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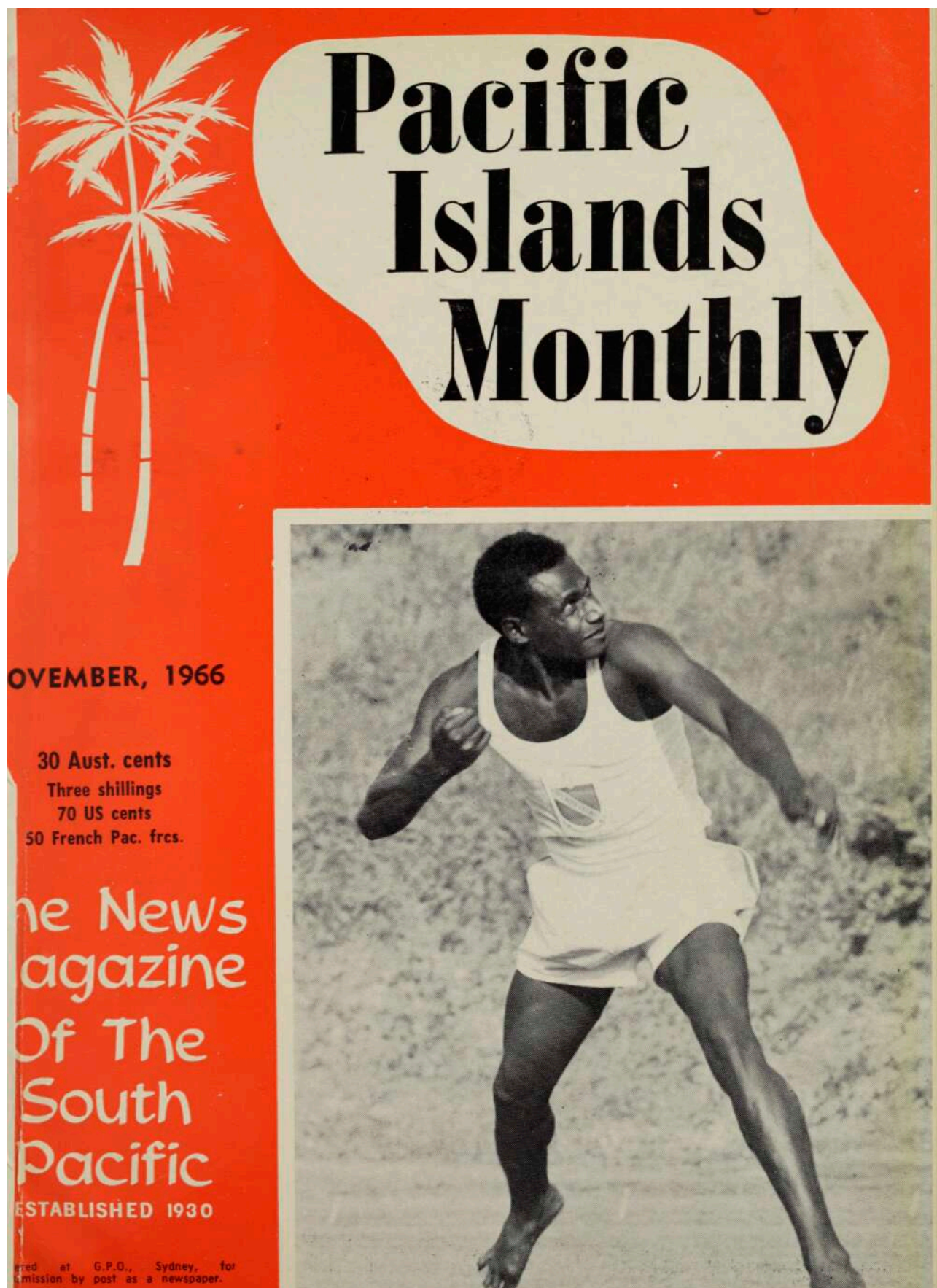
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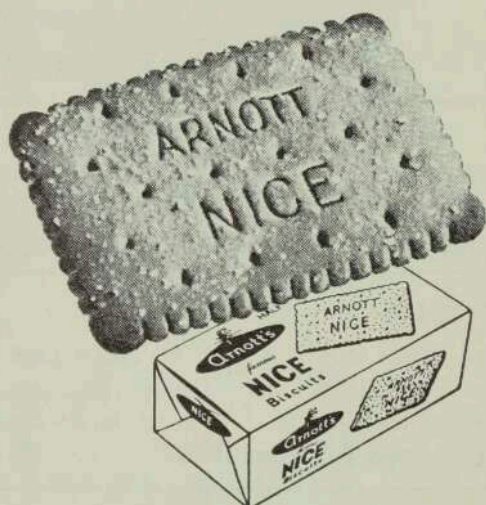
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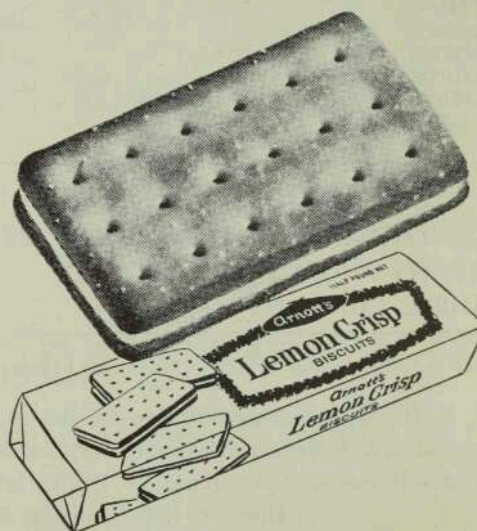


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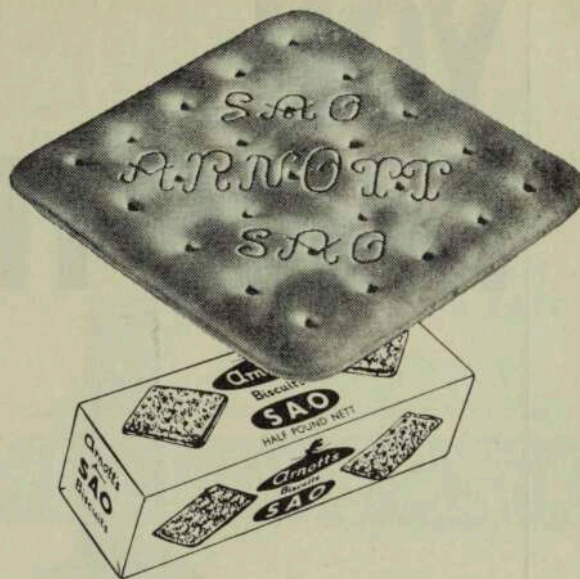


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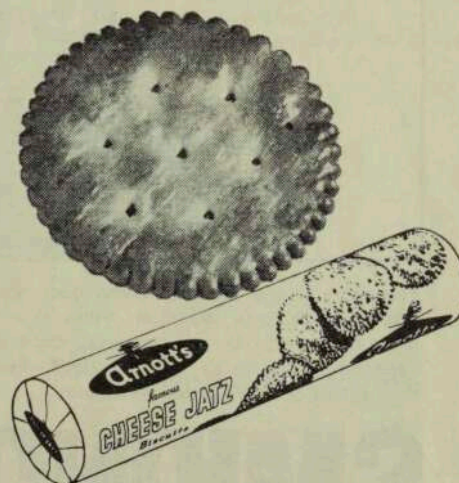
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SMIRNOFF DOES IT

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OUR COVER: With the Second South Pacific Games in Noumea only a few weeks away, Islands athletes are now putting everything they have into training. This fine study by Ted Marriott shows Solomon Islands athlete Andrew Wagina, of King George VI School, throwing the javelin in preliminary trials. Andrew comes from San Cristobal.

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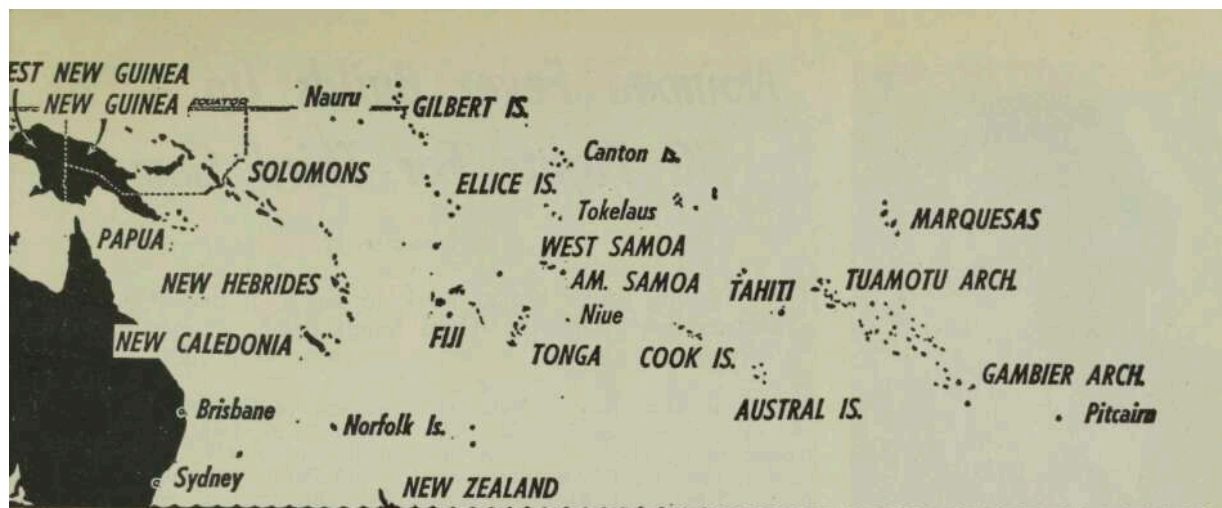
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PACIFIC ISLANDS MONTHLY

In This Issue

GENERAL

Champion Runner May Miss Games ..	9
Voyages Without Instruments	35
Polynesian Migrations	89
History of Surf-Board Riding	95
Shipping of Bananas	109
Cuts in Pacific Air Fares	127
Record Carpenter Profit	141
Copra Market Flat	143
Combined Marketing Plan	143

AMERICAN SAMOA

Resident Johnson's Visit	13
Readers' Views on Samoan Article	34
Catches Industry	144

COOK ISLANDS

Minister Seeks Mauke Seat	75
Disappearance of Native Birds	76
Harbour Survey	105

FIJI

Section Details	10, 11, 40
Funeral Rites for a Chief	41
Coffins Behind Sugar Industry	55
NZAF Flying-boats	76
Deep-Breeding	91
Ancient Pottery	91
More Asian Fishermen for Levuka	101
Trailing Trading Voyage from NZ	105
Largest Locally-Built Ship	105
Butter Aground	107
Revolver Withers and the Yasawas	121
Inter-Island Transport Survey	141
More Money for Banabans	154

FRENCH POLYNESIA

Anti-Bomb Mayor Elected	12
Forgotten Marquesas Islands	71

GILBERT and ELLICE ISLANDS COLONY

Fanning Is. Cable Station Leased	17
Plan for New Ship	101
Growing Interest in Tourism	131
More Money for Banabans	154
Teams for Games	156

NEW CALEDONIA

South Pacific Games Fever	8
Convict Escapist Extraordinary	85
Promotion for Admiral	101
Japanese Fishing Boat Wrecked	105
Mining Strike Ends	143

NEW HEBRIDES

Eight Die in Plane Crash	12
New British Resident Commissioner	15
Future of Aviation	17
"Apprehension" on Future	37
New Ship for Mission	103
Pictorial Series	117
Archaeological Research	136

NORFOLK ISLAND

Rock-Hewn Planning	73
Burials Problem	76

PAPUA-NEW GUINEA

Questions for Electors on Future	8
Quest for Third South Pacific Games	8
Trouble Looms Over Kieta Copper	13
Plantation Wage Decisions	15
Serious Land Problems	19
Aerial Ropeways	19
Women's Association Anniversary	19

Local Customs Men	20
"Little Chimbu"	20
Reader's View on New Columnist	37
Morobe Goldfields	42-47
Christine Kaputin on Race Relations	60
Susan Young on Race Relations	65
New Administration Ship	105
Wharf Congestion at Lae	107
Assistant Harbour Master for Moresby	107
Two New Books	136
New Administrator	135
Anti-Malaria Progress	135

PITCAIRN ISLAND

Increasing Mechanisation	76
Magistrate Resigns	136

SOLOMON ISLANDS

Athletic's Records Broken	9
History by Dr. Fox	135
High Commissioner Back	136
Meeting on New Bishop of Melanesia	136
Big Tract of Land for Lease	141

SOUTH PACIFIC COMMISSION

New Secretary-General	8
Economist Appointed	136

TONGA

Japanese Fishing Boat Incident	101
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UNITED STATES TRUST TERRITORY

Growing Interest in Tourism	131
First Commercial Pilot	135

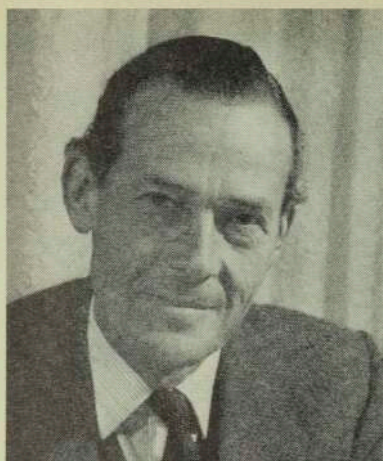
WALLIS and FUTUNA

Wallis Island Flag	34
Three Kings	71

WESTERN SAMOA

Queries on Wharf	20
Historic Title Renounced	20
Support for PM on Red Aid	33
Teams for Games	156

DEPARTMENTS: Tropicalities, 17; To the Point with Percy Chatterton, 25; Letters to the Editor, 34; Planters' Digest, 51; From the Islands Press, 76; Magazine Section, 85; New Books, 95; Shipping, 101; Cruising Yachts, 113; Travel, 117; People, 135; Business and Development, 141; Produce Prices, 145; Shipping, Airways Schedules, 146; Deaths of Islands People, 153.



Sir Gawain Bell

UK Man Named For Top SPC Post

Sir Gawain Westray Bell, a 57-year-old Englishman with wide military and government experience in Africa and the Middle East, has been appointed Secretary-General of the South Pacific Commission from January 1 next year.

SIR GAWAIN will take over from Mr. W. D. Forsyth, an Australian, who has held the post for the past three years.

Sir Gawain's most recent job has been as British Government adviser on constitutional affairs in the Gilbert and Ellice Islands Colony. He arrived in Tarawa on October 15.

Sir Gawain has been a member of the British Overseas Civil Service since 1931. He has seen service in the Sudan, Palestine, and Kuwait, and was Governor of Northern Nigeria from 1957 to 1962.

In 1963 he became Secretary-General of the Council for the Middle East and has since carried out a number of assignments in the Middle East including that of constitutional adviser to the Federal Government of South Arabia, and adviser on administrative organisation to the Sultan of Muscat.

He served in the Middle East during the war, and commanded the Third Mechanised Regiment of the Arab Legion in 1943-45. He was demobilised in 1945 with the rank of lieutenant-colonel.

Noumea Fever Builds Up — As NG Fights For Third Games

By a Staff Writer

Strong forces are at work to see to it that Papua-New Guinea does stage the Third South Pacific Games in 1969 after all.

THE decision not to hold the Games was taken by the September sitting of the House of Assembly after the Administration had presented figures showing high costs. But the facts at that meeting were produced for reasons of political expediency and there is strong public pressure to have the decision reversed.

Main advocate for reversal is Dr. John Gunther, president of the Papua-New Guinea South Pacific Games Association. He is vice-chancellor of the P-NG University.

In Port Moresby on October 17 Dr. Gunther said that since the Assembly's decision, the P-NG association had renewed its invitation to the Games Council to hold the 1969 Games in Port Moresby.

He said this invitation was not made in defiance of the Assembly but was merely a reiteration of an invitation made in Suva in 1963, at the conclusion of the first Games. The New Guinea association had full authority to do this, he said, as only it was responsible for invitations.

Invitation

"The invitation has been issued on the understanding that the Administration will not have to find the astronomical figures put to the House of Assembly," said Dr. Gunther. "The association has a strong and active committee examining the whole position. It is hoped that before the next meeting of the House facts can be presented which will show that the association was justified in going ahead with its invitation."

"If, however, it is found that when the Games Council meets in Noumea in December this year that the Games will cost such a great deal of money that it is unlikely it can be raised, then P-NG must regretfully withdraw its invitation."

Dr. Gunther said that until the facts could be placed before the Assembly in December it was hoped that members would not pre-judge the issue, as it "is sincerely thought

we can prevent the people of the South Pacific losing respect for the ability of P-NG to maintain the South Pacific Games as a competitive meeting of great regional significance."

Dr. Gunther's decision to renew the invitation despite the Assembly's view was typical of his approach to problems. He wholeheartedly believes that Port Moresby should stage the Games and he felt that by renewing the invitation he would gain time from Noumea to work out a solution by December.

He is out on a limb, and it has taken courage to make this stand. But obviously he and his association believe it is in the best interests of the territory. They are appalled at the possible loss of face should New

FOUR QUERIES ON P-NG'S FUTURE

Papua-New Guinea electors will be asked four important questions about the territory's political future early next year when the House of Assembly's select committee on constitutional development visits all districts on another inquiry. P-NG will go to the polls in February, 1968.

The committee will particularly ask electors:

- Do you think that members of the 1968 House of Assembly should participate more fully in the executive government of the territory, and if so, how can this be done?

- Would you suggest any change in the present system of parliamentary under-secretaries?

- Should there be any alteration to the composition and the role of the Administrator's Council?

- Are there any other constitutional matters you wish to bring to the committee's attention?

Guinea really have to cancel at this eleventh hour.

In his October 17 statement Dr. Gunther presented some of the facts which his association is now considering in its bid to save the Games for New Guinea.

Dr. Gunther said the figures quoted by the Administration in the Assembly were based on an ideal optimum plan, without alternatives. A large area at Konedobu, Port Moresby, was already being prepared for playing fields and could well be used for the Games without significant cost. Housing to be built for other purposes could also be used for the Games.

Dr. Gunther added, "The P-NG Games Association, as the organising body for the Games in this territory, believes that the Games can be staged here, if necessary without expense to the Administration".

8,000 Expected In Noumea

Meanwhile, preparations have been intensifying for the Second Games in Noumea from December 8 to 18.

The organisers of the Games recently drew the attention of the New Caledonian authorities to the question of food supplies needed during the Games.

They have pointed out that, besides about 1,300 athletes and officials, some 2,000 tourists are expected in Noumea for the Games, plus a number of New Caledonians from the country districts.

Naval vessels from the French fleet in Tahiti may also come, bringing the number of visitors to about 8,000.

Some food for the Games athletes—yams, taro and sweet potatoes—has already begun to arrive in Noumea from the country districts; while a number of commercial houses in Australia and New Zealand have given other foodstuffs, including dairy produce.

Two New Zealand cyclists are to help prepare French Polynesia's cycling team for the Games.

The cyclists will be supplied by the New Zealand Amateur Cycling Association. They will leave for Tahiti in mid-November.

Several athletes in the Solomon Islands have shown good form recently.

At an Amateur Athletic Association meeting in Honiara, two athletes established new local records, and two set new personal best performances.

One record-breaker was David Gale, who did the 110 metres hurdles

(Continued on p. 156)



Mike Joyce in action in Fiji.

ATHLETICS CHAMP. MAY BE BARRED FROM GAMES

From Bob Hawkins, in Suva

The South Pacific's fastest long distance runner and champion in the 800 and 5,000 metres, schoolteacher Mike Joyce, might be barred from defending his titles at the Noumea Games.

IN January this year he left Papua-New Guinea, the country he brilliantly represented at the first games at Suva in September, 1963, and took up a teaching appointment with the Fiji Education Department.

The rule on eligibility for the Games states that a non-island born competitor must be resident in a territory for two years immediately prior to the Games.

But Joyce's residence in P-NG appears to have been broken and the 10 months he has been in Fiji bar him from representing his new country of residence.

Joyce, whose performances in Fiji this year have kept the recorders busy and have inspired many Fijian

athletes to surprise themselves with their capabilities, is beginning to despair of the chance of defending his titles.

He has sent several letters this year to the president of the P-NG Amateur Athletic Association, Mr. Don Barrett, and a letter to the secretary of the PNGAAA, Grace Cuthbertson, to see if there is a chance to compete at Noumea.

But he hasn't given up hope.

On Buckhurst Park, Suva, at the 1963 Games, Joyce romped home in the 800 and 5,000 metres and took the silver medal in the 1,500 metres.

At Rabaul in 1964, at the territory championships, he set a P-NG record of 4 mins 5.1 secs for the 1,500 metres. This time was 16 seconds faster than the winner's time at the Suva Games.

In August, 1965, he established a new P-NG record of 15 mins 45 secs for the 5,000 metres.

He was unable to defend his 1,500 metres title that year because the 5,000 and 1,500 metre events were placed 35 minutes apart on a two-day programme!

Shatters Records

Since moving to Fiji Joyce has done nothing but shatter records.

He has repeatedly broken the all-comers' and national records in the 1,500 and 5,000 metres.

His best times so far this season are 15 mins 19 secs for the 5,000 and 4 mins 5 secs for the 1,500.

He also has the fastest time in Fiji for the 800 metres (2 mins 0.1 secs) and 10,000 metres (34 mins 2 secs).

"As far as I know there is no-one anywhere near my times for the 1,500 metres, 5,000 metres and 10,000 metres in P-NG this year and there certainly isn't in Fiji," said Joyce in October.

He feels that his years in P-NG should still qualify him for a place in the P-NG team.

"I take the view that I have in fact established residential qualifications for P-NG and, having established them once don't have to re-establish them."

He said it was quite common, for example, for a non-Australian born swimmer to compete for Australia and then go to the United States to study.

This swimmer, he says, can still compete for Australia and does not have to re-establish eligibility.

Joyce, who plans to be at Noumea for the Games, if only as a spectator, has taken an active part in the coaching and training of middle distance runners in Fiji, as he did in P-NG.

RATU MARA HEADS FIJI'S NEW GOVERNMENT

From a Suva Correspondent

Prominent Fijian Ratu K. K. T. Mara takes the newly-created post of "Leader of Government Business" in Fiji, following the success of his Alliance group in the Fiji general elections in October. He heads an Executive Council, or "Cabinet", of 10.

THE Executive Council does not include any members of the opposition Federation group, which was the big surprise of the elections by securing an impressive vote.

Led by Indian lawyer Mr. A. D. Patel, the Federation won all nine of the Indian communal seats which it sought, and missed out only on three cross-voting seats which it contested. Thus it won nine out of a possible 12 seats. A *PIM* correspondent had predicted (Oct., p. 10) that possibly from only three to six Federation men would get in.

The Federation collected about 65 per cent. of the total Indian votes. But Alliance candidates got 82 per cent. of the Fijian votes, and thus are in power, with Mr. Patel and his members forming the opposition.

The new Legislative Council in November will be invited to recognise the position of the Leader of the Opposition.

But meanwhile, the poll results and the failure to include any Federation

members in the new Executive Council have aroused speculation in the colony as to what will happen next.

Some say the Federation may boycott the Legislative Council and that Mr. Patel, on the poll result, will feel he is strong enough to force a showdown and launch something like a civil disobedience campaign.

But opportunities for civil disobedience in India are greater than those in Fiji with its widely differing communities, and Mr. Patel's Party will no doubt continue to talk inside and outside the council.

Executive Council

There is also a view that the Federation might stage a grandstand walkout from the first meeting of the council, but if this were done it would be a nine days' wonder and Mr. Patel would merely have lost a pulpit. He has promised his supporters another London constitutional conference in two years and he may be content to wait.

Looking at Fiji's new Executive Council, it was wise to allow Ratu Mara to keep his former portfolio of Natural Resources in view of his interest in the five-year development plan.

The reasoning behind the appointment of Mr. Vijay R. Singh as Member for Social Services (formerly held by Mr. Patel) probably was that Mr. Singh should be elevated to prove that support of the Alliance brings more satisfying results than support of the Federation. And of course Mr. Singh deserves the honour.

A lawyer, former civil servant, and the candidate with the biggest majority of the election (18,000), Mr. Singh is astute, ambitious, and a good organiser. With the other Indian member of the Executive Council, Mr. K. S. Reddy, to help him, as Parliamentary under-secretary, he should make a good minister.



Ratu Mara.

A new portfolio, of Commerce Industry and Tourism, goes to Ratu Edward Cakobau, who was elected unopposed. Ratu Edward, Ratu Mara, and Ratu Penaia Ganilau (Secretary for Fijian Affairs) make an impressive panel of Fijians. Ratu George Cakobau, elected to the Legislative Council by the Council of Chiefs, is not in this Cabinet.

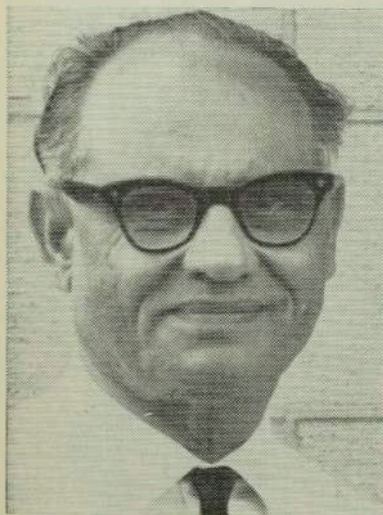
Although it might have been expected that Mr. C. A. Stinson, former Suva Mayor and in the Legislative Council for the first time, might have got the tourism portfolio, he will still be involved with tourism as Member for Communications and Works. But he'll be too busy pushing the new Nadi-Suva road to have spare time for other facets of the tourist industry.

Three Women

Mr. John Falvey had the Works portfolio previously, but he accepted it only because there was difficulty at that time in finding a man. He is in the new Executive Council without portfolio, and will certainly be one of the elder brethren and advisers. He is a busy lawyer.

Farmer Douglas Brown, who won a cross-voting seat with a 15,000 majority, will probably get a parliamentary secretaryship, and if round pegs are to be fitted into round holes he ought to become righthand man to Ratu Mara in his Natural Resources job.

For the first time there will be three women in the council—a Fijian,



Mr. A. D. Patel.

Adi Losalini Dovi, elected by the Council of Chiefs; an Indian, Mrs. Irene Narayan, who won a Federation seat; and Mrs. Loma Livingston, Alliance. Another woman candidate, Mrs. M. Bain, Alliance, was defeated in the Suva constituency by a small margin.

Adi Losalini is a 36-year-old mother of four, the wife of Dr. J. A. R. Dovi, and with considerable experience in Government.

