Lomaiviti Group, for many years.

He leaves a widow, four sons and a daughter.

Ratu W. B. Ritova

Ratu Viliame Baleilevuka Ritova, a descendant of a Macuata chief who signed the Deed of Cession at Levuka in 1874, died at Labasa recently, aged 61.

Mrs. Mary Ross

Mrs. Mary Ross, a well-known resident of the Rewa district of Fiji, died at Suva in April, aged 93. She was born at Navua, the daughter of the pioneering Miller family.

She is survived by three sons and a daughter.

Mrs. H. M. Byrne

Mrs. Helena Mary Byrne, a well-known Port Moresby resident, died in the Port Moresby General Hospital in May, aged 66.

She went to the Territory in 1920. She was the widow of a former Chief Collector of Customs, Mr. T. P. M. Byrne.

She is survived by two daughters and a son.

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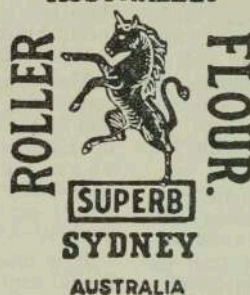


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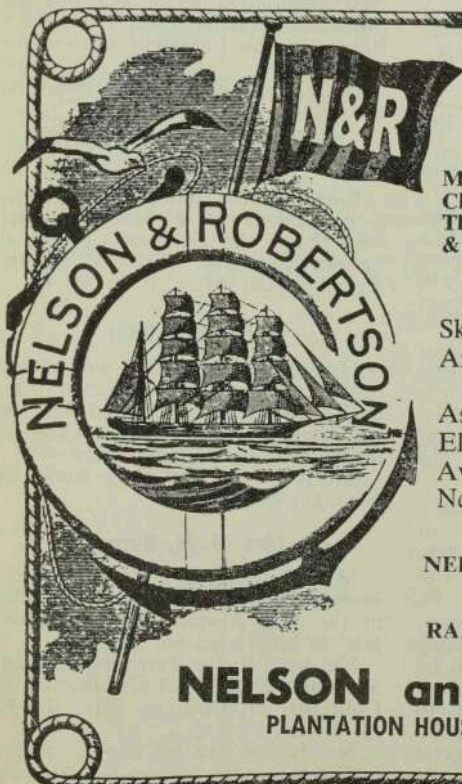
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PSIP CONSTITUTION

(Continued from p. 19)

president, and 11 official and 10 unofficial members. Eight of the 10 officials are elected, and represent the eight constituencies of Western Solomons, Central Solomons, Guadalcanal, North Malaita, Central Malaita, South Malaita, Eastern Solomons and Honiara. The two remaining unofficial members are nominated.

Of the eight elected unofficials only one has his seat as a result of a direct election by universal adult suffrage—Mr. E. V. Lawson, of Honiara. Voting age was 21. In the other seven constituencies members are elected indirectly under the electoral college system.

The new proposals call for the number of elected members to be increased from eight to 14, to give five seats in Malaita (including Kaiana and Ontong Java), four in the Central District, one in Honiara and two each in the Western Solomons and the Eastern Solomons.

All 14 members would be elected by direct election "as far as possible". The White Paper says that in some scattered constituencies direct elections might, "unfortunately", be found impossible.

The official majority in the council could be retained.

A system of "collective responsibility" would be introduced, which could probably mean that Executive Council members would have to support majority decisions and thus they could constitute an embryo cabinet.

This system were introduced, says the White Paper, the number of official members in the Legislative Council would probably be reduced. Among the most important of the other proposals are:

The High Commissioner would be able to appoint a Speaker to the Council; he could also appoint non-voting nominated members; election could be from a common roll and from the Local Government Councils' voters lists; the Executive Council could continue to be advisory and consist of the Chief Secretary, Attorney-General and Financial Secretary and not more than five other members of whom not more than one should be an official; a Public Service Commission should be established, "in due course".

On the need for a Public Service Commission, the White Paper says that the proposed new constitutional changes "make it desirable to commence the process of removing the Public Service from the influence of politics".

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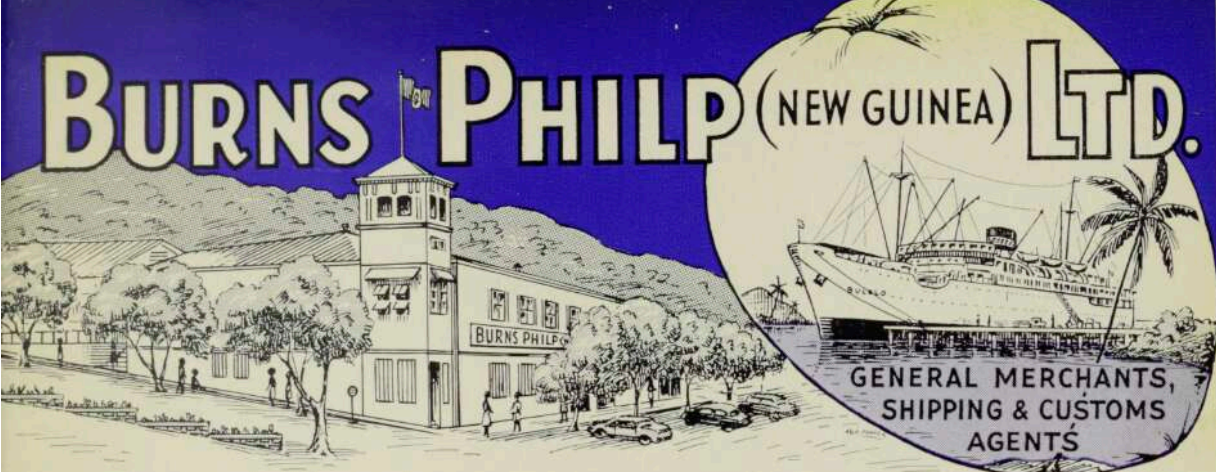
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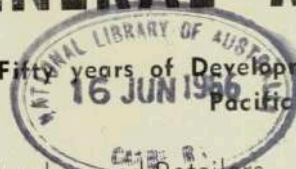
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