Mrs. Narayan, 34-year-old school-teacher who came to Fiji from India 11 years ago, has had the most political experience of the three women, and is a tireless worker for increased women's interest in politics. She was a popular Federation candidate, hard working.

Mrs. Livingston, a European, is the fourth generation of her family in Fiji.

Among the other new members of interest is old-hand Mr. Harold Gibson, who returns as an independent after defeating Mr. F. G. Archibald by 100 votes.

Federation Superior

At the inquest on the elections it's been generally agreed that the Federation members were superior to all others in the Indian community in organisation and toughness.

Thousands of illiterate voters were issued with cyclo-styled slips of paper bearing the legend—and it was a legend in many cases—that the bearer was illiterate and wished to vote for the names on the paper. And, of course, the names on the paper, also in cyclo-styled printing, were those of the Federation candidates.

Many were accepted, although under the regulations, polling clerks were supposed to ask voters for the name of the candidate of his choice.

Under the regulations, any voter, who genuinely thought he would be more than 10 miles from the polling booth on voting day, or was feeble or ill, could apply for a postal ballot.

Many voters, it turned out, were ill. In some places authorities might have thought an epidemic was raging as various organisers hit on the idea of lending a hand to get postal ballots, in the hope that the votes would go to their men. Thousands of postal ballot applications came in—more than 4,000 in one constituency. But each when it came back as a vote was scrutinised very closely by officials, some of whom used magnifying glasses to compare thumb prints of the illiterates.

Result: In some constituencies returning officers rejected more than half the postal votes.

It's Not Self-Government —But That's On The Way

A Survey by R. W. Robson.

As a result of the Fiji elections in October, Fiji may not have achieved independent self-government, or anything like it—but it is on the way. The 92 years of paternalistic administration through the British Colonial Office ended just as the elections began, with the promulgation of Fiji's new constitution.

AT the elections, a total of 156,860 Indians, Fijians, Europeans, part-Europeans and Chinese were entitled to cast their votes (there are 75,768 Indians on the rolls, 74,575 Fijians and 6,340 Europeans).

The Legislative Council of 40 members which has now emerged is thus:

Alliance, plus independents (14 Fijians, 9 Europeans, 3 Indians, 1 Chinese)	27
Federation (all Indians)	9
Official members (nominated by Governor)	4

Classified by races the council comprises:

Fijians (including one official, nominated member)	15
Indians (9 Federation, 3 non-Federation)	12
Europeans (including three officials, nominated)	12
Chinese	1

The Alliance is a grouping of all races, and subscribes to racial unity, the new constitution and retention of the link with Britain.

The Federation is a political organisation which demands a common electoral roll (as opposed to communal rolls, see *PIM*, Oct., p. 10) and has expressed sentiments regarded as strongly anti-European, anti-constitution and anti-British control.

Voting Analysis

Here is an analysis of how the races voted (for details see p. 40):

The percentage of overall votes was impressive. Indians gave an 89 per cent vote, general voters 87.9 and Fijians 81.5.

Alliance candidates got 82.4 per cent. of Fijian votes, 15.7 per cent. of Indian and 98 per cent. of general.

Independents got 12 per cent.

(Continued on p. 154)

FIJI'S NEW GOVERNMENT

These are the 10 members of Fiji's Executive Council:

ELECTED MEMBERS

- Ratu K. K. T. Mara**, Fijian, Member for Natural Resources and Leader of Government Business.
- Mr. J. N. Falvey**, European, Member Without Portfolio.
- Mr. Vijay R. Singh**, Indian, Member for Social Services.
- Ratu Edward Cakobau**, Fijian, Member For Commerce, Industry and Tourism.
- Mr. K. S. Reddy**, Indian, Parliamentary Secretary assisting Member for Social Services.
- Mr. C. A. Stinson**, European, Member for Communication and Works.

OFFICIALS

- Mr. J. S. Thomson**, Acting Chief Secretary.
 - Mr. Justin Lewis**, Attorney-General.
 - Mr. H. P. Ritchie**, Financial Secretary.
 - Ratu Penaia Ganilau**, Secretary for Fijian Affairs and Local Government.
- In addition the Legislative Council will be invited to appoint the following people as Parliamentary Secretaries to assist members of Executive Council:
- Dr. L. Verrier**, Secretary to the Leader of Government Business.
 - Mr. D. W. Brown and Jonate Mavoa**, Natural Resources.
 - Ratu Deve Toganivalu**, Fijian Affairs and Local Government.
 - Peniame Naqasima**, Commerce Industry and Tourism.
 - Emosi Vuakatagane**, Social Services.

NEW ANTI-BOMB MAYOR ELECTED IN PAPEETE

The Union Communale, a group of Tahitians who are opposed to France's nuclear testing programme in the Pacific, emerged triumphant in elections for the Papeete municipal council in October.

HEADED by Mr. Georges ("Tetua") Pambrun, the Union Communale ended the long reign over Papeete of Senator Alfred Poroi, who campaigned with the slogan, "*Voter pour Poroi, c'est voter pour la presence Francaise*" ("To vote for Poroi is to vote for the French presence").

Senator Poroi had been mayor of Papeete continuously for 24 years before the election. He has been French Polynesia's senator in the French Parliament for the past four.

The new mayor, a 60-year-old pharmacist, is a former deputy mayor of Papeete and a former member of French Polynesia's Territorial Assembly. He is a son of a Frenchman who settled in Tahiti in 1902.

Among those who supported the Union Communale in its election campaign were two well-known anti-bomb crusaders, Messrs. John Teariki and Jean-Baptiste Ceran-Jerusalem.

Banned Political Parties

Mr. Teariki, who is Deputy for French Polynesia in the French Parliament, has constantly and outspokenly opposed France's nuclear testing project in the Pacific.

Mr. Ceran-Jerusalem is a former leading member of two Tahiti political parties—the RDPT and the Pupu Tiama Maohi — that were banned by decree of President de Gaulle in November, 1963 (*PIM*, Dec., 1963, p. 13).

The banning of the two parties followed the circulation in Tahiti of petitions protesting against the "invasion" of the island by French troops for the nuclear testing project.

Footnote: Before the municipal elections, Senator Poroi made a "famous last words" prediction in an interview with a writer from the monthly English-language magazine, *Tahiti*. Asked about his prospects at the elections, Senator Poroi said: "No problems, I am going to win because I know Papeete best; and the citizens here know that my career is dedicated to their welfare".



Paul Burton

PIONEER PILOT, SEVEN PASSENGERS DIE IN CRASH

Civil aviation in the New Hebrides suffered a severe setback in October when a three-engine Drover aircraft crashed in rugged, mountainous, bush country in the south of Tanna, killing all eight people on board. It was the Condominium's first fatal plane crash.

THE plane, which belonged to Air Melanesia, was piloted by Mr. Paul Burton, the pioneer pilot of internal commercial air services in the Condominium.

Three of the seven passengers on board were Europeans; the others were New Hebrideans.

The Europeans were: Dr. Rouzard, a French Government medical officer; the Rev. Ross Blackwell, a Presbyterian missionary from Melbourne, Victoria, who was stationed at White Sands, Tanna; and Mr. George Trigg, a British education officer on Tanna.

Dr. Rouzard's widow was expecting a baby in November; while Mr. Trigg was to have been married in November to Miss Shirley Layton, of Gosford, NSW. Miss Layton, a Presbyterian teacher on Tanna, has been in the New Hebrides for about 4½ years.

One of the four New Hebridean

passengers was a medical dresser called Louis, and one was a child. Information about the two others had not come to hand when *PIM* went to press.

Started In 1960

Mr. Burton, who was married with one daughter, was the foundation pilot of New Hebrides Airways, which started the first commercial air service within the New Hebrides in 1960.

New Hebrides Airways was founded by Mr. Bob Paul, an Australian planter on Tanna (see p. 17). It combined with the French company Hebridair in June under the name of Air Melanesia for a trial period of six months.

Mr. Burton was highly popular and widely admired in the New Hebrides for his flying skill. He took his small aircraft up in all sorts of weather; landed and took off from airstrips that would have shocked pilots in more developed countries; and did it all with a minimum of navigational aids.

Before going to the New Hebrides, he piloted planes in outback Australia. He was born in Canada 55 years ago, but went to Australia at the age of five.

Mr. Burton took off on his last fatal flight at about 11 a.m. on Friday, October 21, bound from Lenakel, on the west coast of Tanna, to the small island of Futuna, about 65 miles due east.

Two minutes after take-off, he radioed that all was well. After that, nothing was heard from him.

Extensive Search

After a radio message was received from Futuna that the plane had failed to arrive, a Sunderland flying-boat, a DC4 and an Aztec aircraft began an extensive search for it.

The Sunderland was called in from the Royal New Zealand Air Force base at Laucala Bay, Fiji. The DC4 was a French Navy plane from Noumea. And the Aztec was under charter to Air Melanesia from a rental company in New South Wales.

The three planes were on the fourth day of their search when wreckage of the ill-fated Drover was found by a party of searchers combing the mountainous interior of Tanna on foot. The wreckage was about three miles inland.

The loss of the Drover, which was insured, completely disorganised Air Melanesia's schedules, as its two other regular aircraft—a Drover and a Dornier—were both out of action at the time of the crash.

BATTLE FOR BOUGAINVILLE IS COMING TO A HEAD

From a Rabaul Correspondent

The Battle of Bougainville appears to be coming to a head. The battle centres around the demands of New Guineans in the Kieta area for royalties from land which is currently being tested by Conzinc Riotinto for copper.

IT seems that the copper is there, but under present territory laws, land owners are not entitled to royalties from mining activities, because minerals beneath the earth are the property of the Crown.

Basically the situation is the same as reported in *PIM* in March (p. 19), except that now both sides—Administration and New Guinean land-owners—are more determined to stay put on their views.

Meat in the sandwich is still CRA, which has been embarrassed over the Government's stand because it knows that it will need the goodwill of the locals to develop the area when the time comes. CRA would be willing to adopt some kind of share-out system.

Pickets, Police

Already the local situation has become rather ugly, with the New Guineans virtually picketing CRA activities, and preventing them from getting on with their work. The police detachment at Kieta has been strengthened.

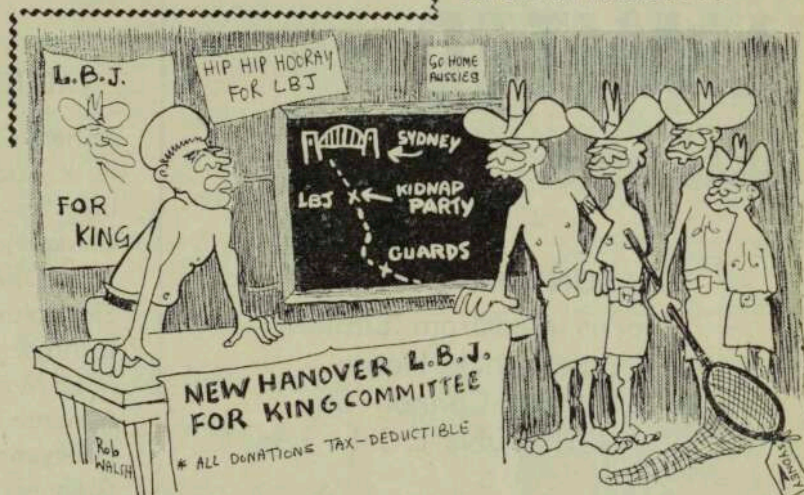
Now the Catholic Mission in Bougainville has come out in strong support of the native objections and is against the new mining ordinance passed by the Assembly at its June meeting. This ordinance provides for a system of compensation and land rents for mining lands (*PIM*, July, p. 31).

The priests on Bougainville say this ordinance should be repealed and property owners be given royalties. The priests say the ordinance was passed by the House in "unseemly haste".

Bishop L. L. Lemay, of Bougainville, said in October that because of the Australian Government's determination to enforce its views on the people, Kieta was being "turned into a battle ground".

He said the owners of the mineral fields were angry because they had never been asked if they were willing to have their grounds occupied. The local people were merely trying to hold on to their land.

Early in October, President Lyndon B. Johnson made history when he became the first US President to visit the South Pacific while in office. President Johnson stopped off briefly in American Samoa en route to New Zealand, Australia and the seven-nation conference in Manila. His massive reception in Sydney inspired staff cartoonist Rob Walsh to this comment on the Lyndon Johnson cult on New Hanover. . . .



"Okay—your disguises are perfect—now let's go through the plan again."

The basic question was whether the Australian way of life should be forced upon the people of the territory through Australian ordinances, even though these could cause disturbances of the peace.

The Catholic stand might well harden the view of the House of Assembly when it meets in November. At this meeting the member for Bougainville, Mr. Paul Lapun, will introduce amending bills designed to give a five per cent. royalty to land owners.

The Administration has already made it clear that it will not reverse its stand, and this attitude was confirmed by the Minister for Territories, Mr. Barnes, at a news conference in Port Moresby in October.

Mr. Lapun may not have a chance of getting his amendment passed, because many members resent the mission's suggestion that the June ordinance was passed with unseemly haste, and because some elected members resent moves by any mission to openly intrude into territory politics.

The "unseemly haste" allegation certainly won't stick.

The new ordinance was introduced into the House on June 8 by the Secretary for Lands, Mr. Don Grove, who gave a most detailed explanation of it. The debate was resumed on June 10 when Mr. Ian Downs, speaking in pidgin, gave a clear outline of the purposes of the bill.

The main debate took place on June 14, but meanwhile there had been considerable discussion outside the House among elected members, and there was much lobbying over Mr. Lapun's announced intention to seek amendments.

Of 21 speakers in the June 14 debate, 12 were New Guineans, six were European elected members and six official members.

Mr. Lapun's amendment was moved in the committee stages, during which there was further debate. The subsequent voting on Mr. Lapun's amendment to seek a five per cent. royalty for land owners indicated that members were well aware of the principles involved. The amendment was defeated 30 votes to 22.

It will be interesting now to see how the November meeting deals with the same problem.

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FIJI — SAMOA — TONGA

'KEEN INTEREST' IN PLANTATION WAGE DECISIONS

From Don Barrett, in Rabaul

The attitude of the House of Assembly to the report of Papua-New Guinea's rural wage inquiry, and to the P-NG Administration's handling of the report, are being keenly awaited by the plantations.

THE decision to increase plantation wages, together with other recommendations that will certainly add to production costs, come at a time when copra prices have dropped sharply, when pest and disease problems face the cocoa industry (output is down by several thousand tons this year) and portion of the last coffee harvest remains unsold.

The report, a most comprehensive one occupying some 40 foolscap pages, was released in September, and the Administrator, Sir Donald Cleland, announced then that the Assembly will be asked to approve legislation to give effect to its recommendations.

Not all the recommendations are those of the board of inquiry. The board recommended an increase of 50c per lunar month in the cash wage of first and second-year agreement workers, but Sir Donald announced that Assembly approval would be sought for an increase of \$1 a month.

Restraint Needed

Sir Donald said the Administration shared the board's opinion that there must be restraint on any measure which would increase production costs of rural export industries, but he said that "at the same time careful consideration must be given to the needs of rural workers". A larger increase than that recommended would be justified and would not go beyond the capacity to pay of the industries concerned, he added.

The proposed new increases will raise the cash component of the minimum rural wage to \$4 and \$4.50 a month for first and second-year agreement workers respectively.

Increases for third-year employees will need further consideration, the Administrator says.

It is fair to say that most employers of rural labour anticipated that an increase in the minimum wage would be recommended.

The board recommended against the introduction of an all-cash wage for rural employees, and against any action to introduce a statutory system of bonus payments.

Present legislation requires employers to ration all agreement workers, and many employers find that so-called "casual" workers are more efficient if housed and fed. There is no doubt that they would be better fed than if an all-cash wage were paid. In any case, in more remote plantations a cash wage would be impracticable.

Many employers already operate bonus systems with differing degrees of success, and it seems wise to leave this as a matter for individual agreement between employer and employee.

A recommendation regarding leave has been accepted by the Administration as being desirable. The board suggested leave at the rate of one week a year, exclusive of public holidays, and long service leave of

three weeks after five years' continuous service. However, the board's recommendation that leave for agreement workers be contingent on the signing of a second agreement was rejected.

These recommendations are much in line with concessions sought and obtained for the territory's urban workers in recent years. They are certainly just, but will undoubtedly increase costs of production.

At the same time, with better conditions of employment it would seem that employers might reasonably expect greater continuity and so more efficiency from their labour.

Two important recommendations accepted by the Administration but which will demand further research concern the development of a piece-rate system for major rural industries, and experiments in labour settlement in areas of concentrated rural development.

These recommendations point the

(Continued on p. 144)

ANOTHER "KIWI" IN TOP U.K. ISLANDS POST

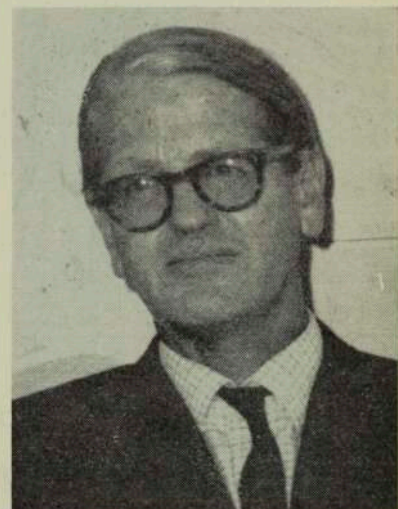
A New Zealander, Mr. Colin Hamilton Allan, has been appointed British Resident Commissioner in the New Hebrides.

MR. ALLAN, who became Assistant Resident Commissioner in 1962, succeeded the late Mr. A. M. Wilkie, who died in August while travelling to England on leave (*PIM*, Sept., p. 20).

Mr. Allan's new appointment means that there are now two New Zealanders at the head of Britain's four remaining colonial territories in the South Pacific. The other is Mr. V. J. Andersen, Resident Commissioner in the Gilbert and Ellice Islands Colony.

Mr. Allan, who is 45, was born in Wellington, New Zealand. He studied at Canterbury University and at Magdalene College, Cambridge, and holds a Master of Arts degree and a diploma of anthropology from Cambridge.

After serving with the New Zealand Army during the war, Mr. Allan went to the BSIP as an administrative cadet in 1945. He remained there until 1958, serving at various times as a District Commissioner, Special



Mr. Allan

Lands Commissioner (he wrote a study of BSIP land tenure), and Senior Assistant Secretary of the Western Pacific High Commission.

Mr. Allan was seconded to the New Hebrides in 1959 and has remained there ever since. He is married with two children.

In the 1955 New Year Honours List, Mr. Allan was awarded the OBE. He was made a Commander of the French Order of Merit during the visit to the New Hebrides in September of General de Gaulle.

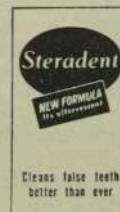


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Tropicalities

What will happen to New Hebrides aviation now that Air Melanesia has lost one of its two Drover aircraft in the tragic crash on Tanna in October?

WILL Bob Paul, whose vision, energy and drive got commercial aviation going in the New Hebrides in the face of almost unbelievable official indifference and hostility, be able to find another dedicated, dare-devil pilot to replace his ill-fated friend and partner, Paul Burton?

Will Paul Burton's loss increase the possibility of Bob Paul's airline falling further, if not completely, into French hands?

Would a subsidy from the Condominium Government be of any real help in the financial difficulties the airline is now bound to face?

Or has civil aviation in the New Hebrides now reached the stage that the only hope for its safe continuance is a Government shareholding

Where Does New Hebrides Aviation Go From Here?

through one or more of the major airlines serving the Pacific?

Whatever the future may be, our sympathies and those of a good many people in the New Hebrides will be with Robert Urquhart Paul, whose business stationery makes no mention of his airline interests, but describes him simply as "R. U. Paul, Trader and Planter."

R. U. Paul is a quiet, friendly Australian who trades and plants in four of the southern islands of the New Hebrides. His main trading station is at Lenakel, Tanna. He also has outstations throughout that island, plus others on Futuna, Aniwa and Erromanga; and he has two copra plantations and one of coffee.

His interest in air communications in the New Hebrides goes back to 1952 when he first discussed the idea of an internal service with the French Resident Commissioner, Mr. Pierre Anthonioz.

Seasick

Then in 1958, Paul was violently seasick while travelling with a load of cattle in the *Darnley* from Vila to Lenakel. This resolved him to buy an aeroplane himself and to qualify as his own pilot.

He went to Australia for this dual purpose early in 1959, but met Paul Burton, who had been running a country air service from Bourke.

After Burton had been to the New Hebrides to look the place over, the pair agreed to form a company, New Hebrides Airways.

In July, 1959, Paul asked officialdom in Vila for permission to operate a service between Tanna and Vila, plus help in building an airfield on Tanna.

The British response was negative, and the French were openly opposed



Mr. Paul.

to his proposal. So Paul decided to build his own airfield on Tanna.

As his own land was unsuitable, he approached natives at Loasia, offering them part-ownership of the air service he proposed to start.

Many of the Tannese at that time were active members of the Jonfrum movement, a cargo cult, and the idea of having a part share in an aeroplane fitted in perfectly with their aspirations.

So Paul issued them with 1,300 shares, for which they paid £1 each; and they allowed their land to be used for an airfield, which they helped to build.

The building of the airfield, however, was no easy task. The French side of the Condominium Government refused to allow Paul to hire any of its heavy public works equipment—it had always been available for hire to anyone previously—so Paul found his own way of building an airstrip.

After the strip was cut from the forest, Paul graded it by towing an old truck chassis behind his Land-Rover. Another strip was built in similar fashion at Lenakel. Two other strips already existed at Santo and Vila.

In April, 1960, Paul and Burton bought a Dragon Rapide that had been serving as an aerial ambulance in Queensland, and flew it to the New Hebrides via Port Moresby, Rabaul and Honiara. Once arrived, British and French Administrations would not give them permission to carry paying passengers. But they got round that by asking prospective

Honolulu University Leases Fanning Is. Cable Station

The Research Corporation of the University of Hawaii in Honolulu has obtained a lease of the former Cable and Wireless station on Fanning Island for a period of five years from January 1, 1967, with an option of renewal for a further 15 years.

The corporation plans to establish a scientific research station on Fanning which will be primarily concerned with oceanographic studies.

The assistant director of the corporation, Mr. Frank J. Callender, visited the island in July in the first plane to land on the island ("PIM", Aug., p. 20).

Fanning Island, 1,150 miles south of Honolulu, is administered as part of the Gilbert and Ellice Islands Colony. Except for the former cable station (40 acres), the island is owned by Fanning Island Plantations Ltd., a subsidiary of Burns Philp and Co. Ltd., of Sydney.

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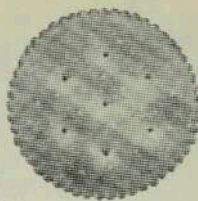
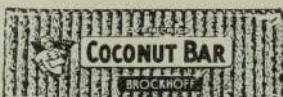
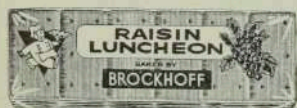
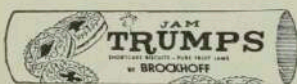
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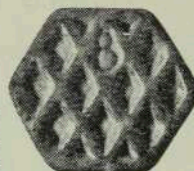
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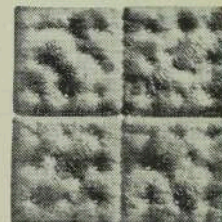
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passengers to pay £5 for a packet of cigarettes in Paul's stores, then giving "free" rides on New Hebrides Airways.

Passenger traffic grew rapidly, but the comic opera fare arrangement continued until Mr. Julian Amery, the British Under-Secretary of State for the Colonies intervened.

The Dragon Rapide remained in service until well into 1961, when it was condemned as no longer air-worthy. Fiji Airways then came to the rescue by chartering Paul a de Havilland Dover, which it later sold to him.

Meanwhile, the New Caledonian airline Transpac, which had shown an interest in the possibilities of New Hebridean services from the beginning, formed a new company, Hebridair, with which to enter the field.

However, it was not until February, 1964, that Hebridair got going with a German two-engine Dornier aircraft. It was not exactly received with open arms.

Petrol Drums

In fact, when it tried to gain access to NHA's strips, the natives rolled empty petrol drums across them to prevent the Dornier using them.

Hebridair's Dornier also suffered a series of landing accidents which put it in Noumea for long periods of repair.

But it managed to establish itself and to keep going with the help of a "few questions asked" subsidy of £5,000 a year from the French Government.

New Hebrides Airways always kept ahead of Hebridair, but several factors have combined to loosen the strong grip that Bob Paul and Paul Burton once had on the New Hebrides aviation situation:—

- NHA made a deal with a French building contractor, Ardmani, to build more airfields for it, in return for which Ardmani acquired the largest single block of shares in NHA.

- The petrol drum incidents caused the Condominium Government to decide to take over all airfields from NHA, and it is now buying them up.

- NHA was persuaded to pool its resources with Hebridair for a trial period of six months from last June.

The government decision to take over NHA's airfields was, in the beginning, advantageous to NHA in that, with the proceeds it received from the sale of its first field, it was able to buy another Drover.

However, the loss of one of the company's two Drovers in October

NG'S LAND PROBLEMS ARE SERIOUS

Dissatisfaction over land in Papua-New Guinea, we believe, will soon be in the public eye, at home and abroad, in a big way. On Bougainville, in Rabaul, Madang and Port Moresby there is special trouble brewing; in Rabaul, illegal native squatting has the Administration and private enterprise disturbed.

Big territory developers may refuse to put in more capital without guarantees, and the Highlands Farmers and Settlers' Association is seeking a committee of inquiry into land availability generally.

has now offset this advantage in that the insurance on it is unlikely, by any means, to cover the cost of a new plane. Even the prospect of a subsidy from the Condominium Government does not seem likely to solve the financial problems.

The loss of Burton in the crash has created further difficulties for Paul in that Burton held about 20 per cent. of the issued capital.

We can only guess at what will happen to Burton's shares now. But we do know that it won't be easy for Paul to find another British pilot of the same calibre, as British pilots are pretty scarce even in comfortable countries, and there's not much to attract them in the rugged New Hebrides.

It could be that a Government shareholding through one of the Commonwealth airlines is about the only hope for continued, reliable, British-flavoured airline services within the Condominium.

Certainly, it looks as if Bob Paul's biggest challenge now is to stop the French getting an even bigger share in his business than is the case now.

They Want Some Aerial Ropeways

NEW GUINEAN farmers in two districts are asking the Administration to look into the chances of constructing aerial ropeways to help move produce to markets.

First query came from the Pindiu area, in the mountain ranges behind Finschhafen, where much coffee is grown. Then a similar request came from Bougainville.

There is a growing awakening to the advantages of cash-cropping among New Guineans. There is an

abundance of fertile soil. The big problem in many places is getting the produce to market.

The P-NG Director of Public Works, Mr. Jim Burns, has not scoffed at the idea of aerial ropeways. He admits their use in such places as Hunza and Nepal—places that are known to New Guineans in these days of radio. He has promised to investigate the practicability of constructing ropeways, but it seems certain that a good deal will depend on initial cost and the volume of traffic that could be expected. Meanwhile through local government councils and members of the House of Assembly the pressure is being kept up.

Anniversary For NG Women

THE New Guinea Women's Association of Victoria, which is celebrating its 25th anniversary in November, was born of grim events.

It was formed in November, 1941, a month before Pearl Harbour, when a band of women evacuees from New Guinea joined together to help one another and to raise money for comforts for their men in the territory. The small band soon swelled when news of Pearl Harbour resulted in all the women and children being sent south.

With most of New Guinea overrun by the Japanese, there was no news of most of the men for the next few years; most were believed prisoner in Japan.

With the end of the war it was learned that almost the whole civilian population left behind in New Guinea had been wiped out—most of them aboard the ill-fated prison ship, *Montevideo Maru*.

So these courageous women who now found they were widows decided to raise money enough to found a permanent memorial scholarship to these men who died, and a number of children living in the territory have benefited from this scholarship.

The Melbourne association also played a major part in erecting the memorial gates to the entrance of Rabaul's Queen Elizabeth Park. And after 25 years, members of the Melbourne association still meet each month at various homes, and contribute to both local and territory charities.

President is Mrs. Catherine Lewis; vice-presidents Mrs. Olga Bliss and Mrs. W. Holland; hon. secretary Mrs. Donella Walker and hon. treasurer Mrs. Margaret Farnsworth.

The 25th anniversary will be celebrated at the home of Mr. and



Nancy Curtis with the twins and their friends.

Mrs. W. C. Groves, of Camberwell—which is fitting, as Mrs. Groves was one of the founders in Melbourne, and she also played a major part in founding last year a New Guinea Women's Club in Canberra.

Meanwhile at the New Guinea Women's Club in Sydney Mrs. A. Green has taken over as president from Mrs. N. Foxcroft, who held that post for a record 20 years.

New Guinean Customs Men?

THERE has been a good deal of criticism in Papua-New Guinea at the Administration's apparent

failure to train young New Guineans as Customs officers. Questions have been asked in the House of Assembly—the answer usually being that it is hard to attract the right kind of trainee.

Now a belated beginning has been made with the appointment of a special training officer to the Customs Branch of the Department of Trade. He has had experience in this type of work in Australia and he seems to have made a very good start—young trainees appear happy and are responding to tuition.

We hope these youngsters are allowed to complete a full course of training before they are asked to accept responsibility.

QUERIES ON APIA'S NEW WHARF

Top-level discussions have been going on in Apia, Western Samoa, about the condition of Apia's new £Stg.800,000 wharf, which was opened only in March. Representatives of the contractors (the wharf was a joint American and New Zealand venture) have been visiting Apia, accompanied by legal officers. It is understood an offer has been made to refund some of the contract price.

The talks centre around the condition of the concrete and the sleeves which surround the wharf piles. More investigations will be made of the concrete below the water at Apia, and possibly at the new wharf at Asau.

His Renunciation Made History

A LONGSTANDING and apparently serious dispute over the high Tuiaana title of Western Samoa was settled peacefully at the Lands and Titles Court in Apia in October. Tufuga Efi, son of former Head of State Tupua Ramasese and budding politician, made a surprise announcement in court renouncing the title and all the honours attached, "if it meant a peaceful settlement to the dispute."

The dispute started when the district of Leulumoega conferred the Tuiaana honours on Tufuga Efi at a ceremony in May last year. Objections were lodged immediately in court by a number of groups connected with the title. The hear-

ing was scheduled to take place last November but was postponed in an effort to reach agreement outside court.

Chief Judge P. L. Molineaux earlier expressed grave concern about the dispute and made some pointed remarks about the relevance of tradition to the modern world.

After the action by Tufuga Efi in renouncing the title the Judge said he had nothing but praise for the wisdom of the leaders of the parties. He said that never in the history of Samoa had anyone renounced such a high title and the relinquishing by Tufuga Efi of the Tuiaana title was historic. He should be commended for an unselfish stand.

Little Chimbu Was For The Twins

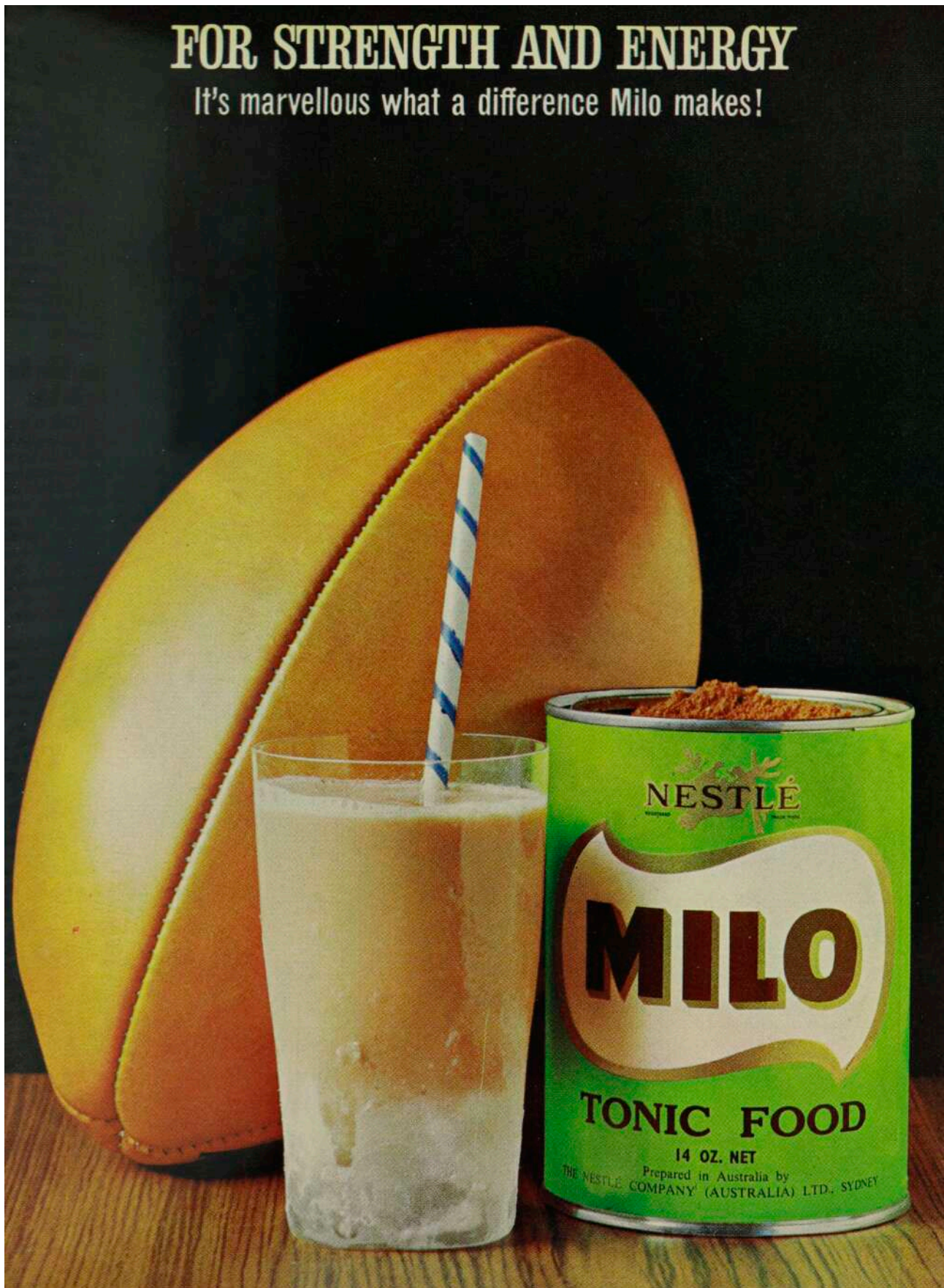
LITTLE CHIMBU, the first book for children written about New Guinea, in New Guinea, by a territorialian, has had an immediate success, but this has not affected its author-illustrator, Nancy Curtis, one wit.

An educational firm has selected Little Chimbu and his quaint adventures with the Kokomo bird as its children's book of the year for Christmas, and a company producing souvenirs wants to use Little Chimbu's appealing features on chinaware.

Nancy Curtis is New Zealand-born, a graduate of the Auckland Teacher's Training College, and she had an eventful career before going to New Guinea 10 years ago and there marrying Inspector Bill Curtis, of the Royal Papua-New Guinea Constabulary. Today they live in Mt. Hagen with their twin daughters, aged six, and Nancy spends all her spare time painting and drawing.

After teaching in New Zealand Nancy worked as a market gardener, as a journalist in England, the US and Australia, and as a dress designer in London, Paris and New Zealand. She worked for Molyneux in London and Paris, starting by picking pins off the floor and graduating to cutting, fitting and designing. (Back in New Zealand she made clothes for the wives of Governors-General and for the late Queen Salote of Tonga). Her travels have also taken her to Japan and Lapland.

Little Chimbu was written down for the twins. They were so fond of the story that she put it on tape so they could turn it on whenever they wished. The drawings and the book came later, after some talks with enthusiast Judy Tudor, Pacific Publications' book editor, who is also a New Zealander.





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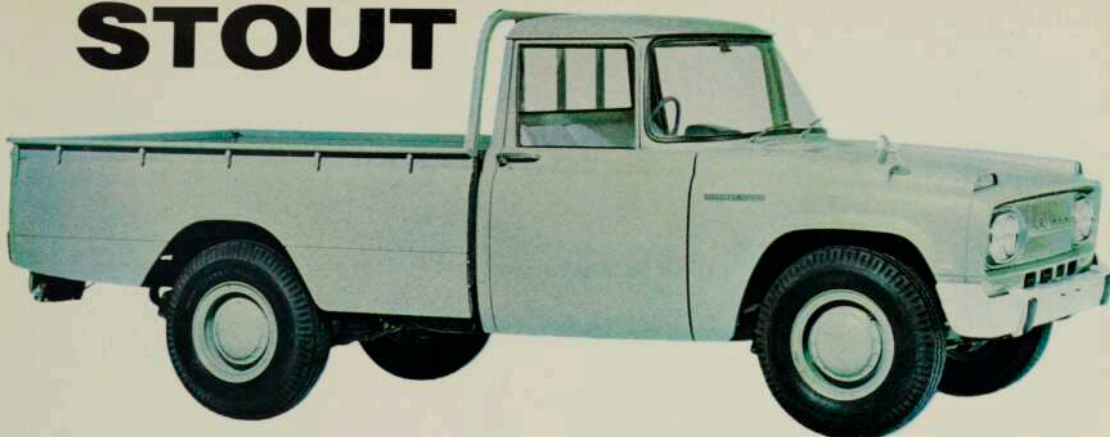
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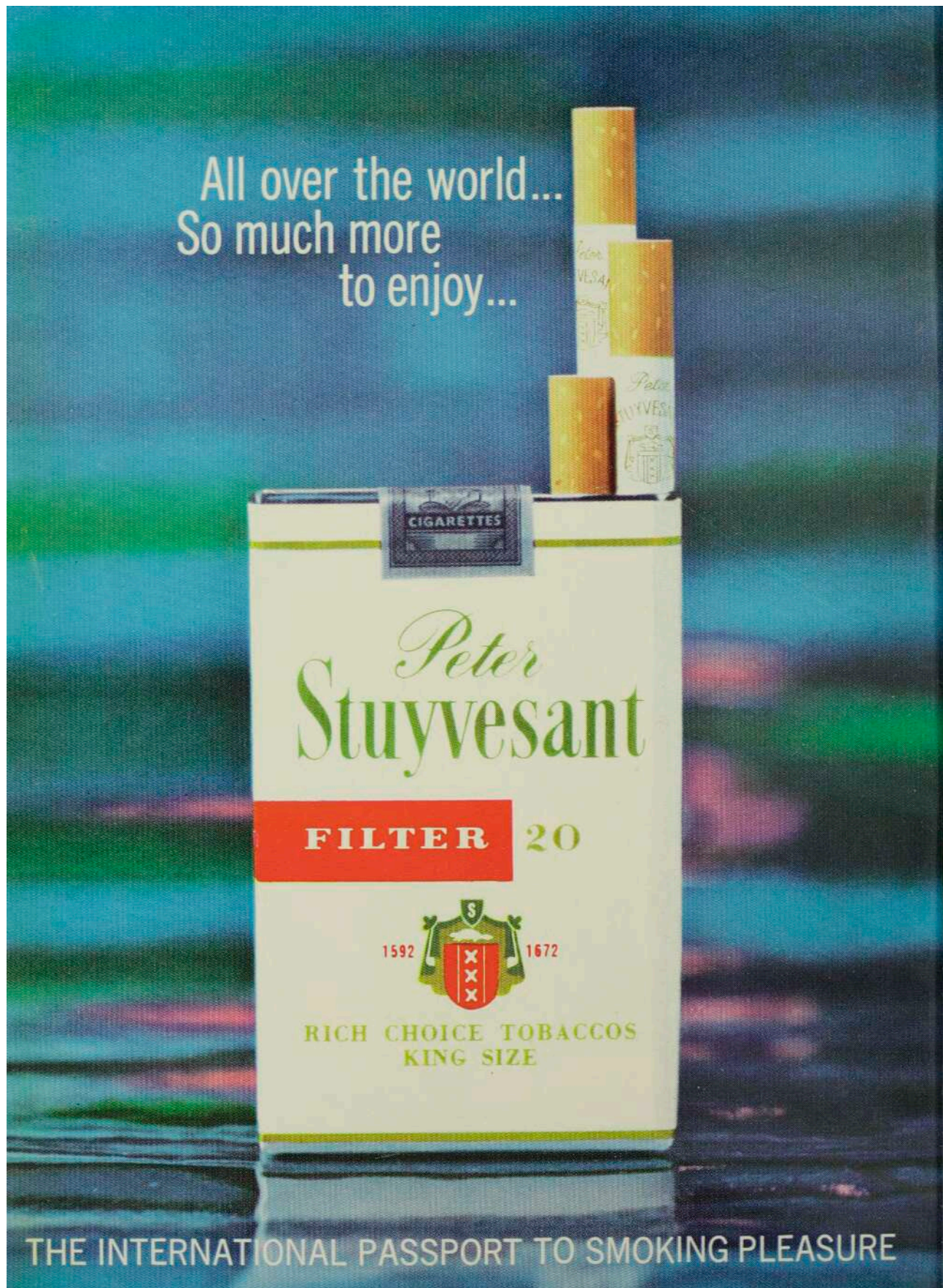
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TO THE POINT

With Percy Chatterton

In the midst of the LMS Mission Station at Hanuabada, on the shores of Port Moresby Harbour, a round block of concrete, having the appearance of an outsize "silent cop" protrudes from the ground. It marks the spot where a flagstaff formerly stood—the flagstaff on which the British flag was raised when the south-eastern part of New Guinea was declared a British Protectorate in 1884, and again, four years later, when the same territory was annexed to the British Crown.

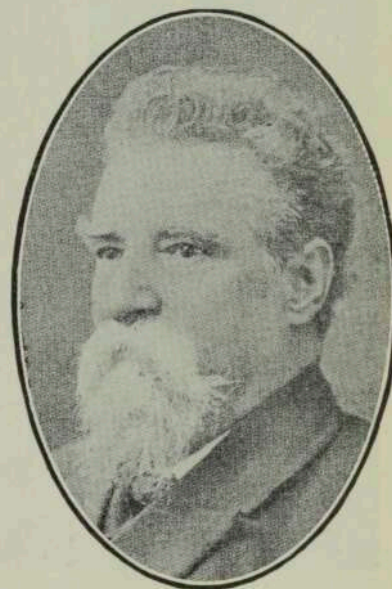
AS a matter of fact, it was I who was responsible for putting the concrete block there in the early 1930's, when it became clear that the rotting stump of the old flagstaff wouldn't last much longer, and that the casuarina tree which had been planted beside it would have to give way to power lines.

Looking round for a cheap and easily installed "marker", we came on a barrel of cement which had got damp and hardened in the barrel. So we just knocked off the timber of the barrel, dug a hole, and dropped the barrel-shaped chunk of cement into it, with the top few inches protruding out of the ground.

With considerably more than the iceberg's reputed six-sevenths submerged, it is not surprising that this lump of concrete remained undisturbed by the alarms and excursions of war, and survived to witness the sunset of colonialism.

Some Thoughts On The Brave Words Of Mr. Romilly

The ceremonies of 1884 and 1888 were apparently only two of a number of occasions on which the British flag was raised on this flagstaff; and after the ceremony on September 4, 1888, Dr. Lawes, the pioneer LMS missionary, commented drily in a letter to his London headquarters: "There was not much display, and it was well that there was not, for flag-raising must seem to the natives to be a white man's amusement. The function on September 4 was the tenth at which I have been present in New Guinea. It is getting monotonous."



Dr. Lawes.

In the same letter Dr. Lawes wrote: "British New Guinea is now a part of the Queen's dominions, and the people of it are as much her subjects as you and I."

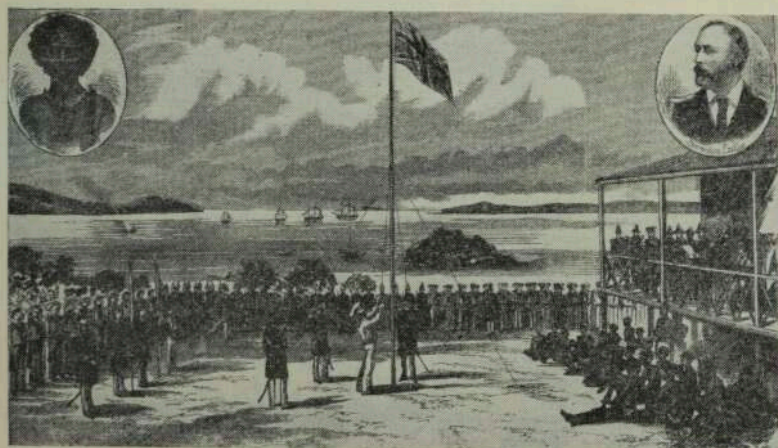
Poor man; he could not be expected to foresee that Australian immigration laws would later make this statement look a bit silly.

In 1884 Dr. Lawes had already been established at Hanuabada for 10 years, and had acquired a knowledge of the Motu language. On the occasion of the proclamation of the protectorate, he acted as interpreter to explain to the people of Hanuabada the meaning of the acts performed and the words used.

Among the words spoken and translated on the occasion were some which have not been forgotten over the years, and which, in recent times, have been quoted by Papuans in tones of increasing cynicism.

"Your lands," said Mr. Special Commissioner Romilly, "will be secured to you. Your wives and children will be protected."

There is no subject about which Papuans and New Guineans feel so deeply and so easily become angry as that of land. In early land trans-

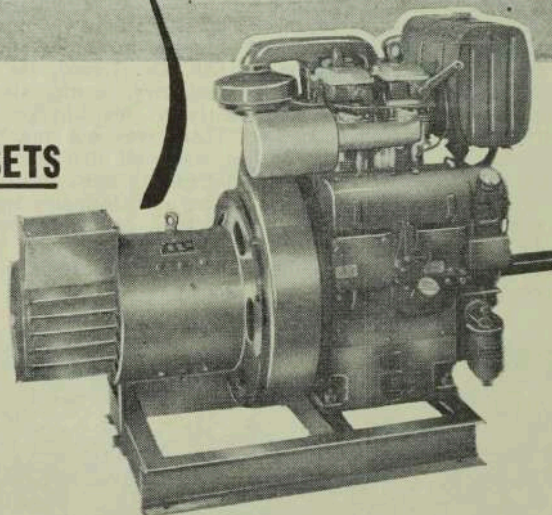


The first time the British flag was raised in Port Moresby was on November 6, 1884, when Commodore J. E. Erskine (inset) of HMS "Nelson" did the job at Hanuabada.



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Misunderstandings

Over Transactions

actions there was probably almost total misunderstanding on the Papuan side as to the nature of the transaction, and on the European side almost total unawareness of that misunderstanding. The two parties not only didn't talk the same language; they weren't even on the same wavelength.

"I conceive," said a Nigerian chief half-a-century ago, "that land belongs to a vast family, of which many are dead, few are living, and countless members are unborn."

This concept is one which would have found ready acceptance by Papuans and New Guineans in the 1880s and '90s, and well on into the present century. But that land in which, it was believed, the spirits of the dead were still active, and to the use of which the unborn had rights, could be bartered away was an idea which just wasn't understood.

Of course, Papuans did sometimes have their land alienated from them. This happened when they were conquered or driven out by a more powerful tribe. If the all-powerful white man had taken their land from them by force they would have resented it fiercely, but they would have at least understood it. What did happen they didn't even understand.

Not Ownership

I feel quite sure that the Papuans who accepted a few knives, axes and laplaps from the newly arrived white men thought that they were thereby granting them the use of their land, not the ownership of it.

This is almost certainly true of the group of Koita people who, in the 1890s, "sold" a vast area of land on the outskirts of Port Moresby, from the border of the present airport right out to the Laloki River, for a tally of trade goods which, while it looks impressive on paper, had to be shared by nearly 100 members of the group, and which anyway didn't represent a great deal in cash at the prices of the nineties.

It was when the recent plan to establish a \$10 million university on part of this land received publicity that descendants of this group of people began to ask questions, and came to me, as their "member", looking for answers. They didn't like the only answer I could give them, and I am told that they are still looking for someone who will help them to re-

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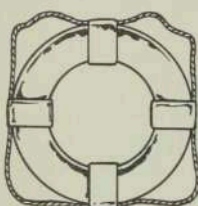
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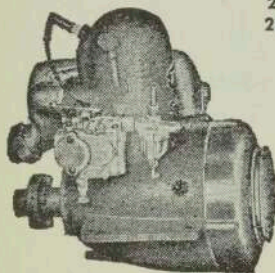
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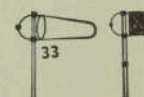
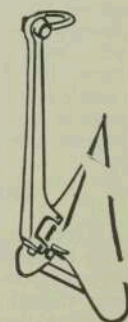
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Feeling Of Having Been Diddled

gain possession of their forebears' land. They haven't a hope.

The now brittle but perfectly valid deed which I sighted at the Registrar-General's office places it beyond doubt that their grandfathers did sell the land, and it is too late now to find out whether they understood what they were doing.

So this little group of Koita people joins the many, many groups of Papuans and New Guineans who harbour the feeling that somewhere along the line they've been diddled.

Add to this a widespread sense of dissatisfaction over "waste and vacant land". This phrase is like a red rag to a bull among Papuans. The law provides that land adjudged to be "waste and vacant" can be declared to be Crown land.

The allegation made by one well-known Papuan that early Government officers declared as "waste and vacant" any land on which they couldn't see any sign of houses or gardens from the decks of the vessels in which they coasted along off-shore may be a picturesque exaggeration; but it could be that the wish has sometimes been father to the thought.

Money Consciousness

Nowadays, of course, it would no longer be true to say that Papuans and New Guineans don't understand what they are doing when they sell their land. They understand only too well. With the decline of communal sentiment and the growth of individualism, consciousness of the contribution of the dead and the rights of the unborn has failed. On a rising tide of money consciousness, "How much money is our land worth?" becomes the all-important question.

Yet here again the ways of the white man appear incomprehensible. Why should this patch of stony, unproductive ground in Port Moresby be worth \$1,000, while that piece of much more fertile soil in the bush is not worth 1,000 cents? The simple villager who values his land by its ability to produce yams and bananas wonders if he is being diddled again.

The bright side of the picture is to be found in the work of the Land Titles Commission. The commissioners not only show incredible patience in constructing genealogical tables of villagers and delving into tribal land tenure customs, but also allow a healthy informality to creep into their procedures.

"He can't say them but he can sing them," said the young man who had led the white-haired gaffer to a seat facing the commissioner.

The scene was a local government council chamber in which a dispute between several village groups over the ownership of an offshore island was being heard. The room was filled with the contenders and their friends. Others peered interestedly through the windows. Piquancy was added to the occasion by the fact that the Administration regarded the island as being "waste and vacant".

The old man was the star witness of one of these village groups and his "evidence" consisted of the words of a traditional song of his village.

"He can't say them, but he can sing them." The commissioner didn't turn a hair. "Let him sing them then," he said.

The quavery old voice rose and fell in the rhythm of the chant. The commissioner and his assistants listened decorously. The interpreter murmured a translation of the words.

This was one of the most touching scenes I have witnessed during many years in Papua, and a few incidents



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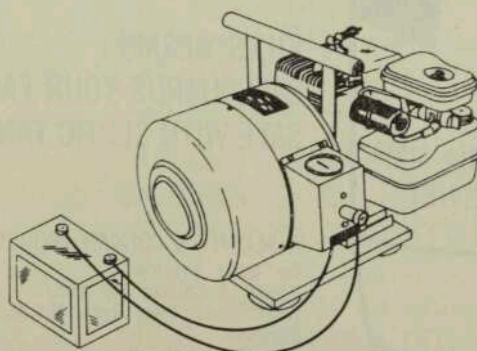
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FAMILY SIZE

RC56



Paul Lapun.

like this can cover a multitude of dangers. Nor does it really matter much whether the old chap's song was relevant to the issue or not. Over long years I have had to school myself to listen patiently to stories which couldn't possibly affect the issue, but which had to be listened to if their tellers were to go away satisfied.

Two of the major mistakes which we Europeans make in this territory are too much formality and too much haste. In his own way of life the Papuan is accustomed to transacting his business at a personal level with people whom he knows personally. The cold formality of the unknown official and the impersonally worded letter or form daunt and defeat him. He does impatience with a tardy response. Papuans must be given time to think, and their little grey cells don't work as furiously as those of Hercule Poirot.

Mineral Resources

Related to the problem of land is that of mineral resources, over which a storm is currently raging. At one extreme the Administration, backed by the Minister, Mr. Barnes, is standing pat on what they proclaim to be the inviolable principle of the ownership of minerals by the State.

At the other, the landowners of Bougainville are standing pat on the assertion that he who owns the land owns the minerals; while some of them, it would appear, go further and claim the right to decide whether the minerals under their land shall be worked or left where they are.

Between these two camps, Mr. Paul

Lapun, member for Bougainville in the House of Assembly, tries to find a compromise with a plea that it would not be unreasonable for the landowners to receive a payment calculated on the value of the minerals taken out of their land rather than, as the Administration proposes, on its unimproved value. Mr. Lapun's suggestion of 5 per cent. of royalties seems modest enough.

One can but hope that when the argument is resumed in the House in November there will be a little less standing-pat on principles of dubious validity and a little more

sweet reasonableness. For the "principles" on both sides are of dubious validity.

The Administration's "principle" apparently is that what is good for Australia is *ipso facto* good for Papua and New Guinea. This assumption underlies much territory legislation, but it just isn't true.

On the other hand some Papuans and New Guineans are inclined to assume that it is possible to carry over *in toto* the customary laws of the era of subsistence economy into the day of the almighty dollar, and this also isn't true. They cannot have



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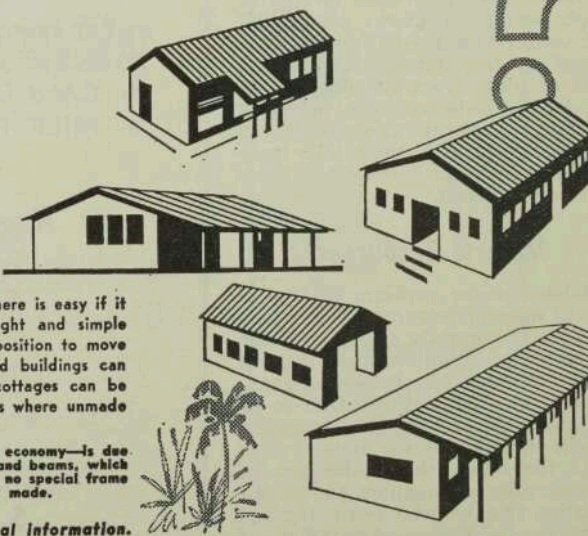
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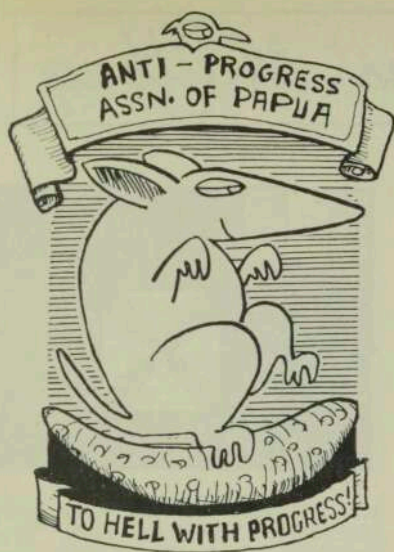
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Artist Rob Walsh's sketch for the badge of Percy Chatterton's "Anti-Progress" organisation.

the advantages of both worlds and the drawbacks of neither.

The welfare of the territory calls for a solution which will enable Conzinc Riotinto to get the copper out (if it's really there) with the co-operation and goodwill of the people of Bougainville. It is as unrealistic to suppose that economic development can go on behind a screen of police batons as it is to cherish the hope that the tide of "progress" can be halted.

Perhaps it's a pity it can't be. I sometimes wonder whether my Papuan friends who are rushing so eagerly out of a subsistence economy into a cash one realise the price they have got to pay in the loss of so much that made for happiness in the older way of life.

I think that it was Ogden Nash who said that "Progress was alright once, but it's gone on too long". Many middle-aged Papuans would agree with him.

When I got tossed out of the House of Assembly in 1968, I think I shall turn my energies to founding and promoting "The Anti-Progress Association of Papua". It will be a lost cause from the start, of course, but it will be great fun. I have already designed a badge—a Bandicoot Rampant over a Yam Couchant (one of those long thin ones which grow so well in a sandy soil and which are so delicious when baked in hot ashes).

Underneath there is a tasteful scroll carrying the legend "To Hell with Progress".

- Was Prime Minister Mataafa bluffing when he said recently (PIM, Oct. p. 20) that his staunchly Christian nation would turn to the Communists for aid if it could not get aid from the West? Nobody knows—but whether he is or not, the Samoans are behind their leader in his challenge, as this background report from Apia stresses.

Samoans Support Threat To Seek Red Aid

From R. F. Rankin, in Apia

Western Samoa's politicians and public got as big a shock as anyone on a Saturday morning in mid-September when over Radio Australia came news that Prime Minister Fiaame Mataafa had said that if he did not get economic aid for Samoa from the West he would turn to the Communist bloc.

INTERVIEWED later Mataafa confirmed the news. "That was exactly what I said and exactly what I meant," he said.

The background is that for some time Samoa has put out feelers towards the United States on the chances of aid, and after a personal talk to US Secretary of State Dean Rusk earlier this year, Mataafa was led to believe that any request he made would be received sympathetically.

But in the meantime there has been a failure of the US, Canada, Britain, and to a large extent Australia, to respond to Mataafa's personal appeal for £Stg.200,000 to start a plantation rehabilitation programme following January's serious hurricane.

And then came to light a miscalculation which made the money situation even worse.

It was found that at least an extra one million US dollars would be needed to clear a channel at Asau before any vessel could use the new deep water wharf. The wharf project was financed by a £1 million loan raised in New Zealand and guaranteed by the New Zealand Government. The million has been used up, the Asau wharf is finished, and there is no money left with which to cut the channel.

Mataafa felt sure that his friends the Americans would now come to light with a dredge to cut the channel or with some money to get the job done. But back came word from Washington via Wellington — no dredge, no money.

"I was deeply shocked and bewildered," said Mataafa. "The afternoon I got word of this refusal I just couldn't work. I couldn't believe it."

For years experts have been telling the Samoans that all they had to do was to show their sincerity in making independence a success, produce specific projects for aid, and the money would roll in. And the Samoans have believed it.

"We have made this country a model of stability and common sense for newly independent nations throughout the world, and when we really need help and ask for it we are refused. If we cannot get help from where we expect it, who can blame us for looking elsewhere?" asked Mataafa.

He said that Samoa needed \$US1 million to complete the Asau wharf, heavy engineering equipment for roading, and at least another \$1 million for general development.

"There are no hungry Samoans now, but we are planning for the future. Our development plans . . . will come to a halt if we don't get that finance," he added.

The situation has been aggravated by the hurricane, which has cut export earnings for the year by perhaps £500,000. And it is being made more interesting by the forthcoming visit of a Soviet journalist for the first time.

Deputy editor of the foreign section of *Izvestia*, Mr. Vadin B. Kassis, is "gathering information for articles on the life of the people of Western Samoa." His visit was planned some time before Mataafa's statement.

Western Samoa's man-in-the-street is solidly behind Mataafa, and his prestige among the people is as high as ever. If aid is forthcoming, from whatever source, it will be even higher.

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The Editors' Mailbag

WALLIS ISLAND FLAG

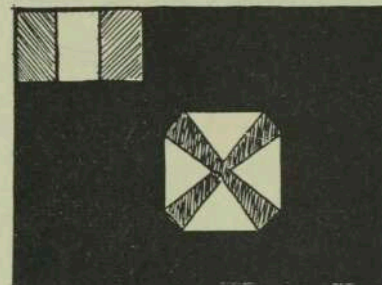
Sir,—In the very interesting article by the Rev. John J. Hurley on "Vexillology in the the South Seas" (*PIM*, Sept., p. 81), it is stated that "the French territories fly only the famous Tricolor. . . ."

It is very little known that the Wallis Islands have their own flag, which is daily flown beside the French on the king's palace at Mata-Uta (Wallis Island). This flag is red with a Maltese white cross in the centre and a small Tricolor in the upper righthand corner.

E. W. LAMBERTY
Captain, MV *Tuvalu*

Suva, Fiji.

Editors' Note: Our thanks to reader Lamberty for adding another flag to South Seas vexillology. A hunt through our files even revealed a picture of it fluttering outside the king's palace on Wallis. However, as far as we could make out from this, the cross on the flag is not Maltese and not white, but a dark-coloured cross *patee* on a white background. Herewith an artist's impression.



LOOKING UNDERNEATH THE GOLD

Sir,—There are many Americans who have had the opportunity to serve in American Samoa that are concerned with the future of the islands. It was with pleasure that we read Robert Langdon's article "All That Glitters Isn't Gold . . ." (*PIM*, Sept., p. 31).

We would like you to know, however, that there are many of us who taught in Samoa who were very interested in the people, the language, and the culture. Both my husband and I learned the Samoan language and became well acquainted with the customs by spending vacation periods in the villages of our students. Not wanting to be "trippers", we volunteered to sign over for another contract feeling that we could be even more effective during the second two years. We were turned down because the Government did not want to hire any teachers without television experience. The fallacy of this philosophy is obvious.

Although we left Samoa in 1964, we still hear regularly from our students and occasionally see them when they come to the States. They

tend to back up many of your observations about the rapid "progress" in Samoa. It seems that too often the people most concerned are never consulted: the Samoans themselves. There are certainly many improvements that can and should be made, such as a sewer system and increased health facilities, but evidently such projects are not "showy" enough.

The *Reader's Digest* article was no more slanted than numerous others that have been recently published. It seems incredible that articles criticising the Lee Administration have been suppressed for so long. As you pointed out, there have been many fine improvements, but there is always a place for criticism and evaluation. Again, let me express my sincere gratitude for your informative piece. It is hoped that other objective reporters will take the time to scrape off a little of the "gold" and see what is underneath.

CHRISTINE L. OTTO

17672 Iron Bark Way,
Irvine, California, USA.

Sir,—Last week I ordered Judy Tudor's *Many A Green Isle* because your September issue indicates that she is not one of those "peregrinating writers, racing to tight schedules through the colourful South Seas (who) provide pictures that are out of focus".

This week I read the "All That Glitters Is Not . . ." article in the same issue, and may I suggest you provide Robert Langdon with the same book. He has come to some remarkably Grimm conclusions as a result of his "few days in Samoa", and I find his reporting as out of focus with reality—but as well written—as the best of fairy tales. His Henny-Penny-The-Sky-Is-Falling

style makes exciting reading, although, unfortunately, his verbal rock tossing does far more damage than those stones he claims were thrown at him by Samoan boys.

In my three months in Samoa, I have not been able to draw conclusions of cultural downfall from stones, skirts and smiles as did Mr. Langdon, but I do recognize that of such trivia news is made. Neither can I believe that Governor Lee intended to create "Paradise"—that would have been most presumptuous of him. And, I know, he hasn't fashioned hell, so perhaps the truth lies somewhere between *Reader's Digest* and *PIM*.

My guess is that he was merely trying to improve the lot of a proud and wonderful people. In doing so he stepped on some toes. It wouldn't surprise me if those who cried "ouch!" the loudest may have had their toes in the wrong places to begin with.

As for the angry part-Samoan, visiting his homeland for the first time in 20 years and indignant over the changes here, I wonder where he spent those 20 years, what salary he was making, and what his standard of living was. I wonder, too, why the editor of *PIM* in "What the Samoans Say About Progress" (statements supposedly supporting Langdon's viewpoint) did not question the validity, or at least the timeliness of the eight quotations when seven of them were more than a year old.

As one of those Stateside "trip-pers" Mr. Langdon seems to abhor, I hope that in the two years I'll be here that I will be able to accomplish something constructive. I'll certainly have more time for it than those Jet-Age-Jaunters who visit Samoa between planes and then publish startling conclusions based on original photography of ladies' posteriors!

JACK H. STOLTZ,
Principal
Leone High School.

Pago Pago, American Samoa.

VOYAGES WITHOUT INSTRUMENTS

Sir,—Now that we have left Torres Strait 2,000 miles astern and have the Indian Ocean South-East Trades under our tail, we have been forced to realise regrettably that we have said goodbye to the Pacific for the moment.

This letter is partly to say how much we have appreciated reading the accounts of yachts' progress, including our own, in the *PIM*. We will still be keeping in touch, and the use of swell lines south of Bougainville.

As we will be returning to the

last thing we did before leaving Darwin was to take out a subscription.

The second purpose of this letter is to make a request to your readers. I am particularly interested in indigenous methods of navigation by the stars, swell, etc., because a study of their potentialities may contribute towards elucidating the settlement and subsequent inter-island contact in the Pacific.

We made a test voyage without instruments last year between Tahiti and New Zealand. (The story is told in *Daughters of the Wind*, which

Reeds of Wellington are bringing out about Christmas.)

More recently we have been collecting data from islanders who have made non-instrumental trips, and I have been amazed to find what a considerable amount of this lore remains and that a number of techniques used have no equivalent in Western navigation.

Examples are the methods of the captains of the *lakatoi* that used to undertake the *hiri* trading voyage across the Gulf of Papua, star and wave refraction techniques still in use by a Tongan cutter skipper, and the

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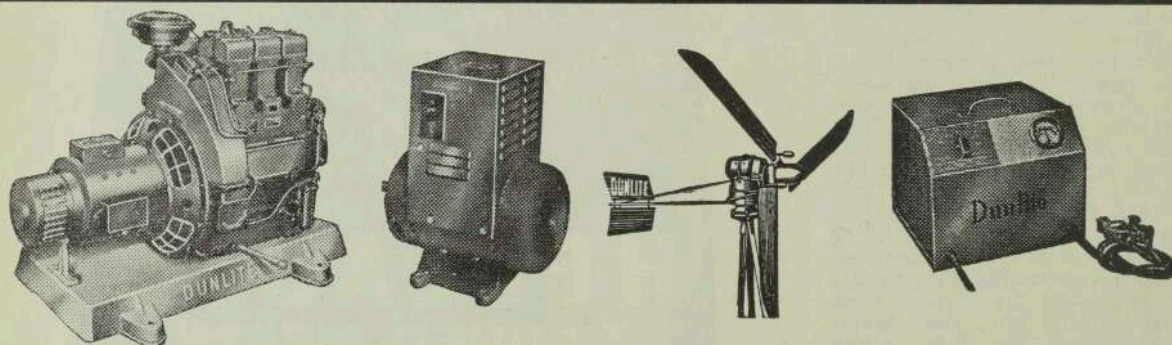
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The advertisement features a central illustration of a palm tree with a tower inside its fronds. Below the tree, the text "Tried and trusted in the Pacific since 1873" is written in a cursive font. Underneath this, the brand name "HELLABY'S CANNED MEATS" is printed in bold, capital letters. Further down, three product lines are listed in quotes: "CROWN", "PACIFIC", and "ARROW". At the bottom, there are illustrations of several tins of canned meat. One tin is labeled "CROWN", another "PACIFIC", and a third "ARROW". A fourth tin, partially visible, is labeled "CORNED BEEF".

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Pacific within the next two years to make a more systematic study, I would be most grateful if any of your readers could let me know about inter-island canoe or cutter voyages without instruments over distances of, say, more than 100 miles that are still being made or have been made recently.

If possible I would like the names of individual islanders or at least of the islands concerned so that we can visit them.

Our address from November to January is: c/o Sunderland, 9 Anerley Road, Parktown, Johannesburg, South Africa.

Our permanent forwarding address is: c/o Naydler, 1 Paper Buildings, Temple, London, EC4, England.

DAVID LEWIS, MB, ChB.
Catamaran *Rehu Moana*,
Towards Durban, via Cocos.

NEW COLUMNIST

Sir,—I was depressed to find your new columnist Percy Chatterton opening his score with the ritual New Guinea blast at other writers.

It was a graceless preliminary to the book which he himself will inevitably produce before too long.

I wrote my own *Assignment New Guinea* after about 12 months in the territory. I feel no need to apologise for this.

No doubt a residence of 30 years might have improved my background knowledge. Unfortunately I did not have 30 years to spare—a complaint shared by most other professional writers.

I remember Percy Chatterton as one of the most honest—and, certainly, most entertaining, members of the House of Assembly.

I hope more of the humour will shine through in his future columns, and I look forward to reading them.

KEITH WILLEY.

Manly, NSW.

"BETTER OFF FRENCH"

Sir,—I read with interest the comments on the recent spate of rumours on Britain's future in the New Hebrides. Having lived here for many years, and through hard work established myself with a large stake in the country, I view with dismay the extraordinary attitude the British have to their own countrymen; and, despite Mr. Lee's assurances, I have every reason to be apprehensive about my future here.

British officials gave no help when a planter appealed for their assistance because his property was being used by natives, who, apart from squatting, were intimidating his wife by terrifying her. Finally, the French stepped in and a land commission was

appointed to investigate. This should have been done by the British District Agent, but no one was prepared to rock the boat.

The French assisted their internal airline both in financing and subsidising it after it came in on ground pioneered by New Hebrides Airways. The British contribution to British aviation in six years of operations has been one wheelbarrow.

To be in business here and be British is to be constantly accused of exploitation. It has caused the British people to slowly pull out of

business; and the British Administration will not rest until the few remaining are driven out.

Perhaps the remark of a well-known planter (British) sums it up. When told of the rumours that the British were leaving, he paled and said: "My God! For a moment I thought you said the French were leaving."

Personally, I think we would be better off being French.

ALAN BRECK.

Vila, Hebrides.

See and Try Them for Yourself!

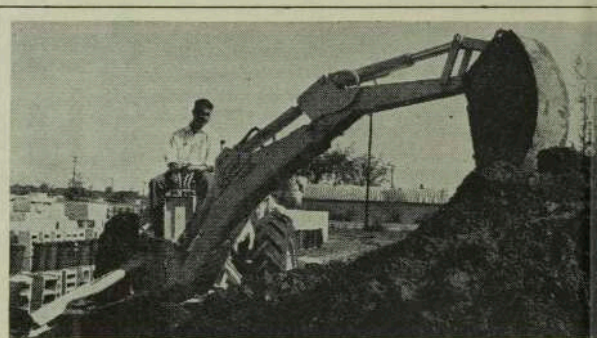
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NOVEMBER, 1966 — PACIFIC ISLANDS MONTHLY

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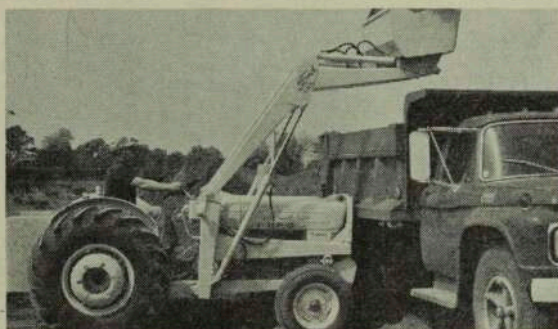
clutches with heavy-duty facings. Stronger rear axle and rear axle housings. Heavy-duty crank case. Interchangeable parts that simplify replacement.

You'll speed up production with these fast, efficient industrial Ford tractors. Choose from a wide range of transmissions. Transmissions that give usable power quickly to suit your operating requirements.

Cut costs and save time with all-new Ford industrial tractors, backhoes, and loaders. See your Ford tractor dealer now.



New 3500—46 hp* The sturdy new 3500 has a port wheelbase for loader-backhoe operations in confined areas. Excellent for operating multiple combinations: loader-rear blade, loader-scraper, loader-mower. A high-capacity machine particularly suited for the construction market. Available with four-by-four transmission or straight four-speed transmission.



New 4400—56 hp* This economical new industrial tractor has exceptional weight balance and low center of gravity for heavy drawbar work and loader-backhoe operation. Handles a wide range of applications such as grading, tree removal, loading, materials handling, and towing. Available in both fast-shuttling four-by-four and shift-on-the-go 10-speed transmission.

FIJI ELECTION DETAILS

Fiji's new Legislative Council will have 36 elected members—34 of whom were elected at the polls between September 26 and October 8, and two of whom were nominated by the Great Council of Fijian Chiefs. Following are details of how the voting went; asterisks denote candidates elected.

Cross Voting

CENTRAL CROSS VOTING FIJIAN

*Ratu Edward Cakobau (All) Unopposed

CENTRAL CROSS VOTING INDIAN

*Abdul Lateef (All) 15,498
M. S. Tikaram (Fed.) 13,487
C. P. Singh 7,939
S. N. Kanhai 1,505
M. Columbus 1,077
M. Azam 987
Informal votes 1,584
M. Azam, M. Columbus and S. N. Kanhai lose their deposits.

CENTRAL CROSS VOTING GENERAL

*D. W. Brown (All) 21,208
J. Ah Koy 5,604
D. J. Whippy 2,622
T. J. McNally 976
Informal votes 11,518
T. J. McNally and D. J. Whippy lose their deposits.

NORTHERN AND EASTERN CROSS VOTING FIJIAN

*Ratu K. K. T. Mara (All) 26,025
Nemani Waka 8,635
Informal votes 885

NORTHERN AND EASTERN CROSS VOTING INDIAN

*Vijay Raghubar Singh (All) 26,634
Vijah Singh (Fed.) 8,068
Informal votes 808

NORTHERN AND EASTERN CROSS VOTING GENERAL

*Dr. Lindsay Verrier (All) Unopposed

WESTERN CROSS VOTING FIJIAN

*Joshua Toganivalu (All) 25,960
Penaia Rokovuni (Fed.) 23,171
Isikeli Nadalo (Nat Dem) 4,242
Informal votes 2,085
Isikeli Nadalo loses his deposit.

WESTERN CROSS VOTING INDIAN

*K. S. Reddy (All) 28,200
Deo Narayan (Fed.) 25,509
Informal votes 1,729

WESTERN CROSS VOTING GENERAL

*Mrs. L. Livingston 23,768
The Rev. P. K. Davis 22,677
Informal votes 8,882

Fijian

MACUATA/BUA FIJIAN

*Emosi Vuakatagane (All) 2,885
Militoni Vereagali Leweniqila 1,774
Informal votes 207
79.1 pc poll.

CAKAUDROVE FIJIAN

*Jone Naisara (All) 4,908
Anare M. Tuidraki 949
Informal votes 314
85.1 pc poll.

SUVA-REWA FIJIAN

*Alipate Vuata Sikivou (All) 4,427
Jone Cure Mataitini 1,779
Noa Niubalavu Nawalowalo 1,268
Informal votes 158
75.6 pc poll.

TAILEVU FIJIAN

*William Brown Toganivalu (All) 3,347
Livai Volavola 1,530
Meli Saronicava Baleilakeba 383
Informal votes 187
83.0 pc poll.
Meli Saronicava Baleilakeba loses his deposit.

SOUTH CENTRAL VITI LEVU FIJIAN

*David Toganivalu (All) 4,368
Penaia Lalabalavu Latianara 981
Meli Radelaiburelevu Loki 873
Hereimi Nakaiwalu 205
Informal votes 182
81.3 pc poll.
Hereimi Nakaiwalu loses his deposit.

NORTH WEST VITI LEVU FIJIAN

*Sakiasi Waqanivalavagi (All) 6,354
Isaia Vakabua 1,670
Jone Ravunakana 1,268
Informal votes 191
79.2 pc poll.

SOUTH WEST VITI LEVU FIJIAN

*Peniame Nagasima (All) 5,600
Apisai Tora (Nat Dem) 2,632
Informal votes 133
83.2 pc poll.

LAU-ROTUMA FIJIAN

*Jonate Mavoa (All) Unopposed

LOMAIVITI-KADAVU FIJIAN

*Solomone Momivalu (All) Unopposed

Indian

SUVA INDIAN

*Mrs. Irene Narayan (Fed.) 5,676
A. I. N. Deoki 2,779
Informal votes 108
87.2 pc poll.

TAILEVU-REWA INDIAN

*K. C. Ramrakha (Fed.) 3,220
K. B. Singh 677
R. L. Regan 604
Informal votes 105
82.3 pc poll.

SOUTH CENTRAL VITI LEVU INDIAN

*M. T. Khan (Fed.) 4,380
R. I. Kapadia 1,650
B. D. Moti 67
B. D. Lakshman 24
Informal votes 150
77.2 pc poll.
B. D. Lakshman and M. D. Moti lose their deposits.

SOUTH WEST VITI LEVU INDIAN

*A. D. Patel (Fed.) 7,601
Ayedhya Prasad (All) 4,025
Informal votes 167
90.5 pc poll.

WEST VITI LEVU INDIAN

*S. M. Koya (Fed.) 6,318
Jaswant Singh 2,221
C. A. Patel 19
Informal votes 201
89 pc poll.
C. A. Patel loses his deposit.

NORTH WEST VITI LEVU INDIAN

*R. D. Patel (Fed.) 4,704
James S. Singh (All) 4,411
Informal votes 104
94.3 pc poll.

NORTH EAST VITI LEVU INDIAN

*C. A. Shah (Fed.) 3,799
Vishnu Deo (All) 1,955
V. P. Bajpai 770
Informal votes 100
92.3 pc poll.

NORTHERN AND EASTERN INDIAN

*Ramjati Singh (Fed.) 2,328
H. Kohli 1,238
Informal votes 206
86.3 pc poll.

NORTH EAST VANUA LEVU INDIAN

*J. Madhavan (Fed.) 5,049
A. Gaya Prasad 2,494
Informal votes 320
86.2 pc poll.

General

SUVA GENERAL

*J. N. Falvey (All) 1,544
*C. A. Stinson 1,384
*H. W. Yee (All) 1,381
Mrs. M. Bain (All) 1,288
Informal votes 4
89.6 pc poll.

WEST VITI LEVU GENERAL

*R. G. Kermodie (All)
*R. H. Yarrow (All) Unopposed

NORTHERN GENERAL

*H. B. Gibson 392
F. G. Archibald 292
H. A. Thaggard 151
L. H. Simpson 73
Informal votes 33
Simpson loses his deposit.
90.0 pc poll.

EASTERN AND CENTRAL GENERAL

*W. M. Barrett (All) 816
R. Spowart 132
Informal votes 11
86 pc poll.

Council Of Chiefs Selections

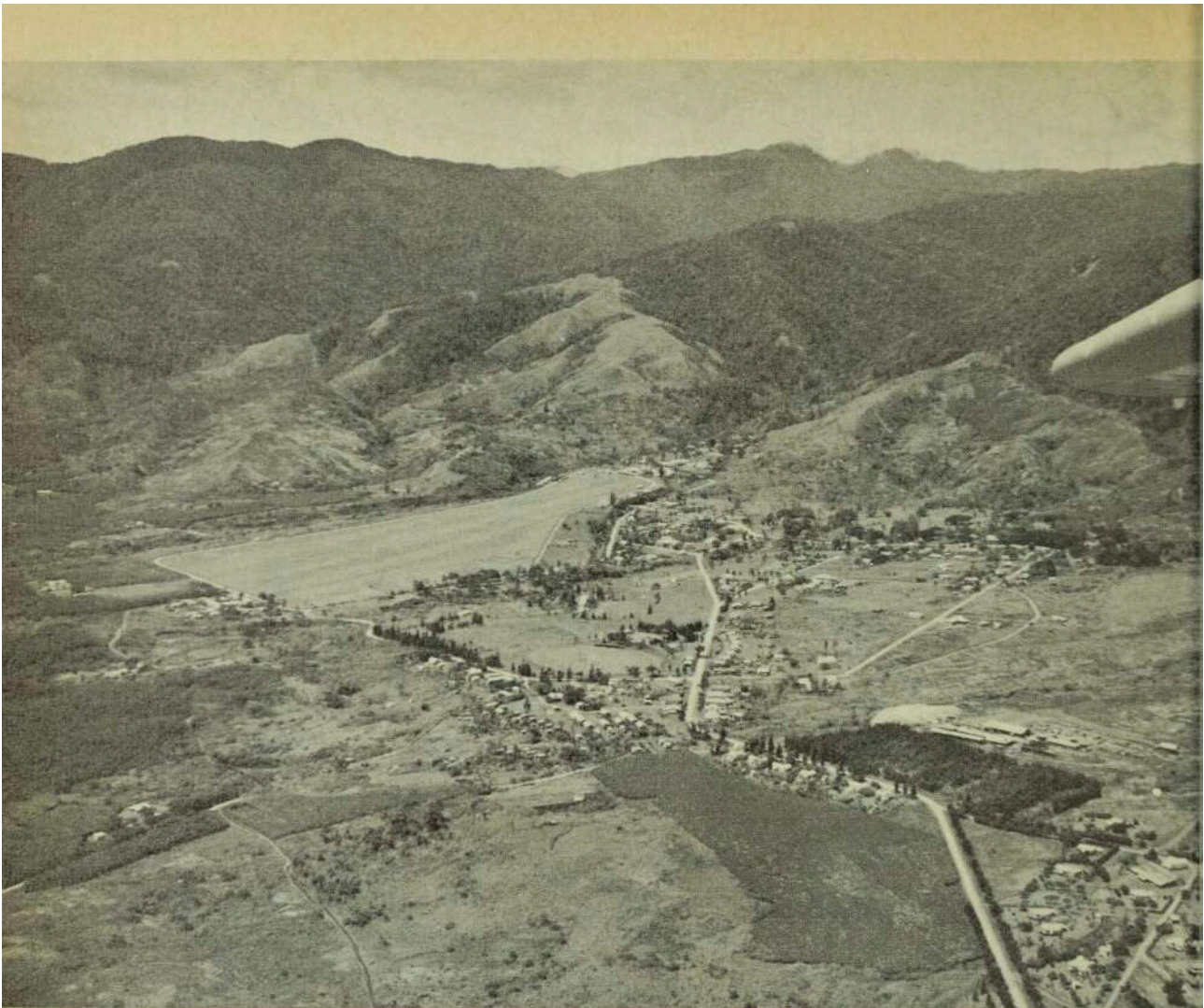
*Ratu George Cakobau
*Adi Losalini

FUNERAL RITES FOR A FIJIAN CHIEF

WHEN Ratu Tevita Uluilakeba, Tui Nayau and paramount chief of the Tongan-influenced Lau Islands of Fiji, died on his 69th birthday in October he received a funeral befitting his high rank. Before his body was ceremoniously taken by sea to the chiefly burial grounds of Lakeba, it lay in state in Suva at the house of his son, Ratu K. K. T. Mara. Women dressed in black lined the sides of the great carpet of tapa outside the house as the casket arrived (below) and sombre Fijians, carrying war clubs, stood guard in the grounds during the lying-in-state. Thousands of Fijians paid homage by bringing gifts of tabua (whale's teeth), mats, tapa and food.



PACIFIC ISLANDS MONTHLY—NOVEMBER, 1966



Photos: J. P. Sinclair (top) and P-NG Extension Services.



Wau, centre of the Morobe goldfields of New Guinea, seen from the air, its famed uphill airstrip dominating the valley. Today, timber is taking over from gold, and at nearby Bulolo a million pine-tree seedlings are raised in nurseries each year.

MOROBE'S COLOURFUL DAYS ARE PAST — BUT THERE'S A NEW LIFE AHEAD

By a Special Writer

It is now more than 12 months since Bulolo "Number Five", the last of the eight famous gold dredges of New Guinea's Bulolo Gold Dredging Ltd., ceased operation. But the dire predictions that followed that closure—that Bulolo had "had it" and that the nearby town of Wau was dying—have not come to pass.

THE famous Morobe goldfields are neither dead nor dying, although the great dredges may be. For 35 years, broken only by the disruption of World War II, those dredges tore into the rich alluvial flats of the wide Bulolo Valley, mangling the ground into a wilderness of stone, yet winning gold in such quantities that the very economy of the old Mandated Territory depended on them.

From 1937-39, gold production from the Morobe fields exceeded \$4 million a year and approached \$6 million from 1940-41, most of it being won by the dredges.

Postwar production reached a peak of \$4.2 million in 1953, but declined steadily after this. In 1965 production was worth about \$1 million. It will drop further now that it is no longer economic to dredge the gold from deep levels. The gold price has remained fixed since 1949, but production costs have soared.

What Future For Gold?

Is there, then, any future in gold production in the Morobe goldfields?

BGD Ltd. have not withdrawn entirely. The comparatively small-scale sluicing operation at Windubosh is still producing and the company is testing prospects in the Porgera area of the Western Highlands.

Bulolo Number Five, and several other dredges, can be quickly put back into service if the price of gold increases to a sufficient extent. Miner E. S. Nichterlein still operates a small sluicing operation near Windubosh. The Bayliss family continues to sluice near Bulolo.

But Gold and Power Ltd.—the last surviving company operation on the once-rich Upper Watut—was sold in 1965 to the Lutheran Mission, for use as a school, and there appears to be little likelihood of further large-scale operations in the Watut.

New Goldfields Ltd. have large proven reserves at Golden Ridges, near Wau, sufficient for at least 10

years of profitable operation. The main production is from an open-cut, with some small-scale sluicing.

Koranga Gold Sluicing Ltd., operating for years on the brink of dissolution, is at work restoring water-races. Edie Alluvials has been a small but rich operation in recent years.

At the famous Edie Creek, two well-known miners still work on—"Scotty" Sutherland and Ned Partidge. Surrounded by the abandoned, desolate shacks of yesteryear, they are getting a little gold and live on at their beloved Edie, but it is a hard struggle to survive with steadily rising costs and declining returns.

An increasingly important development in recent years has been the production of gold by native goldminers. As companies and individual European miners have abandoned unpayable ground, native miners have moved in. With their lower overheads and standard of living they are able

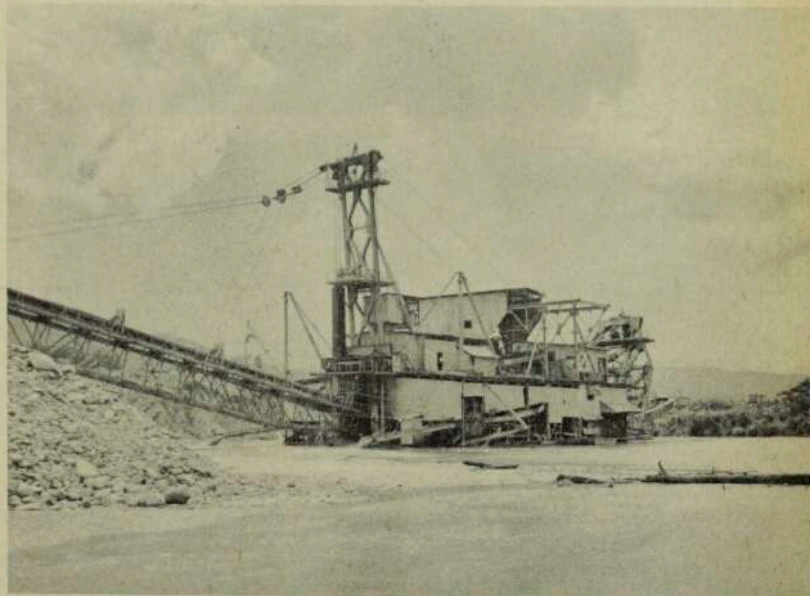
to work ground that would be impossible for the Europeans.

Five years ago tribute agreements were introduced between European leaseholders and native miners of proven ability. Now there are 58 tribute agreements in operation and they have proved to be very successful, giving the native miner access to far better ground than the average native prospector can find.

With the closing of Bulolo Number Five, the company has commenced to let parts of its valley leases to selected individual native miners on tribute. There is every reason to believe that native tributing will become increasingly important.

Probably there are some 1,000 natives engaged in goldmining on their own behalf on the Morobe goldfields. Their production for the financial year 1965-66, amounted to \$126,000, of which the small number of tributers produced up to one-third.

(Over)



Bulolo Number Five—the last of the famous dredges—just before she closed down.



- The hills around Bulolo (top left) are scarred by the hoses of the sluicing claims. The picture shows the ruggedness of the country. Centre, an early Junkers on Wau's sloping airstrip. Bottom, the settlement at fabulous Edie Creek in its hey-day.



Native gold production is levelling out and it seems unlikely that it will increase by any significant amount.

Although the yield per head is small, the native miner develops habits of self-reliance and prefers to scratch for gold—in all corners of the goldfields—rather than engage in paid employment for Europeans. The Administration provides much practical assistance to native miners through the Mines Office at Wau.

So much for the mines and the miners.

But the towns of Wau and Bulolo are emphatically not dying, for no longer is gold the only product. The towns are well stabilised.

Population Stable

The white population of Wau today is approximately 260, and of Bulolo and district 550. Approximately 5,000 native people are in employment. These figures have remained reasonably stable for some years past.

Certainly the white population has fallen sharply from the old days, when gold was king, but it is unlikely that the numbers will fall below present levels. From time to time one reads in the local papers of well-known oldtimers leaving the goldfields for good; mention is seldom made of the newcomers who are replacing them.

The economy of Wau is today based on the various operations of New Guinea Goldfields Ltd. and on the coffee plantations and mixed farms. For many years NGG Ltd. was an unprofitable enterprise, but in recent years the company has branched out into timber operations, general trading, shipping management and coffee farming.

The company operates a modern and efficient sawmill, processing the fine-quality pine growing around the slopes of the Wau Valley. The underground gold workings at Golden Ridges—expensive to operate and barely profitable — have been abandoned and the company is concentrating on low-yield open cut mining which has the advantage of considerably lower production costs. The company has made steadily increasing profits over the past five years, ex-

Wau Has Had Coffee Since The 1920's

ceeding \$300,000 for the first time in 1965.

NGG is the biggest employer in the Wau Valley, and the present healthy condition of the company is good for the whole valley.

It is not generally realised that high-quality arabica coffee was first grown at Wau in the late 1920's. The Department of Agriculture planted a five-acre block with Blue Mountain coffee from Jamaica, which was later taken over by C. L. B. Wilde. Wilde greatly extended the experimental plantings and when war came he was operating a fine plantation, producing coffee of world class.

The Wilde plantation was brought back into production after the war. There was great interest in coffee as a cash crop.

By the end of 1950 much of the available land in the valley—unfortunately very restricted in extent—had been leased to European farmers and planted with arabica coffee, which has become increasingly important to the economy of the valley. The output will continue to improve as new plantings come into bearing.

Fine Climate

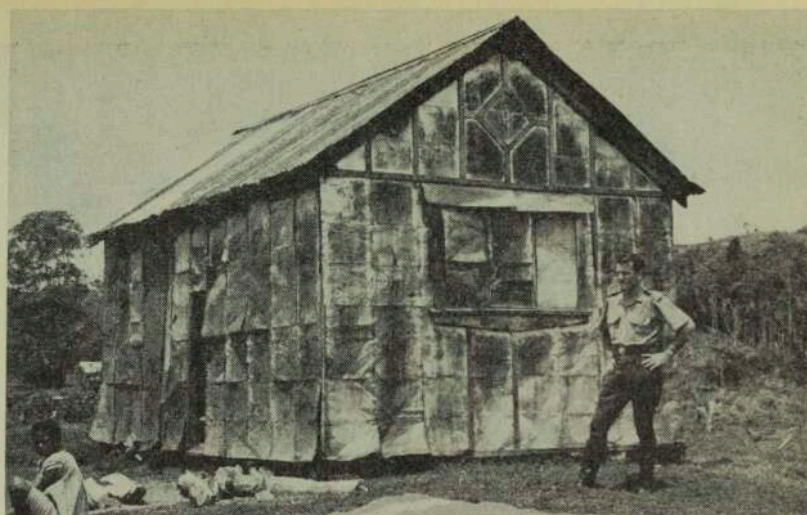
The Department of Agriculture has attempted to interest the village people in outlying areas in coffee production, but the response has been disappointing. The only important native coffee-producing area in the Wau sub-district is the Upper Watut, where a flourishing rural progress society had been established.

Other significant industries in the Wau Valley are mixed businesses, mixed farms, a dairy farm and commercial vegetable farms—although these last are of decreasing importance.

Wau today, enjoying one of the finest climates in New Guinea, will clearly maintain its present economic position.

Undoubtedly, the saviour of Bulolo has been the pine tree. Far-sighted men long ago realised that one day the gold would come to an end. The slopes of the Bulolo Valley were covered with a dense growth of first-quality native pine—*klinkii* and hoop. Many trees exceeded 200 feet in height.

Before the war the goldfields depended for its existence on the



Still remaining in the Edie Creek is this tin shed, believed to be the original "haus tin biskit", the first police station in the Edie Creek area. Although there is no longer any need for a permanent police station there, a police officer from Wau visits the area two or three times a month. Seen here is S/Insp. Graham Bourquin.—Photo: M. R. Hayes.

aeroplane—there was no road access to the coast, although this was under consideration when war came. Timber was cut for local use only, for it could not be economically transported by air.

Ironically it was the war—the war which caused so much devastation—that provided the key to the future of Wau and Bulolo. A good road was constructed by Australian army engineers to the coast at Labu, at the mouth of the Markham.

The long-term value of this road was to far outweigh the material losses caused by the war, for the road was to become the lifeline of the goldfields, just as the aeroplane had been in the early years. Almost everything consumed and produced at Wau and Bulolo today is transported in heavy vehicles along the road that the army built.

Plywood Starts

Even as BGD Ltd. worked to get the gold dredges and hydro-electric plants back into operation, the possibilities of large-scale exploitation of the enormous pine-stands of the Bulolo Valley were being studied. The essential requirements were now available: road transport, cheap hydro-electric power and fine workshop facilities.

The Commonwealth Government and BGD Ltd. formed a joint company, to manufacture high-grade plywood at Bulolo. The controlling interest in the new company—

Commonwealth-New Guinea Timbers Ltd.—is held by the Commonwealth.

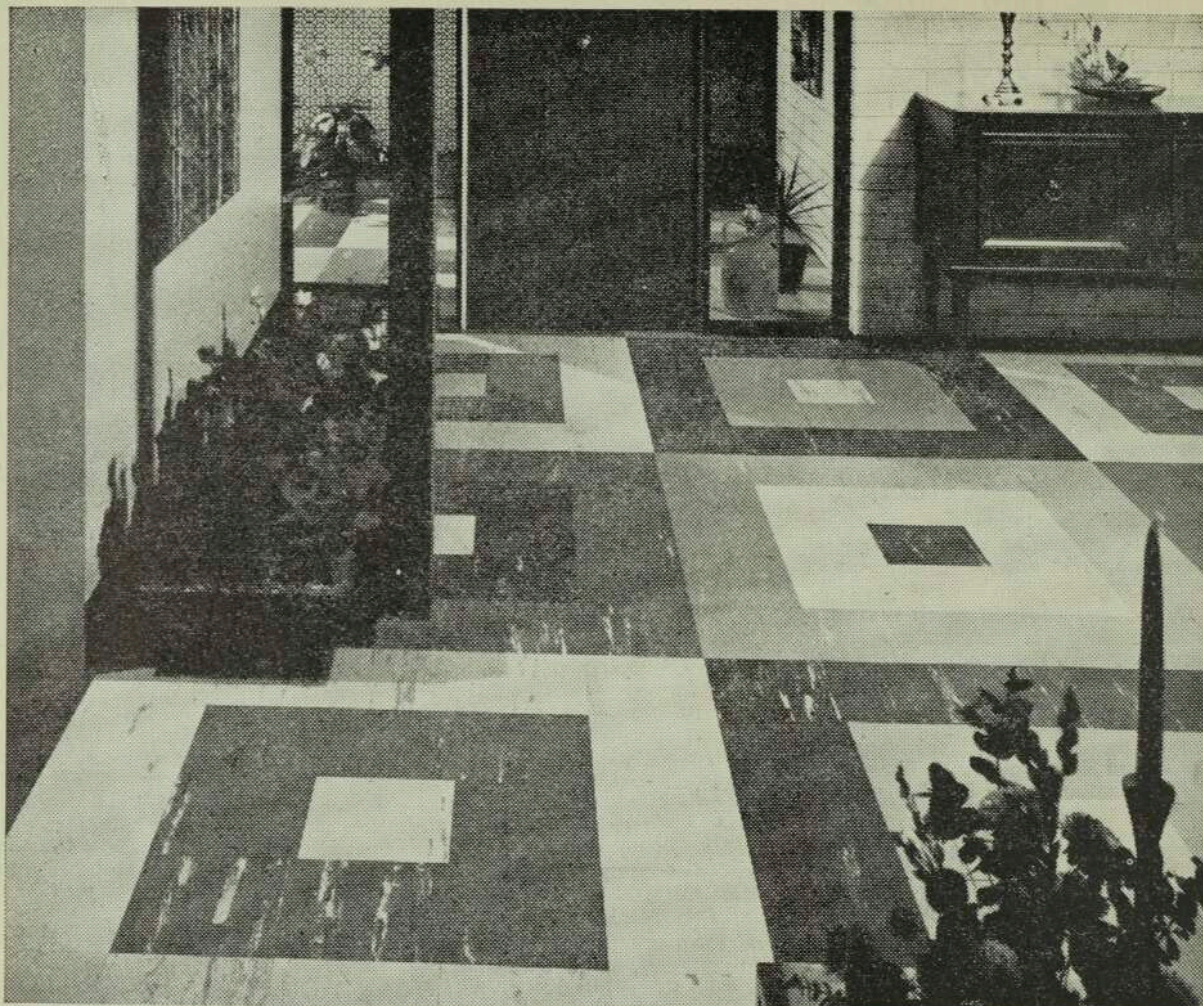
The Department of Forests set up an experimental station at Bulolo and began the study of nursery culture of the two pine species found in the valley. Production of plywood began in January, 1954, and over the next 10 years as the dredges, one by one, ceased operation, many of the staff of BGD Ltd. were absorbed into CNGT Ltd. and trained in their new role.

A Pulp Mill Next

Inevitably the total number of European staff that could be employed at Bulolo fell, year by year, but it is unlikely that there will be any further significant decline. It is planned to install a pulp mill within the next few years, when the volume of thinnings from the newly-planted forests justifies it. This could lead to further employment.

As the natural forest is cut by CNGT Ltd., the Forestry Department team plants pine seedlings, 640 to the acre. The end result will be at least 40,000 acres of new pine forest, denser and of better quality for plywood manufacture than the natural forest. The annual harvest of natural pine is planned to ensure that it will last until the first of the replanted trees are ready for cutting.

A cycle will thus be established, and provided the balance between cutting and replanting is not disturbed, the supply of timber should

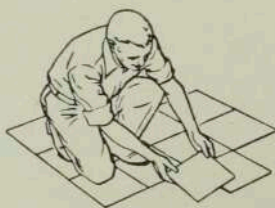


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- From a pre-war gold rush population of 350 or more, Edie Creek now has three permanent residents. They are (left) George Sutherland (known as Scotty) who arrived at Edie Creek about 1926, and Stella and Ned Partridge, who arrived there about 1933. Although almost all the claims there are worked by native miners, these three linger on. It's home to them.

Photo: M. R. Hayes.

never cease. The output of plywood in recent years has been valued at up to more than \$2 million per annum, a significant proportion of the total annual export production of New Guinea.

The company is employing more and more native people in the plywood mill. Natives are today successfully operating complicated machines that were once considered to be beyond their capacity. The Bulolo companies are the largest private employers of native apprentices in New Guinea. They are training 40 lads under the territory's apprenticeship scheme in many trades, passing on the skills that will be so essential once New Guinea gains self-government.

An interesting development in the Wau-Bulolo area has been the influx of native squatters in the last few years from as far afield as Madang, the Sepik and the Goilala district of Papua.

Native Squatters

Attracted initially by the lure of gold, hundreds of natives walked in and squatted on Crown lands and old mining tenements, principally around the Wau Valley. Many engaged in prospecting, and used this as a justification for establishing homes and small village settlements. Most were joined by their wives and children.

They began to plant crops, and sold their surplus produce in the weekly markets at Wau and Bulolo. There was a real danger that unless controlled their gardening activities would endanger the future of the vital timber industry, and eventually the Administration decided to survey all suitable land and make it available to the squatters on regular leasehold.

The first block of land was subdivided and leased in 1965 and when the whole of the available land has been distributed there will be several hundred small leaseholders with their families, producing truck and cash crops and helping to strengthen the economy of the Morobe goldfields.



AVIATION PLAYED BIG PART IN MOROBE GOLDFIELDS

The fabulous Morobe goldfields rocketed to fame when gold was discovered in 1921 by the legendary "Sharkey" Park, at the junction of Koranga Creek and the Bulolo River, just below the present site of the town of Wau.

KORANGA Creek proved to be amazingly rich. Word of the new find spread, and other famous prospectors made the hard and dangerous walk to the Koranga.

By the end of 1925 there were over 50 prospectors with their teams scattered over the Koranga, Watut and Bulolo country. In 1926 the extraordinary field at Edie Creek, 7,000 ft up the mist-shrouded slopes of Mount Kaindi, was discovered by W. G. Royal. There was a real gold rush. Men poured into New Guinea, eager to make their fortunes at the new Eldorado. Few did so.

Edie Creek, whilst enriching the discoverers, proved to be limited in extent. The physical hardships of working the new field were appalling. The newcomers, mostly inexperienced, faced heartbreaking conditions in the sodden, icy heights of Edie Creek. Every pound of food, every piece of equipment had to be carried in on

the backs of carriers from the coast at Salamaua, a tough journey for the experienced man but almost impossible for the newchum.

There were no roads, no stores, no amenities. Life was as primitive as it could well be, and warmed only by the bright lure of gold.

The harshest of the conditions vanished when the aeroplane came to the goldfields. The man most responsible was C. J. Levien, who was District Officer at Morobe when Park found gold at Koranga. Levien was a man of vision.

He resigned from the Administration and went into the new field. He became convinced that the future of the field lay in large-scale company operations and he realised that the key to development was aerial transport, a completely new concept on the scale that Levien envisaged. He dreamed and planned and toiled and when he died in 1932 he had laid the foundations for the future prosperity of the goldfields.

Air Age Begins

The first aircraft landed at the raw new strip at Wau in April, 1927, a fragile wartime biplane piloted by Captain A. E. "Pard" Mustar. So commenced the air age on the goldfields.

A company was formed to exploit the alluvial flats of the Bulolo Valley. Plans were made to fly in the component parts of gold dredges, in huge aircraft that were not even flying when the first plans were made. The township at Bulolo sprang into existence and as, one after another, the great gold dredges were brought



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The Aeroplane Gave The Goldfields Life

into operation, the new town began to overshadow Wau.

Other companies were formed: New Guinea Goldfields Ltd., Koranga Gold Sluicing Ltd., Day Dawn Ltd. and others. The day of the individual prospector had come to a close. Giant Junkers aircraft came into use, and broke world records for the carriage of freight.

Wau and Bulolo grew. Life was good on the Morobe Goldfields. Other settlements were established; the Watut, Black Cat, Bulwa, Baiune, Sunshine. Hotels and stores were built, a racecourse developed, roads constructed, electricity installed, picture theatres erected. Everything was carried in by air. Without the aeroplane, the goldfields would have died before their time.

There were over 3,000 whites on the field when World War II came, and the energies of almost all of them were directed towards the production of gold.

Battered During War

Both Wau and Bulolo suffered heavily during the war. The Japanese attempted to capture Wau with its vital airstrip, and they fought their way from the coast to the edge of the strip before being turned back and destroyed. The town was repeatedly bombed and strafed and few buildings or facilities survived.

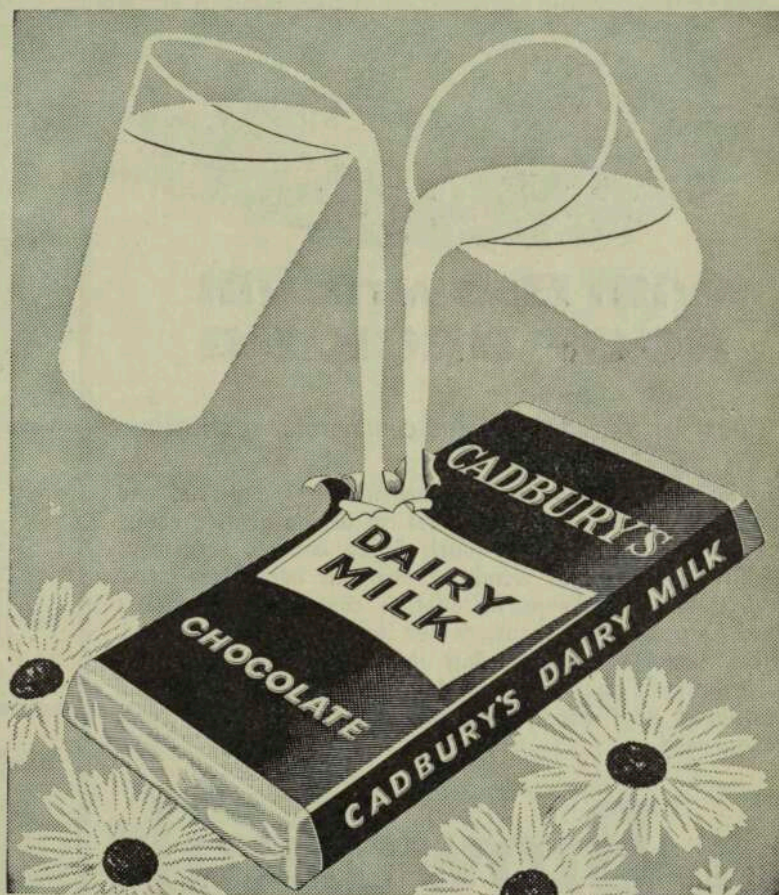
The Japanese never reached Bulolo, but it was feared that they would capture the town with its superb engineering facilities. In 1942 the eight dredges were scuttled and the three hydro-electric power plants and the fine engineering workshops were largely destroyed.

With war's end Australians returned to the goldfields. An immense task of rehabilitation awaited the big companies, and gold production in 1947 amounted to only \$560,000.

But that year saw the eight dredges of BGD Ltd. again in full operation. New Guinea Goldfields Ltd. and Koranga Gold Sluicing Ltd. went back into production. Gold output exceeded \$2 million in 1950 and continued to increase until 1953, from which time it has continued to decline.

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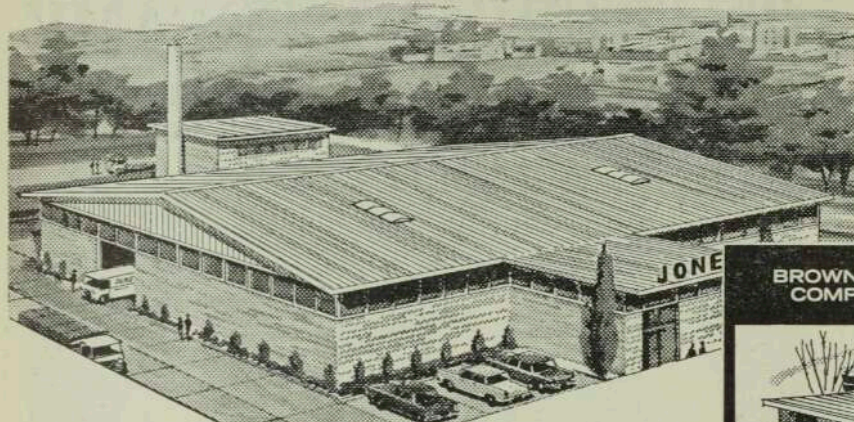
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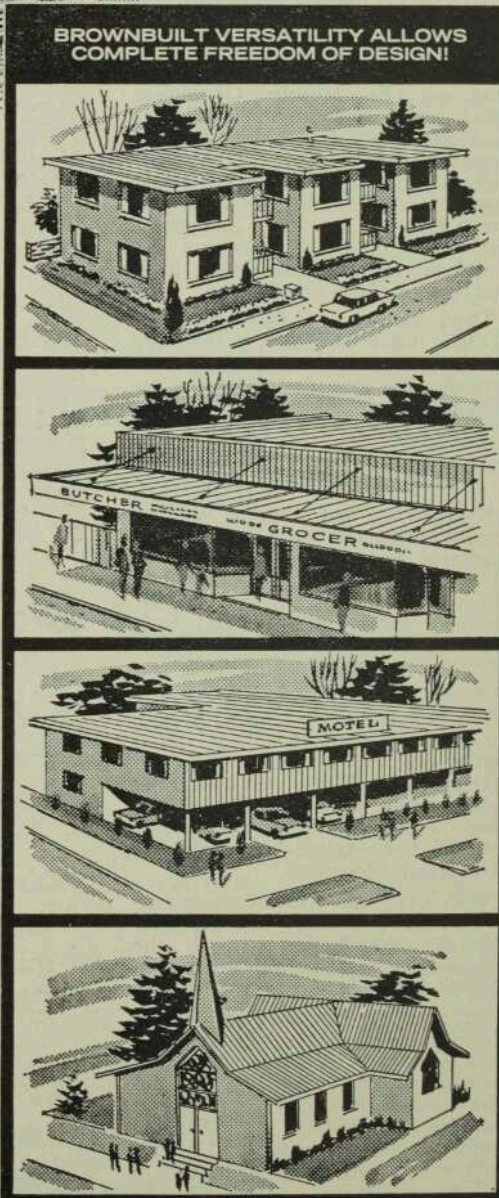
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Results should be interesting, as the granules represent a new approach to pest control problems. Overseas, the granules have been shown effective when applied in a variety of ways, and at all stages of the growth of the plant.

The granules contain a systemic organophosphorous ester that is readily absorbed in the plant's sap stream.

One indication that the chemical is suited for tropical conditions is that it is not adversely affected by rainfall. Another encouraging factor is that the distribution of the insecticide in the tissues is in step with the development of the plant, providing long-lasting control of insect pests.

Solvirex is a free-flowing granule without dust. It can be placed by hand or mechanically in the furrow or planting hole at the same time as the seed, thus giving pre-emergence treatment.

The granules can also be applied after germination on top of the emerging plants (top dressing), or in an advanced stage of growth to the soil at the base of the plants (side dressing).

In temperate climates Solvirex has shown itself effective against aphids, white flies, leaf hoppers, mealybugs, woolly aphis, mites, and the nymphal and adult stages of thrips.

HOW TO CONTROL NAVUA SEDGE

BANE of farmers in almost every part of Fiji is the weed, Navua sedge, which is also known under a variety of names in other areas of the Pacific.

Navua sedge belongs to a tropical species recorded from India and it was accidentally introduced to Fiji. The exact date of introduction is not known but plants were seen in 1933.

The weed is recognisable by leaves which are linear-lanceolate and mostly clustered at the base of the

plant. It is a grass-like, perennial plant usually between one and two ft high, but occasionally seen between four and six ft high. The flowers' leaf-like bracts are six in number, three of which are long, and three short.

Navua sedge is extremely difficult to eradicate and it loses no time in smothering pasture grasses. The leaves and stems of the weed are dry and fibrous and unpalatable to cattle. In agricultural and plantation lands the sedge competes with the crop plants for the available mineral nutrients, water and sunlight, reducing crop yields.

It is a plant with apparently no redeeming features at all, for it is also a potential breeding place for rats, insect pests and plant diseases.

Farmers should be on constant guard against its introduction on their land, and use only clean crop seeds and planting material, including grass or cuttings.

Cattle, horses, goats or pigs from infected districts should not be moved to clean land without first being held in clean, concrete yards for 10 or more days, fed with fodder which is free of Navua sedge and their bodies washed and brushed once a day to remove all sedge seeds.

Gravel or soil from infested areas should be refused. Navua sedge plants should be killed before they set seed, and roadsides, fence lines, creek and river beds should be free of the weed.

Regular weeding is of the utmost importance. Although some grasses compete with the sedge better than others, no grass will, under grazing, control Navua sedge without assistance from the management programme.

Uprooting and burying is an effective method of control. Although the sedge is shallow rooted, sections of the root left in the soil are capable of sending up new shoots.

Each plant should be cut round with a spade, making sure that all of the root system will be lifted from the soil when the spade is worked under the plant to turn it over.

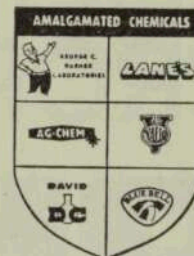
The seed of the weed is small and light, and easily shaken from the stalks, and because of this, unrooted plants should be buried as near as possible to where they were growing, to prevent the seed from being spread.

This method is more suitable for the control of isolated plants and new infestations than for large areas.

If mechanical control is to be used the traditional practices of ploughing, discing and harrowing are more suitable for the initial control of large infestations on arable lands. In both agricultural and pastoral

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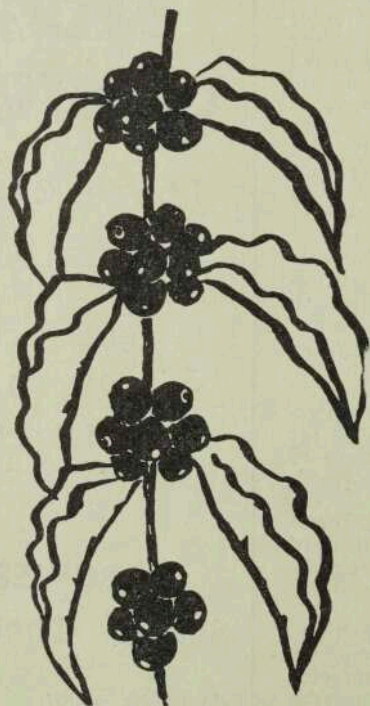
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sites, the ploughing must be directed at destroying the growing sedge and bringing the roots to the surface.

The furrow must be turned over so that the sedge is buried and the immature seed prevented from maturing. Uprturned roots should then be heavily disced to cause the greatest possible amount of damage to them; then the land should be heavily harrowed and conditions created to encourage the germination of the seed and root stocks, to be harrowed again and killed.

The operation may have to be repeated several times at short intervals of two to three weeks, but it should be kept up once started, regardless of the weather.

Several chemicals will effectively control Navua sedge if correctly applied. The most successful is the ester formulation of 4 chlorophenoxy-acetic acid plus sodium chlorate. These two herbicides are mixed together at the rate of 4 lb a.e. of 4 C.P.A. plus 2 lb sodium chlorate 100 per cent. diluted in 80 gallons of water. As the sedge matures and sets seed, this mixture has to be increased using up to 8 lb a.e. of 4-C.P.A. plus 2 lb sodium chlorate diluted in 80 gallons of water per acre.

This chemical treatment will cause some burning of the grass, which will recover. It is important that the herbicides are applied in 80 gallons of water per acre and that the spray is forced down into the crown of the sedge plants and on the adjacent soil. The best results have been obtained with high volume spraying at high pressures.

But chemical control can only be successful if supported by a regular weeding programme timed to kill the growing weeds and prevent re-infestation.

After the initial knock down, the bare earth under the sedge will be exposed to the sun, and three to six weeks after the original plants have rotted the site will be a mass of germinating seedlings, which must be sprayed to maintain control and encourage the grass to take over.

SEED ROT IN RICE

GAPS appearing in rows of dry-land rice are more than likely caused by seed rot and seedling blight. The disease can be recognised by seed rotting in the ground, or else the seedlings die soon after emergence. Survivors are stunted, yellowed, and have poor roots.

The disease is associated with the use of dirty, fungus-infected seed from a previous crop. Bad soil preparation is a contributing factor.

Rice suffering from seed rot will show under conditions of wet weather during harvest when the grain may "sweat" and the fungi will then invade the grain.

This grain is discoloured brown, black, red, green, yellow or pink, depending upon the type of organism involved.

Pre-emergence blight is worse in very cool soil, and in warm soil, post-emergence is more noticeable.

Seed that is badly discoloured should not be used. Harvesting should take place if it is possible under dry weather conditions, and rice should be thoroughly dried by spreading it out in the sun before bagging. If a

drying machine is available it should be used.

Avoid sowing dates that are too early as early-planted rice suffers more from seedling blight than does late-planted rice.

For really effective control, seed should be treated with a mercurial dust at 2 oz/100 lb of seed.

● Mr. L. Pronk has been appointed shipping director for Burns Philp (NG) Ltd., and will be based at Port Moresby. He will supervise all the company's shipping activities in Papua-New Guinea. He was formerly secretary of the Australia-Malaya Shipping Conference.



*Turn grass
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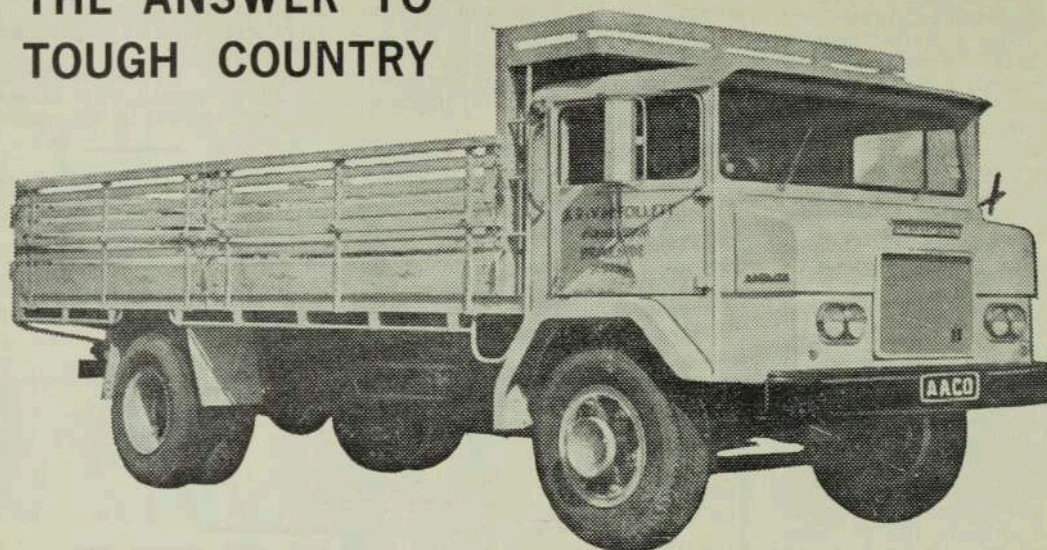
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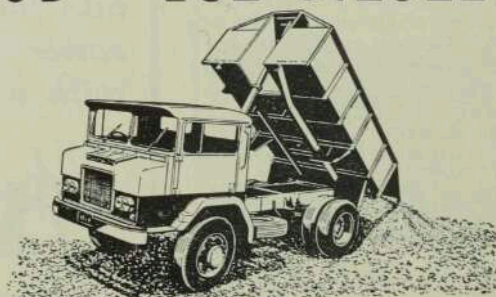
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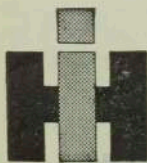
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H1666PIM

- Disease-causing leaf hoppers are being bred in this cage at SPSM's agricultural experimental station at Lautoka, watched over by technical field officer M. Ayyub. The leaf hoppers can be treated so as to virtually breed themselves out of existence.

THE BOFFINS BEHIND THE ADVANCE OF FIJI SUGAR INDUSTRY

From a Suva Correspondent

In a long, white building, through the windows of which wafts a sickly sweet smell which has long been accepted by the locals as part of their environment, a white-overalled man bends over a microscope. A foot away another man checks the graduations on a thin tube and makes notes in a black book.

THERE'S nothing exciting about any of it. It is an ordinary day in the backroom of Fiji's sugar industry, a routine move in the up-to-date laboratories of South Pacific Sugar Mills Ltd, at Lautoka, in the heart of the canefields. The building stands a few yards from the Lautoka mill, one of the world's biggest sugar mills.

Nothing exciting—but it is all part of a fight that has gone on in Fiji for more than 60 years, since the time when the Colonial Sugar Refining Company established its first experimental breeding station at Rarawai, about 25 miles from Lautoka.

"Cane breeding must go on just to preserve the status quo, if nothing else," says Mr. Joe Daniels manager of SPSM's agricultural research station. "No breeding problems are ever solved."

Credit To Boffins

Yet the seemingly dull exercises carried out at the station have done more to fill the stomachs of Fiji's population than anything else.

Without the sugar boffins, the industry would have almost faded out under the onslaught of nature on the rampage—disease, old age, soil erosion, breeding quirks and old-fashioned methods of farming.

To the boffins goes the credit for the present high output of Fiji's sugar fields and the relative peace in an industry bedevilled by politics, but peopled by peasant farmers who are now learning the value of artificial fertilisers and modern methods of farming, and unlearning the habits of their forefathers.

When the CSR came to Fiji shortly after King Cakobau and his chiefs had ceded their 500-odd islands to Queen Victoria, it found a handsome looking cane already growing there, a cane thick and juicy but one which was rapidly becoming inbred.

"The Noble Cane"

The company was so impressed with the Fiji cane that it called it "the noble cane", and "noble" it has been ever since though crossed many times over with imported canes and also the sturdy disease-free wild varieties.

Thanks to scientists in Java, the secret of crossing different varieties was discovered in 1887 and cane breeding began, but it was not until 1904 that the CSR set up its breeding station at Rarawai under plant breeder James Clark, who was brought from Queensland.

Fiji was then in the forefront of science's invasion of nature's pre-

serves. The Rarawai station was only the third such station in the world.

The early fight was a hard one. There were two diseases rampant among the crops—Fiji disease, which is the sugar cane's equivalent of man's common cold, and downy mildew, a fungus which stunts growth.

The scientists got to work on the Fiji disease virus and the fungus by producing new resistant types of cane. Out of their efforts, and out of the much-improved soils, grew two of the then finest canes in the world, Pompey, produced by crossing Petite Sennerville and Malaia, and Badila, a native of New Guinea which had been weathered in Australia.

They were an unbeatable combination for years, but now they belong to history and the genealogical table. There was Ajax, then Galba—who was also the Roman Emperor who took over from Nero—the Jawa Wonder Cane, Marcus (another Roman), Mentor, Pindar, Ragnar, Homer, and now Spartan.

Weather "Manufactured"

No doubt there will be many more, all bred from the microscopes, the test tubes, the cellulose bags and the strange, tall, narrow building some distance from the main laboratories, which looks like the



Advertisement

How to Cherish A Lovely Complexion

Margaret Merrill
Beauty Skin Care
Consultant



A beautiful complexion retains its exquisite texture and youthful smoothness when it is cherished with basic beauty-care. Here is some advice to help you preserve a soft, dewy complexion and to gain greater loveliness than you ever thought possible.

Beauty Tonic

To keep your skin clear and fair and to tone and condition your complexion to a new clarity and fine grained texture, saturate a cotton wool pad in lemon Delph skin freshener and gently press to the face and neck. The beautifying properties of lemons in the Delph freshener help stimulate the surface cells, clear out stubborn blemish-inducing and pore-clogging particles, smoothing and refining the complexion to a new beauty. To protect and nourish the new milky loveliness, smooth on a film of moist Ulan oil.

Beauty for the Mature Years

Towards maturity, cherish your skin with special nourishment and moisture to smooth away wrinkle-dryness and keep facial lines at bay. Each evening work a layer of rich Ulan vitalizing night cream into the face and neck, massaging it with the fingertips in small, circular movements that spiral upwards and outwards. For daytime care give your skin the nourishing and beautifying benefits of isotonic oil of Ulan.

Smooth Elbows

Smooth and lovely elbows will enhance the beauty of your arms. Combine a teaspoon each of white sugar, lemon Delph freshener and oil of Ulan, and rub the mixture well into the elbows until the skin becomes pink and clean. Remove pack with warm water, dry thoroughly and then smooth in a rich film of oil of Ulan to nourish and promote a silky smooth surface.

shower rooms or the detached kitchens common to Fijian villages and Indian settlements, only larger.

This shower room really is a shower room, or a tropical downpour room, or a drought room, or a tropical winter room or any other sort of weather likely to be encountered by sugar-cane.

Here, the boffns manufacture weather, and then use it to nudge Mother Nature into performing somersaults.

Experimenting with cane breeding, and crossing the noble aristocratic cane with the more vigorous, hardier wild cane, the scientist sometimes finds himself baulked, notably when it comes to crossing two varieties which flower at different times.

That is when the nudge comes from Mr. Joe Daniels and his first assistant, Mr. Krishnamurthi.

The wild cane normally flowers earlier than its noble cousin, and to obtain a cross both must flower at the same time. So the wild cane is put to sleep and its flowering delayed until the "noble" cane flowers and the marriage can take place.

This is how it's done: Inside the weather room, selected wild cane is subjected to varying degrees of light and temperature. As the amount of "sleep" the cane gets affects growth, it is "wakened" at all sorts of odd times by time-controlled electric lights which supply artificial sunshine in the middle of the night.

"Tropical Rain"

Water jets in the roof are turned on and down comes the "tropical rain". The cane accepts it all as coming from Mother Nature, lapses into a sleepy state and delays the flowering.

And cane is not the only subject that has undergone the weather trick. Not very long ago Mr. Daniels decided to attempt a boon for Fiji's epicures by getting them more of that great Fiji delicacy, the river-side reed called *duruka*, sometimes irreverently known as "Fiji asparagus".

The Fiji variety comes into season for only a few weeks in March and April, when it is much sought after. But it is a bad keeper.

Duruka has a cousin in New Guinea which comes into season in January and February and a "marriage" between the two might produce a *duruka* which would be in season for a much longer period than the Fiji parent.

That's why some imported New Guinea *duruka* got the treatment with artificial weather, with what result we do not yet know.

But experiments of that kind are merely a recreational activity of

- At right, Mr. Krishnamurthi examines young cane planted by a new method in polythene bags and which is now being tried out at Fiji's four mills.

the backroom boys, whose main purpose is to produce new varieties of cane, including varieties which will be suitable for growing in the many places where conditions differ widely.

It may be a cane which relishes sandy soil, or one which is more at home on a well-drained hillside, or in the rich loamy soil of the valleys.

You will see in this area of Lautoka the equipment of the meteorologist—the rain gauge, thermometers, sunshine recorders, wind gauges, barometers, daylight integrators for measuring the heat energy from the sun, and the evaporimeter for measuring the amount of moisture evaporating from the soil.

Climate research, it is hoped, will enable more accurate crop estimating, for the sugar producer has to plan his harvesting and milling programme and his overseas sugar shipments.

SPSM has three well-equipped met. stations and 61 rainfall stations in the four cane-growing areas, and all serve the colony in its day-to-day weather recording as well as being the company's scientific team.

And there are also several glasshouses in the area. In one, cane grows under simulated conditions, and buzzing in there among the cane are the insects which bring disease, notably Fiji disease. Some day this small glasshouse and its buzzing insects may supply the answer to many disease problems.

In another glasshouse are rows and rows of cane seedlings, the off-



spring of the marriages engineered in the weather room. Each year there are 15,000 of them, all different, and perhaps a "star"—a prodigy which will produce the finest cane in the world!

But it will take 10 to 12 years to prove the worth of the best of them. There are six two-year stages, with the 15,000 varieties being gradually, and ruthlessly eliminated until, after 10 years, there will remain only one or two, parents of new commercial stock, high-yielding in sugar and not susceptible to disease.

There is an agronomy laboratory here also, where soils and plants are

analysed, for there is no room for guess work in the sugar industry. The agronomist is there to advise the farmer about his soil, to tell him what it needs in the way of plant food, and his advice will be correct with no room for error.

The boffins have produced a small gadget which in a matter of seconds can do in the middle of a canefield what it took hours to do in a laboratory in times gone by—gauge the sweetness of the growing cane.

The instrument, which is pointed at one end, is inserted into a cane stalk. The juice runs into a reservoir in the instrument and the sugar content is measured on a minute gauge.

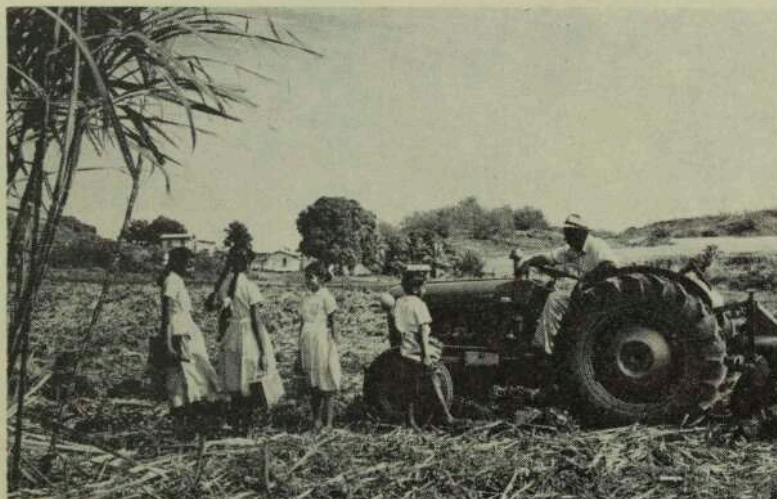
The sweetest areas of cane can then be cut first and harvested, an important advantage when the farmer is cutting to a fixed quota.

The Last Miracle

Eradicating disease, producing the best canes, controlling soil erosion, employing the best fertilisers, advising the farmers, adding pounds to his income and helping Fiji's staple industry to keep up with a competitive world of sugar, are all daily jobs for the boffins at Lautoka.

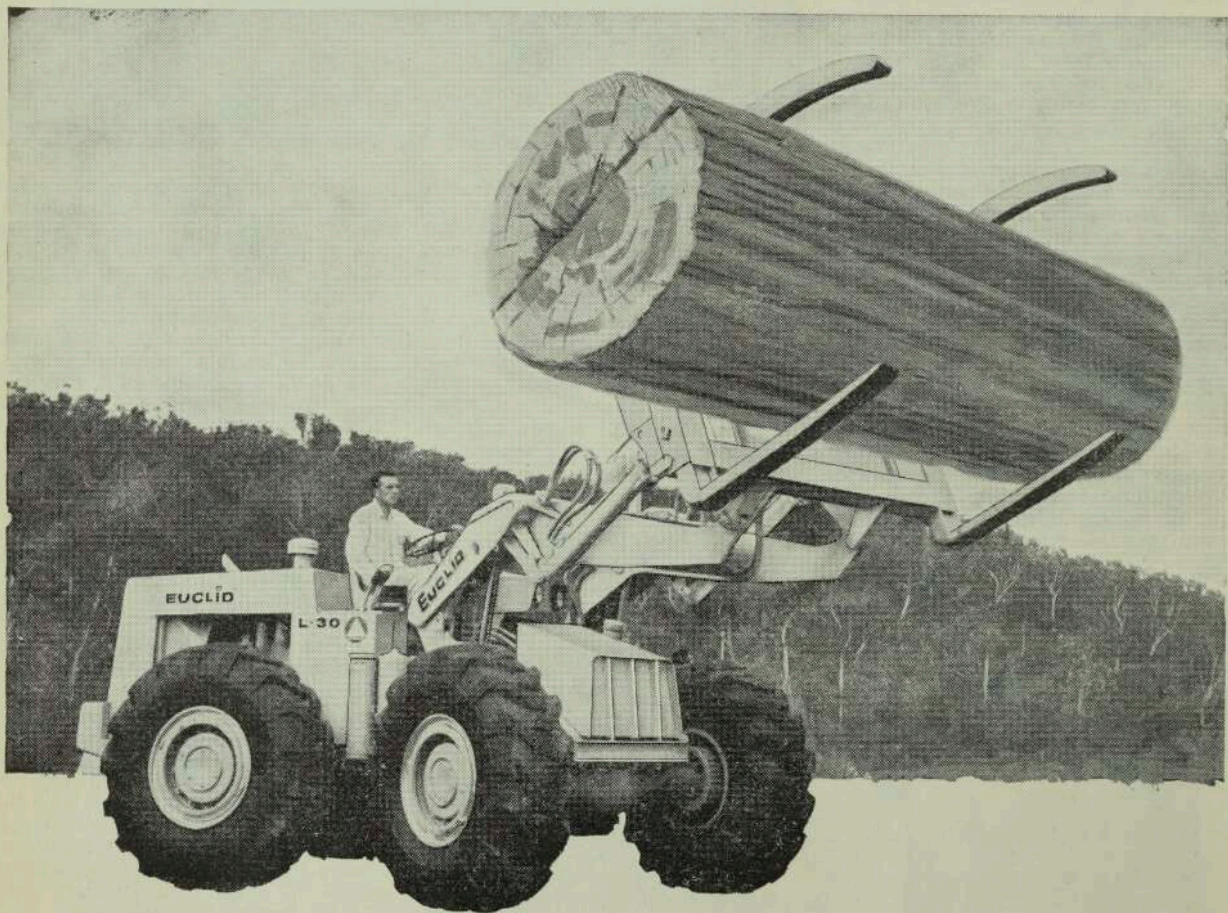
But there is one miracle which eludes them. For months now a drought in the cane areas has threatened to undo the effects of much laboratory work.

The boffins may be able to control the weather in the weather room, but outside, nature's hands are still on the controls.



A typical sight any day in Fiji. Fiji-Indian children, on their way to school, call in at a canefield to see how work is progressing.

BLACKWOOD **established full** **facilities for this**

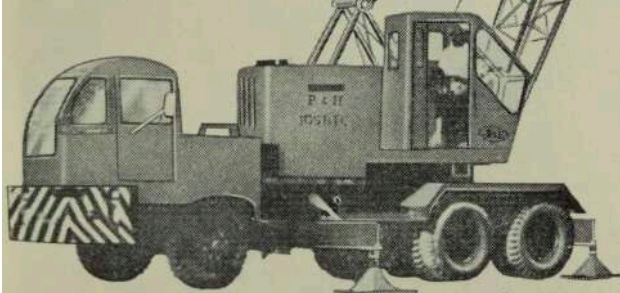


BLACKWOOD HODGE (AUST) PTY. LTD. MALEKULA ST., LAE

LHP

HODGE have SALES and SERVICE equipment at LAE

LEFT: EUCLID PIVOT-STEER LOADERS are available in four sizes with standard bucket capacities of $1\frac{3}{4}$ yards to $3\frac{1}{4}$ yards and with a wide range of attachments including the log and lumber forks shown here. A machine of the type illustrated is being operated by Collins Bros. Pty. Ltd. of Goroka.



P & H 105B-TC TRUCK CRANE of $12\frac{1}{2}$ ton maximum lifting capacity. P & H Truck Cranes are available in capacities ranging from 8 tons to 140 tons. A machine of the type illustrated here has recently been delivered to Delta Constructions Pty. Ltd. of Port Moresby.

BLACKWOOD HODGE (AUST) PTY. LTD. MALEKULA ST., LAE

RHP

THE DAY THAT WAS A WATERSHED IN NG RACE RELATIONS

By Christine Kaputin, in Port Moresby

"No, I don't go to Koki anymore. It just doesn't seem worth it!" My companions registered polite concern. They clearly thought I was exaggerating. We had been discussing the current shortage of fresh fruit and vegetables in Moresby, and I was bemoaning the fact that even Koki market (a limited and expensive source of produce, at best) was out of bounds to me. Now how could I explain what it had been like when my husband had been here?

FOR years I had been going to the market with John and the children, and always it had been an outing to look forward to.

Although the sellers might not have known me nor John, they did realise that we were married, and that the milk-coffee skinned children were ours, and this made a difference to our reception.

It would not be necessary to fight our way through the crowds to a pile of better quality bananas at the back—the bananas would be brought to me for my approval. More often than not, before I had made my purchase somebody might have passed across a bunch that was even better. There was always courtesy.

Not The Same Now

John is now in Hawaii, doing a degree at the university there, through the East-West Center. This means that I go to Koki on my own—or that I used to. I continued to go for a while but it wasn't the same.

Whatever I was looking for I had to seek out myself now, and people were not always anxious to clear a path. Nobody helped me to select the best, and often when I found what I wanted I couldn't attract the attention of the stallholder, who casually looked the other way.

Then not long ago, I collected a squirt of betel juice right across my feet. It's possible it wasn't deliberate, but the effect was the same as if it was. I felt if they resented my presence so much in *their* market, then I had no right to go there—so I don't.

European women still shop at the

market, though never in great numbers. Some say they fell the atmosphere as I have described it, but as they've known no other, they don't complain.

The hostile looks and indifferent attention are part and parcel to them of market day, and they just accept it—a thing I wasn't willing to do, having once felt welcome there.

My personal experience at Koki has made me consider more deeply this question of black and white relations in Port Moresby. The fact is I don't think that the change of attitude to me at Koki is entirely due to the fact that my New Guinean

For almost 12 months an arbitration court in Papua-New Guinea has been hearing evidence on a challenge to salaries that are paid to local public servants. The salaries were introduced in September, 1964, and the PSA wants them raised. In this story a young Port Moresby woman, married to a New Guinean, gives the background to events in human terms that everybody can understand.

husband is away and that therefore I am just another white woman.

There has, without doubt, been a change of attitudes and feelings in Port Moresby in the last two years, and the special treatment I had been getting at Koki had merely helped mask for me the extent of the change.

I can put a date to the beginning of the change. It is September 10, 1964, which was the day of the introduction of lower wage scales for local officers in the New Guinea Public Service—people like John.

That day was a watershed in race relations. The very next morning, when I walked into my class (all public servants) with my usual "good-morning", I was greeted by rows of glum faces, and a solitary sarcastic reply—"Is it?"



Latest picture of Christine Kaputin and her three children, Rellie, 4, Darren, 2, and John, 3.

'Economic Rents' Made It Worse

I had no trouble convincing them that it was a sad day for me too, my husband being just as much affected as they. It had suddenly put an end to some of my plans.

We talked it over there and then, and I felt in them not bitterness or resentment (that was to come soon enough) but bewilderment—a loss of faith, a "why have they done this to us?" feeling.

Under the new wage plan which has caused so much trouble New Guinean public servants cannot obtain the salaries that are at present being paid to expatriates. As an example of how the difference in salary works, look at these figures:

POSITION	OVERSEAS	LOCAL
Clerk . . .	\$2,888-3,384	\$1,280-1,416
Patrol . . .		
Officer . .	\$3,010-4,250	\$840-1,416
Chief Legal Officer . .	\$7,106-7,624	\$2,880-3,000

Also there are many "extras" which the overseas officers get, thus increasing the difference still further. For example, a basic wage adjustment of \$370, a child allowance of \$364, and an expatriate allowance of \$960, which would be paid to a married man with three children and seven years service, make a total of \$1,694 in extras on top of a salary which is already two or three times that of his local counterpart.

Why Not For Others Too?

I've not heard any New Guinean officers disputing the expatriate allowance. But some of them do feel strongly about being deprived of married and child allowance, especially as most of them have more children than the average European.

I noticed a more specific change a few months later. I had been on leave in Perth since soon after September 10, and then my husband came down.

He, too, had changed. There was a new resentment, a new "anti" feeling — stemming from thwarted hopes and pent-up frustrations. And he was not alone.

His friends and contemporaries felt the same—many lacking John's former good adjustment—felt much more so, and even those who still managed a smile weren't really smiling inside.

They had all been working towards promotion at that time. They would

very soon enter the second division of the Public Service (as it existed then)—the division which was occupied almost exclusively by Australian public servants, because membership required the matriculation certificate.

The effect of the new regulations was to freeze salaries for local people, and make it impossible for them to earn the greater rewards being shared by Australians alongside whom they were working, even though they may have had the same qualifications, and, in a few cases, the same experience.

This was the bitter pill that was first causing resentment among that small group who were affected in that early stage. But worse was to come. Economic rentals were introduced.

Broadly speaking, this means that rents were increased considerably (say, for a three-bedroom house, from roughly \$2 to \$8 per week) but expatriates were then given an additional rental allowance which reduced their actual payment to the original \$2. This fooled no-one, least of all the local officers, who were annoyed about what they termed the futile deceit.

Far better to say openly, "We'll charge \$2 to Europeans and \$8 to New Guineans!" It would be unjust, but honestly unjust, and honesty seems to be fast fading in all dealings and feelings between races. Some of the few New Guineans who were living in the housing estate, Boroko, moved out simply because of the financial burden. Others were equally determined to stay.

THE WRITER

Christine Kaputin is an Australian girl, from Perth, who married John Kaputin, a Tolai from Rabaul, in 1961 in Port Moresby. Trained as a school-teacher, she is today a lecturer at the P-NG Administrative College, but hoping soon to be able to join her husband in Honolulu, where he is studying at the East-West Center.



John Kaputin

To us, it mattered not. We had never wanted to live in Boroko anyway (although we did want a better standard of housing than we had at Hohola).

John and his friends could, on rare occasions, glimpse the principle behind the new moves, but their understanding was swallowed in resentment that the belt-tightening measure—the entreaty for New Guinea to learn to live within its means—was directed only at the New Guinean and did not apply to the white man.

Is it really any wonder there was resentment? Those not particularly affected by the new measures were resentful on behalf of those who were.

For ourselves, it meant a complete change in our plans.

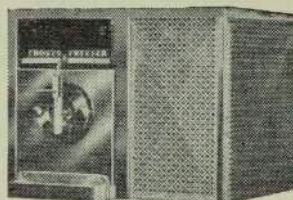
I had been blithely telling my friends that when the next baby arrived (the third), I was going to knock off work for 10 years. John would be eligible for promotion to the second division after he matriculated in a few months and although his salary would be increased to only \$40 plus per week, I felt we could manage to live on it (even in Moresby and with three children).

Now, suddenly, he would be on \$36 a week almost forever (or so it seemed). And even I balked at trying to live the way we wanted to on that.

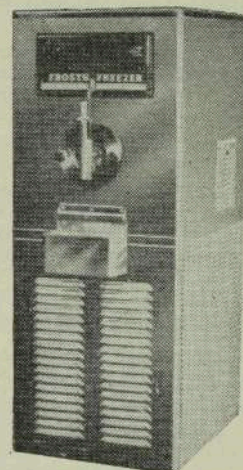
We certainly didn't ever live as most Europeans do. We didn't stock

DAIRY FROST PTY. LTD.

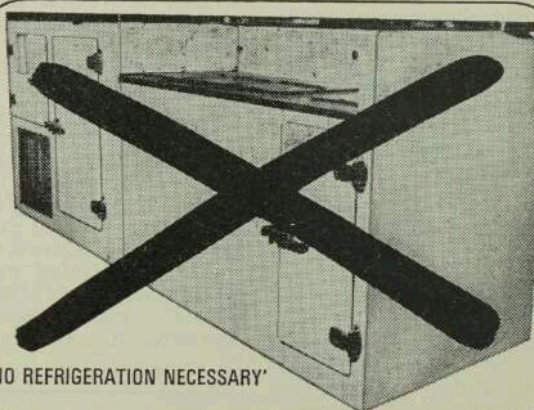
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Above: Famous M100 Counter Model. Does not require 3-phase wiring, and can be plugged into normal 3-pin power point.



Right: Large 4'' floor model for greater output. Both machines can be used for either Extra Thick Frosty Shake or Soft Serve.



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'Easy To Talk' Of Future Leaders

much drink in the house, we rarely entertained, and then only very modestly, our outings were limited, and our diet included more than a fair share of tinned fish and rice. (Of course I realise there are Europeans who live like this now, even to the fish and rice).

But the budget was always supplemented by my own income. To live entirely on John's current salary would mean a greater pruning of expenses (mostly food) than I was prepared to undertake. We didn't necessarily want "the best" for our children (as fond parents are wont to boast), but we did want what we considered a decent standard.

John, too, had been offered a high standard of living ever since he was sent to secondary school in Australia, and after 8-10 years a foreign way of life just isn't so "foreign" any more.

A Confidence Trick

John and his contemporaries were sometimes divided and often inconsistent in their assessment of the new situation, but the one thing they seemed to agree on was that it was some type of gigantic and not-very-convincing confidence trick. These were the men who, because of their better education, were supposed to be the future leaders.

It is easy to talk about them being "future leaders" but apparently another thing to credit them with having the same feelings, hopes and ambitions as anybody else.

It was like saying on the one hand that they were no different from Europeans, and then making it quite clear, through economics, that they were different.

While we are all being exhorted to minimise racial differences and mix-mix-mix, *They* (those unseen opponents), are making the task increasingly impossible. They are doing it through salaries ("Do come and have a piece of taro with me, in return for the chicken I shared with you last week"); through housing ("I'd love you to come, but not when it rains. The floor is underwater, and we have no furniture!"); and through plain inequality ("He earns as much in one day as I earn in five. How can I entertain him here!")

What I am especially concerned about is the effect of these measures on race relations at a time when

goodwill is more than ever required.

Too often people say that the New Guineans get everything for nothing, and don't appreciate it. The critics seem unable to sit down and work out for themselves that this business of handing out things itself breeds resentment, and is doing just that right now.

Among the student group, especially, there is resentment, not because things are done for them; but because there is no alternative to having things done for them—they are not in a position to do things for themselves. More and more they really want to stand on their own

feet, but so often they are frustrated by lack of know-how, and even lack of opportunity.

I have a young Tolai friend, who took a job with a large private enterprise concern, on the understanding that he would be given recognised accountancy training. This has never materialised.

After months of agitation and frustration, he has finally realised it probably never will materialise. He had the determination to enroll himself in a course and pay his own fees (no mean effort on his wages!) Now he says he feels a greater sense of satisfaction at having done this,

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knowing he is not beholden to anyone for his training.

Certainly I do move a lot among the student group, who are a social class in themselves. But they are an important class and it is vital that New Guinea understands their thinking. It is dangerous to say, as some do, that it is "only" the student class that bears resentment, as if minor numbers are of minor importance.

Strong anti-white resentment as a result of the salary moves has spread to others besides the students in Port Moresby. I know of New Guineans, once polite, who are now offhand or openly offensive to Europeans. These people say they don't want white men in their houses, they don't want to drink with them, or have any social engagements. They have withdrawn inwards, and it is tragic.

I don't profess to know where it will lead. I would think every New Guinean in Moresby is aware of this new spirit of resentment, and because many Europeans are still unaware, it is even deeper.

Solution Not Easy

It is not easy to offer solutions.

On the housing rentals there is no doubt in my mind that rents should be re-examined, and genuine economic rents should be worked out, so that the man on \$36 per week is paying proportionately less than the man on \$100. The current rent of \$8 for a three-bedroom furnished house is cheap even by Australian standards, and it is minimal by ruling territory rates. Why can't a European on \$60-\$120 per week afford this? Surely it is *still* low enough to act as an "enticement"!

On the other matters it is not so easy. I have heard several solutions offered. One is that the economic measures be introduced by the local people themselves, when the time comes for Australia to reduce its grant to New Guinea drastically. The second is that everybody gets a decent wage on the same scale, and that local taxes be raised to take much of this back. I know that the minute any such proposals are voiced, there will come the old cry that it will be the "last straw" and "recruitment from Australia will cease". I have heard this ever since I arrived in the territory in 1958. I believe this year has been a record year for recruitment!

Whatever complaints might arise from increased rents and taxation, at least black and white voices could complain in unison, and what better way of fostering "togetherness" than by *sharing* a grouch against the Government.



Part of the suburb of Boroko, Port Moresby. Do the Europeans take their privileges too much for granted?

"I FELT THE RESENTMENT IN PORT MORESBY"

By Susan Young, in Port Moresby

Quite suddenly, the other day, I understood the resentment—and sometimes hatred—with which New Guineans are increasingly coming to view the white people in their midst.

I REALLY felt, for the first time, the seething emotion which before I had been able to grasp only with my mind.

I was sitting outside one of Port Moresby's newer residential buildings watching the world go by. A constant procession of sleek limousines slid up to the front door, collected or deposited their chattering white passengers and streamed off again; inside the building I could hear educated voices and the plush thud of large fridge doors closing on well stocked ice-boxes.

If you were to think that this is a description of a perfectly ordinary everyday scene in Port Moresby and therefore an extraordinary thing to get worked up about, you would be quite right on the first point and quite wrong on the second.

Because it is indeed a typical scene of European life in Port Moresby; and it is precisely that which is making the New Guineans so angry—the very fact that we take our position of privilege so much for granted that we think it extraordinary that less fortunate mortals should envy us.

THE WRITER

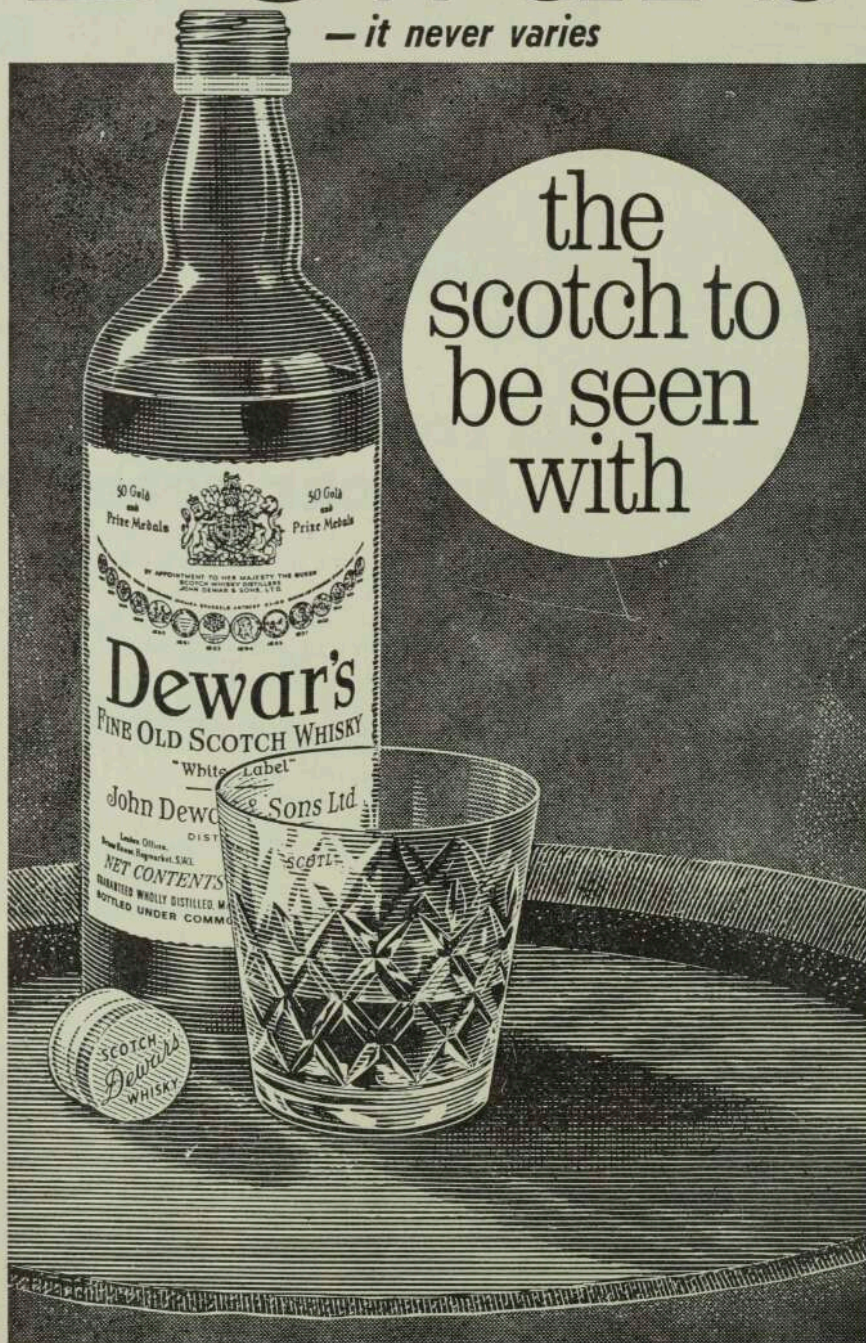
Miss Susan Young, English-born, has been in Port Moresby since the beginning of this year, as public relations officer for the Anglican Mission in Papua-New Guinea. She writes here of general race attitudes in Port Moresby as she sees them. She has never met Mrs. Kaputin.

For it is undoubtedly a position of great privilege which the whites enjoy. They have large, well-equipped houses or flats, motor cars, servants and salaries which even at their lowest are way beyond the wildest dreams of most New Guineans.

As though that were not bad enough, all Europeans, in the eyes of the indigenous people, move with that unconscious air of ease and self-assurance which goes with superior education and social security and which (however irrationally) is

Dewar's

— it never varies



Harmony Being Lost In The Towns

in itself a cause of resentment among the have-nots of this world.

The error of privilege is compounded by the contempt, arrogance and lack of interest with which so many white people regard New Guineans.

All this, of course, is very bad for race relations.

Certainly it is true that the harmonious relations which exist between the races in many outback communities in P-NG are rapidly being lost in the towns.

This, I think, is chiefly because many New Guineans, on arrival in the towns, come across the worst type of white man for the first time and, moreover, come across him in large numbers.

In the bush they have probably dealt mostly with Government officers and missionaries, all of whom can plainly be seen to be working for the people in some way or another and who, generally speaking, treat them with respect.

But in the towns natives see Europeans who are in the territory solely for what they can get out of it. They meet European after European who is offhand to them, or contemptuous, or downright insulting.

They hear Europeans dismiss those fellow whites who do care as "native happy". In the towns the myriad benefits of civilisation appear dazzlingly desirable, while at the same time the wildly unequal distribution of this power and wealth is starkly apparent.

What Can Be Done?

This is the sort of thing that makes Communists out of people, which finally makes a man reach for his knife with hatred in his eyes. And who can blame him?

Yet all normal people, both white and brown, would say that this is something which must not be allowed to happen in Papua-New Guinea.

How do we stop it happening, how can we ensure that the territory develops peaceably into the full stature of nationhood? For many of the Europeans who are concerned about race relations these are hard questions to answer.

These are the people who try to do their bit towards fostering good relationships by treating natives with friendliness and courtesy, inviting them into their homes, offering them lifts in their cars; but who are afraid

to protest loudly on behalf of the New Guineans for fear that it might stir up just those feelings which they are anxious should be avoided.

They are sincere, honourable, responsible people and they want peace in our time.

These people fear the consequences of white discrimination and indifference. But most Europeans have a much cruder fear: they are afraid of the native people themselves because they are different, and because they represent a threat to white supremacy.

This fear takes the form of viciously expressed contempt and an almost hysterical dread of violence, especially rape. Every misdemeanour committed by a native is put down to his being brown, instead of being seen for what it really is—the kind of frailty which is the same the world over, regardless of race.

To be sure, women may be assaulted in the territory. But in what country in the world do women not run this risk? There are plenty of places where women are just as unsafe as they may be in Papua-New Guinea.

In any case, many women ask for trouble (and bring it on others who do not) by their dress—or rather undress—which may be just normally provocative back home, but which in



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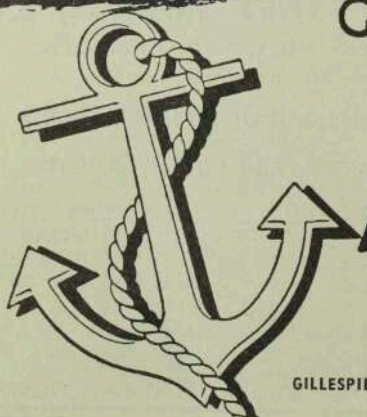
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Badly Needed: Respect And Equality

more modest Papua-New Guinea becomes a flagrant invitation to rape.

This is specially true in the towns, where many of the native men are separated from their womenfolk back in the villages and who are bewildered and frustrated by the unfamiliar stresses of urban life in a white-dominated world.

To be sure, it is necessary to lock up your house at night in Port Moresby. But in what city in the world does the prudent householder not do this?

In any case, it is small wonder that the indigenes sometimes thief, for the flaunted wealth of the Europeans constitutes a cruel temptation.

It seems to me that for all Europeans living in the territory there are a couple of perfectly plain ways to ease the problem of race relations.

One is to get to know the New Guineans. It becomes difficult to hate or despise those whom you understand.

The other is to give the New Guineans what they want—respect and equality of opportunity.

To some extent, the Administration and missions are already giving the respect and working towards the equality. But in the last resort the responsibility, as always, lies with individuals. It is the attitudes and behaviour of ordinary, average white people that is causing so much of the rising resentment.

The tragedy is that the ordinary, average white person does not recognise his responsibilities, and would be shocked to see himself for what he is rapidly becoming—the villain of the piece.

If we are not careful, tragic history is going to repeat itself in Papua-New Guinea: trouble is going to be caused, not by the wilful acts of wicked men, but by the casual insults and indifference of ordinary men; and by the failure of good men to do anything about it. When will we ever learn?

• The Papua-New Guinea Department of Forests has appointed an entomologist to carry out research into insect pests causing damage to departmental nurseries and plantations. He is Mr. Barry Gray, formerly of Sydney. Mr. Gray will be stationed at Bulolo.

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Polynesia's Forgotten Isles Are Still Forgotten

Among the people who flocked to Tahiti in September for the visit of General de Gaulle were 28 representatives of the Marquesas Islands.

SWEDISH writer Bengt Danielsson aptly described the Marquesas a dozen years ago as the "Forgotten Isles of the South Seas"—and they still are, except that the arrival of the 28 Marquesans in Papeete served to remind a few people, at any rate, that they still exist.

The Marquesas, a group of a dozen scattered islands with a total land area of 492 square miles, are some 700 miles from Papeete. A century and a half ago, they had a thriving population of many tens of thousands; but European vices and diseases and emigration have since reduced the population to only three or four thousand.

Although the Marquesas are potentially rich agriculturally, little is now being done there in the way of agriculture because of lack of markets, lack of manpower and poor communications.

Only two shipping lines connect the group with the outside world, and their calls are infrequent and irregular. One of these lines is a local line, whose schooners link Taiohae, the main port in the group, with Papeete. The other is the Messageries Maritimes, whose passenger-freighters call at Taiohae occasionally en route from Marseilles to Sydney.

Economic Stagnation

The only industry in the Marquesas that is currently profitable is the carving of wood sculptures for Tahiti's tourist market.

The economic stagnation of the group induces most of the young men to leave home as soon as they can for the bright lights and more exciting life of Papeete.

Various schemes have been put forward from time to time to revitalise the Marquesas, but nothing ever seems to come of them.

One scheme is to build airstrips on Nukuhiva and Hivaoa, the two largest islands; another is to build

a freezing works at Taiohae for fish, meat and vegetables; and a third is to go in for cattle-raising in a big way.

A year or so ago, when French Polynesia's Governor, Mr. Jean Sicurani, visited the Marquesas, it seemed that the Administration planned to make an early start on the building of the airstrips (*PIM*, Aug., 1965, p. 11). But nothing much seems to have been done about them yet, although the proposal now is to build them for short take-off Breguet aircraft.

When and if the airstrips are

opened, the Marquesas will no doubt become a good deal less forgotten than they now are—especially if someone is enterprising enough to provide accommodation for tourists.

Footnote: President de Gaulle's visit to New Caledonia also served as a reminder that there are still three kings in France's Pacific empire. They are Lavelua Tomassi, king of Wallis Island, and Tamolevai Sileno and Tuigaifo, the kings of Futuna. All three kings went to Noumea with members of the Territorial Assembly of Wallis and Futuna to meet the French President.

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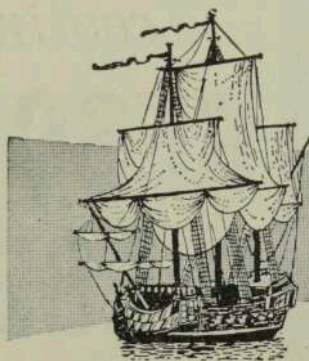
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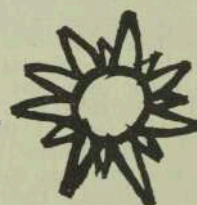
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Rock-Hewn Plumbing On Norfolk Island

By Anne Kent Stidolph

Plumbing has come a long way in the last 100 years, even in the last 20. New ideas and new materials have streamlined a trade that was once considered unnecessary.

TODAY it is one of the first and most important considerations in the building of castle or cottage for human occupation.

On a recent trip to Norfolk Island, about 1,000 miles east of Australia, I was intrigued by the plumbing system of the one-time gaol, which was built about 1826 during the penal settlement days of the island.

The main gaol was constructed from hand-hewn stone, quarried from the off-shore island of Nepean.

One Soldier

It was built in the shape of a pentagon with the cells in double rows radiating from the centre to the points of the angles.

The space in between the double rows of cells was divided down the centre to form exercise yards—one for each row of cells. This meant that the whole gaol could be supervised by one soldier stationed in the centre.

At the end of each row of cells was a toilet. This, like the building, was made from hand-hewn stone, even to the seats which consisted of one large slab approximately four

feet square, and one foot thick with a hole in the middle.

All the waste matter was carried off to the sea some 400 or 500 yards away through a system of drains underneath the gaol and also built of stone slabs.

It was an ingenious construction, especially in a time when plumbing was in its infancy, and it served the gaol well.

Although it is over 100 years since the prisoners were withdrawn from the island, and the buildings have become crumbling ruins, the stone drains can still be traced and at least one toilet seat is intact for all to see.

Officers' Bath

All the construction work was done by the prisoners under the supervision of the prison authorities. Today, many homes on the island have septic tanks, for there is still no public sewerage system.

Another piece of plumbing that called for some ingenuity was the Officers' Bath. This was built across a stream.

It was cut from one piece of stone and placed in such a position that the water flowed through it as needed.

Stone steps led down to it, and the whole was enclosed within stone walls.

If warm water was needed, this was heated on nearby fires and carried down to the bath.

Still There

The bath is still there, as it was over 100 years ago but now its only purpose is as a tourist attraction.

There is no water reticulation as such on Norfolk, although some places have water piped from springs.

As a whole, residents have to rely on tanks for all their water needs, and a fairly well distributed rainfall of 54 inches a year generally meets their requirements.

Some day, perhaps, an up-to-date and no less ingenious sewerage and water system as the gaol once had will be installed on this historic and lovely island and the hand-hewn drainage of the penal days will be forgotten.

- The Officers' Bath pictured above was situated in front of a parade ground that was in use from 1826 to 1855. Stone steps lead down to it. At right is a partial view of the bath, seen from the steps.

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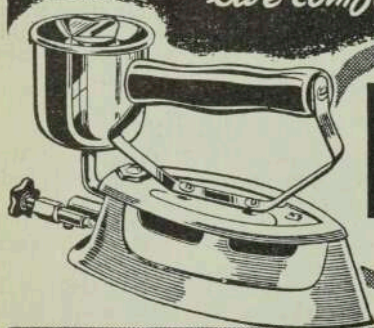
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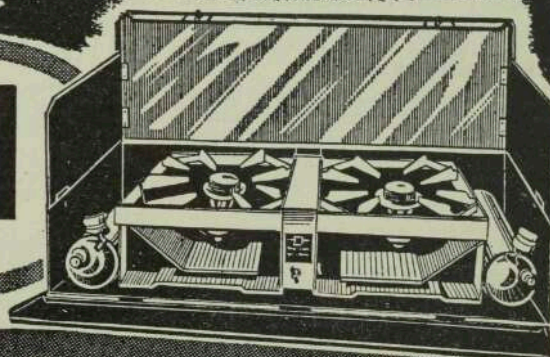
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EX-MINISTER SEEKS SEAT HE LOST IN BRIBE CASE

Mr. Julian Dashwood, a former Cook Islands Cabinet Minister, has lodged an appeal against being struck off the electoral roll on the island of Mauke following his conviction in June of corruptly attempting to obtain a bribe while a Minister of the Crown.

MR. DASHWOOD wants to get back on the roll so that he can contest a by-election to fill the Mauke seat in the Cook Islands Legislative Assembly. The seat has been vacant since his conviction.

The Cook Islands Premier, Mr. Albert Henry, told the Press about Mr. Dashwood's appeal when he visited Auckland early in October en route to a South Pacific Commission meeting in Noumea.

"The people of Mauke wondered why Mr. Dashwood had been struck off the roll, and when it was explained to them, they asked him to appeal so that he could stand again," Mr. Henry said.

He added that the closing date for nominations and the election itself had been delayed for a fortnight so that the New Zealand High Commissioner to the Cook Islands, Mr. L. J. Davis, who would hear the appeal, could consult Mr. Dashwood's lawyers in New Zealand. Mr. Davis, who arrived in Auckland at the same time as Mr. Henry, confirmed that Mr. Dashwood had lodged an appeal, and corrected an impression given by Mr. Henry that Mr. Dashwood was appealing against his conviction.

Pleaded Guilty

"Mr. Dashwood could scarcely appeal against his conviction since he pleaded guilty," Mr. Davis said.

Mr. Dashwood, a 67-year-old Englishman, has lived in the Cook Islands since 1929. He is the author of a novel and a hilarious autobiography, *South Seas Paradise*.

He won the Mauke seat in the general elections in April last year by 197 votes to 43. Eight months earlier he had been suddenly and mysteriously sacked from the Cook Islands Executive Committee (Cabinet) headed by Mr. D. C.

Brown. On that occasion, he proclaimed—like Macarthur after the fall of the Philippines—"I shall return".

His conviction of the charge of attempting to obtain a bribe followed the theft from his room of certain documents, which were photostated and widely circulated on Rarotonga.

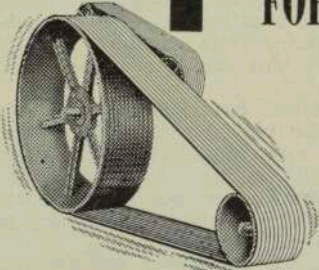
The theft of the documents roused widespread indignation among the Cook Islanders, but the chief emotion engendered over the revelation about the bribe was one of sympathy for Mr. Dashwood.

At a public meeting on Rarotonga

attended by about 1,000 people on May 19, Mr. Henry (speaking as leader of the Cook Islands Party) said that if a businessman had done what Mr. Dashwood was alleged to have done, it would have been "looked upon as good business tactics".

"But unfortunately this sort of thing cannot be done in Government," he added.

Footnote: If Mr. Dashwood loses his appeal, the Cook Islands Party's candidate for the Mauke by-election will be Mr. T. A. Henry, Mr. Albert Henry's son.



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From the Islands Press

PIDGIN English serves the purpose of communication among peoples who otherwise would be unable to convey their feelings, thoughts and wishes to one another. Just because only a few people speak Solomon Islands Pidgin English, or Gela, does not make these two languages in any way inferior to English or any other language spoken by more people. — *Letter from Francis Bogutu, Kukum, in the "BSIP News Sheet"*.

ONE of the freedoms that we have always enjoyed has been the freedom from financial worries for funeral expenses when someone dies on the island. The main reason why burial is free is because Norfolk Island men give up their time to ensure that the grave is dug, and, contrary to public belief, this is not done by the Administration.

We are all faced with the same end, and it would be gratifying to all to see some of our new settlers come forward on these sad occasions and help share the burden that free burial now throws on a handful of men.—*Editorial in the "Norfolk Islander"*.

IT is the aim of all planners in underdeveloped countries to bring the country to a stage where it can progress under its own steam. Western Samoa is still a long way from this dream, but the progress being achieved in agriculture and other fields of development over the past year, despite a devastating hurricane, brings the dream closer to realisation than ever before.

Over the past months more than 2,000 acres have been newly planted or replanted in coconuts, and village farmers are demanding more seedlings than can at present be supplied; cocoa extension is well under way; the outlook for bananas looks brighter than it has been for years; small crop exports are growing at a rapid rate; the Enterprises Incentives Act is encouraging a growth of local industry well up to expectation; and tourism is showing the steady increase predicted.

All these projects, however, involve a lot of expense before

they start to show returns on any scale. It is virtually impossible for any underdeveloped country to develop its resources out of its own meagre earnings, and it is this fact coupled with the hurricane that disastrously cut Samoa's export earnings that has prompted the Prime Minister to so effectively focus the attention of the world on Samoa's plight by threatening to seek aid from the Communists, if no help is forthcoming from the West.—*Editorial in "Samoaana", Apia*.

IN every other country in the world of comparable climate, there is at least a variety of local birdlife. Here on Rarotonga the only bird one sees is the minah bird.

What has happened to the native birds of Rarotonga? With the exception of remote stories of small indigenous finches and pigeons away back in the valleys and mountains, we never see or hear of native birds.

It is understood that minahs were originally brought to this fair land to exterminate a species of insect, which was a threat to some of our local produce. Now, it would appear that this bird has more than substantiated its usefulness, in that it has now become a pest. Minahs are now eating some of the very produce which they have been brought in to protect, as many plantation owners will substantiate.

Fowls cannot be fed without the minahs getting a large share.

Is there nothing we can do to preserve, or promote the restoration of our few native birds, and eradicate, or at least cut down, on the breeding of minahs?—*Reader's letter in "The Cook Islands News", Rarotonga*.

WITH the end of Laucala Bay as an active flying-boat base close at hand, a demonstration has been given in the past week of the need for, and value of, the mercy missions flown by the RNZAF Sunderlands still stationed at the base.

A call to Pukapuka, in the Cook Islands, was followed closely by another to the Tokelaus. In both cases, patients in urgent need of surgery were brought to Apia

Hospital. The Sunderland returned to Laucala Bay and almost at once was called on to fly to Lomaloma to drop blood for a maternity case being treated there.

This contribution to the saving of three lives inevitably raises the question of what will happen when the flying-boats are no longer available at Laucala Bay. . . .

Whether the role now occupied by the flying-boats can be completely filled by any other service likely to be available seems doubtful. It would be reassuring to learn that thought has been given to filling at least part of the gap, and that the service which has meant so much—often life itself—to many will not be just casually abandoned. — *Editorial in "The Fiji Times", Suva*.

VERY early in 1965 a Bristol crawler tractor, made available by Colonial Development and Welfare assistance, was assembled at Bounty Bay. This was followed on the next ship by a Massey wheel tractor, from the same source. These two units virtually began the era of mechanisation on wheels [on Pitcairn Island].

Within a short space of time, barrow trackways were improved up to dry weather vehicle roads. The cycling craze caught the younger folk, until now mostly all the school children use these two-wheeled concerns, as do some of the island youth. . . .

Further advances were made with the advent of two motor cycles, one of which is often employed to tow a small trailer unit.

Inquiries are in hand for government diesel-driven vehicles in the jeep or Land-Rover class, and although the definite time of arrival is still uncertain, this type of conveyance should further speed up transport within the next year or so. At least one private inhabitant is also very interested in obtaining a four-wheeled vehicle in the near future. However, before it is possible to operate motorised transport in all weathers, further improvements will be necessary to consolidate the existing clay roads.

Therefore negotiations are also being made for the early delivery of a semi-mobile rock crushing plant. — *Editorial in "Pitcairn Miscellany"*.



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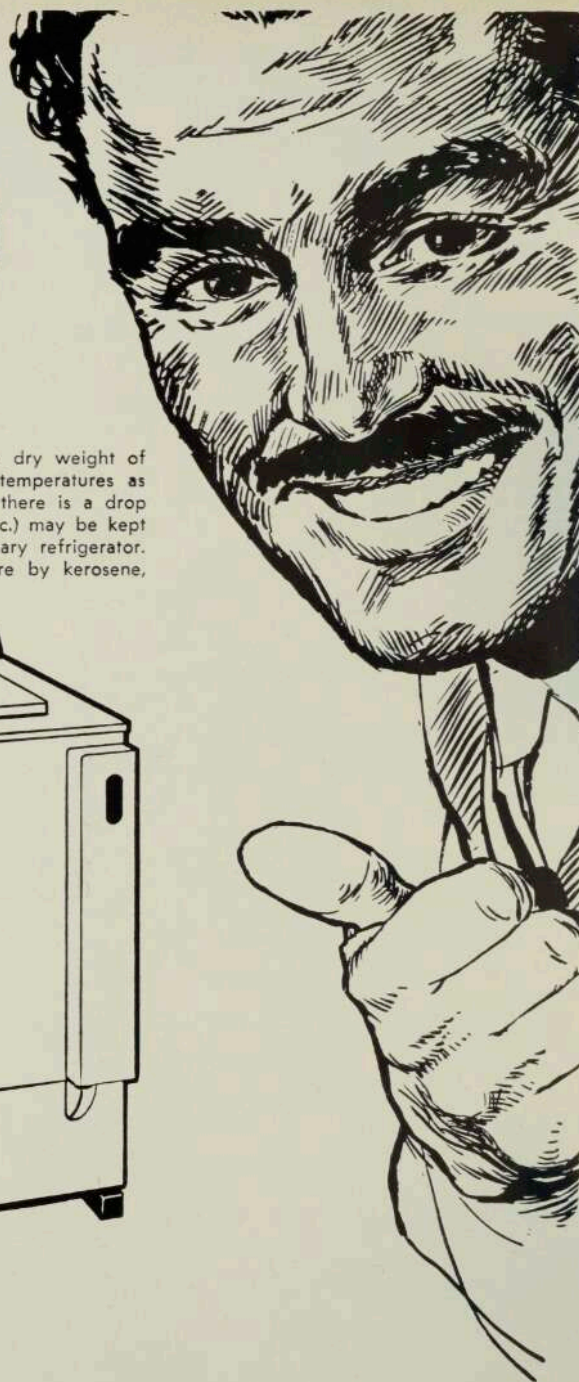
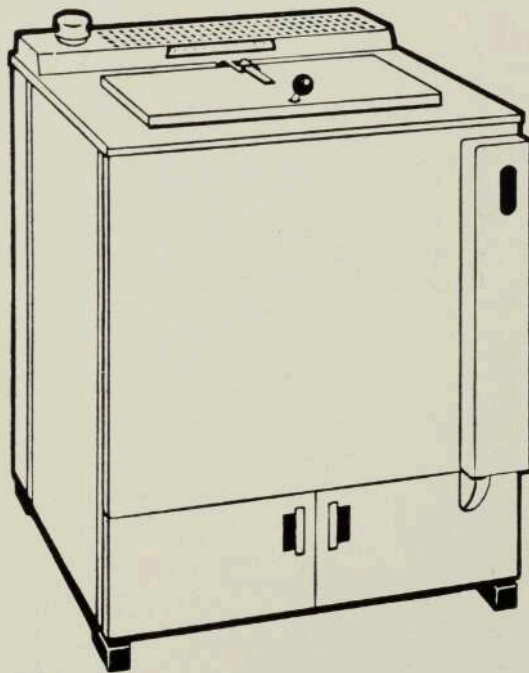
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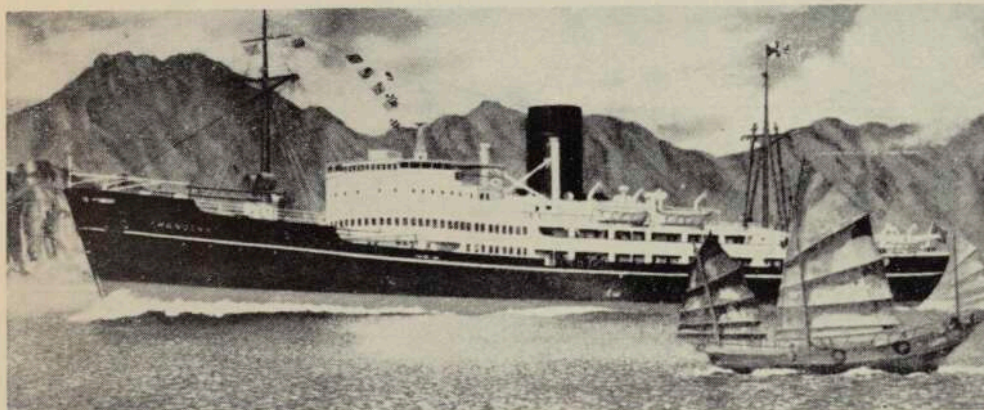
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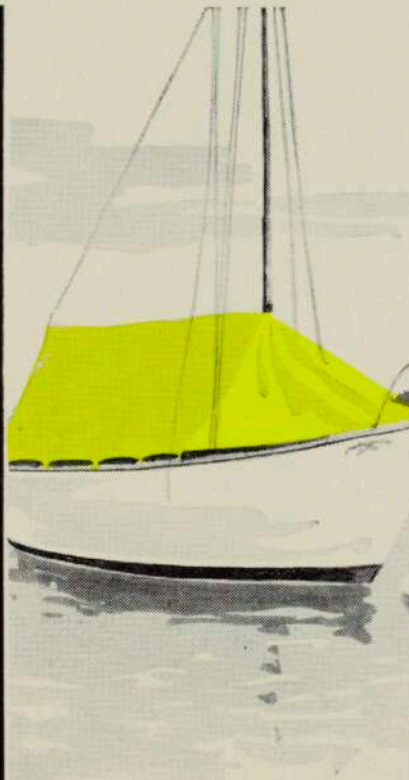
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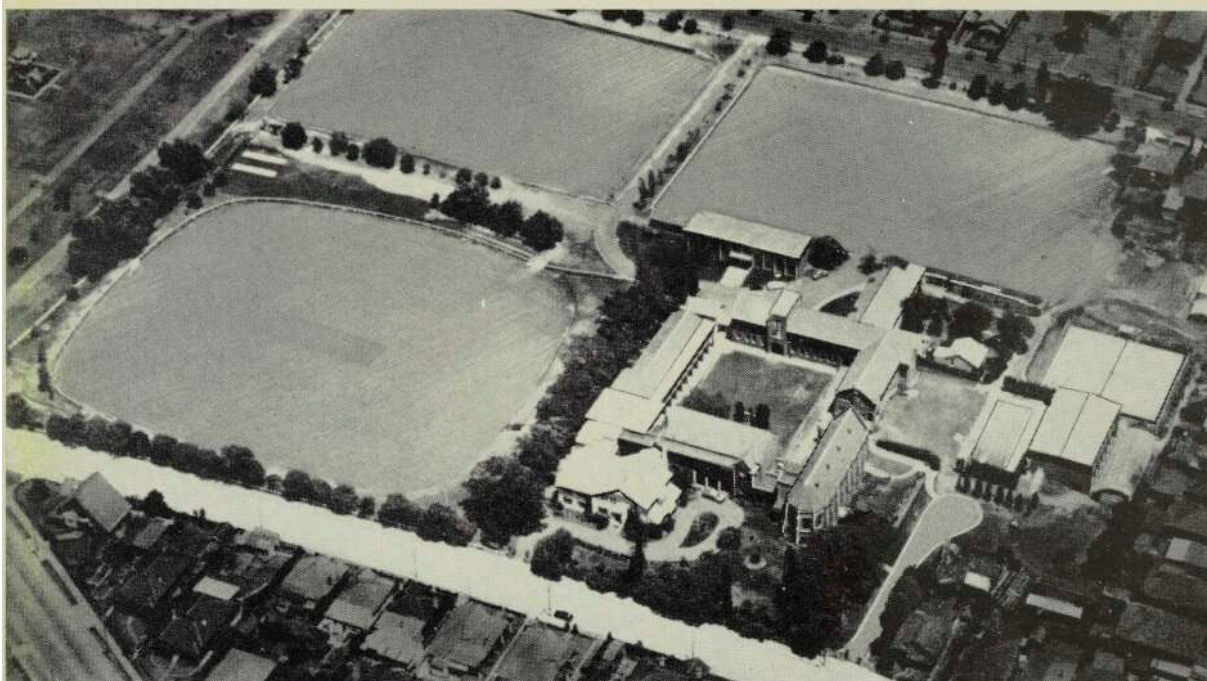
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HENRI TARTAS, CONVICT ESCAPIST EXTRAORDINARY

By LEW PRIDAY

During World War II, when I was staying at the Hotel Cosmopolitan in Noumea, I was visited by an old man rather under average height, with a live eye and an intelligent expression, who spoke ungrammatical but understandable English.

HE was Henri Tartas, the most notable of the small remaining ex-convict group of the New Caledonian population. He put into my hand an old exercise book in which he had written out for me, in pencil but in quite legible French, an account of his three escapes.

The first was from Bourail to Queensland in an open boat; the second was on a raft from Ile Nou to the New Caledonian mainland, and thence across the roughest sort of country to near the mouth of the Pourina River on the East coast; and the third escape, in a boat that he and his mates took months to build, was to German New Guinea.

Shoe Repairer

Thereafter, until his death a year or two later, I saw a good deal of the old man, who was fond of basking in the sun under the flamboyant trees on the Place des Cocotiers, when he was not working to keep himself alive by repairing shoes for his fellow citizens.

The most interesting of his adventures was his escape to Queens-

As an old man, Henri Tartas was lean, wiry and grizzled. Like many other "incorrigibles", his wrists bore evidence of much time spent in shackles.

land, which I am outlining in this account.

I found Tartas to be a man of courage and independence, and well believed him capable of leading and inspiring his mates in the desperate adventures he related in his exercise book.

One day I asked him why he preferred to end his days on a lonely bunk in an old tin shed to living in the old men's home on the heights run devotedly by French, Australian and New Zealand Little Sisters of the Poor, whom I shall never cease to admire.

"Well, Monsieur Priday, you see it's like this," he said, "freedom comes first with me, and I strongly object

to being asked to mumble a prayer to *le bon Dieu* before I am given a meal. For *le bon Dieu* was never very good to me.

"Certainly I was sent here, long ago when I was still a youth, for taking a small sum of money that didn't belong to me. It was in the region of Bordeaux, and if it hadn't been a church I took it from, I don't think I'd have been sent here at all. I expect these days they'd have let me off with a caution as it was a first offence."

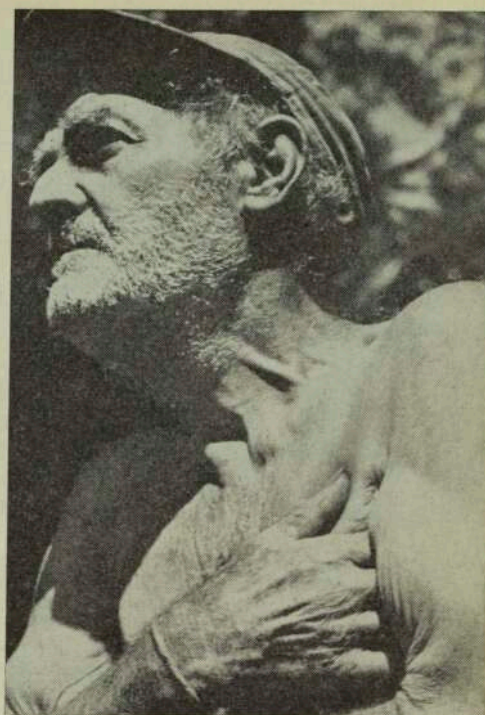
Below I have translated and slightly abbreviated Tartas' story of his escape from Bourail to Bowen in an open boat.

It is my intention to hand the original manuscript to either the public library in Bowen, where the escape is still remembered—or was some years ago; or to the Mitchell Library in Sydney.

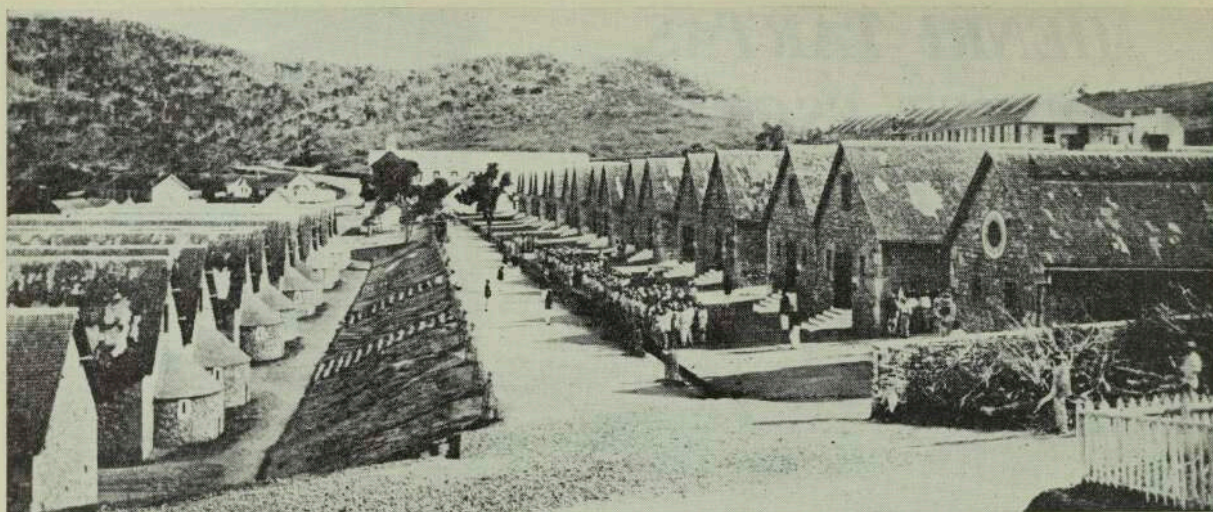
Bourail To Bowen In An Open Boat

IN the colony of New Caledonia, I, Henri Tartas, was taught the trade of shoemaker, and spent much time on the main penitentiary depot at Ile Nou, the island which protects Noumea harbour.

But about 1892, when transportation ceased and the penitentiary was reorganised, the boot factory was closed



This photograph of the boat in which Tartas and his mates escaped to Queensland was sent to Lew Priday during World War II and was identified by Tartas some time before his death. It was still seaworthy over 40 years after the escape.



● Convicts on parade outside their barrack-like huts on Ile Nou, the notorious New Caledonian penitentiary.

down and I and others were sent to work at a shop run by the Brothers Noury, at Bourail, who also tanned the leather they used.

I was glad to get away to the New Caledonian mainland, and soon I and some of my mates resolved to escape to Australia in an open boat. Unfortunately none of us had any sailing experience, but we decided to leave all the same, for the direction was that of the setting sun and escapees before us had shown that the prevailing wind and current would carry us to Queensland.

We had our eye on a boat five metres long, tied up at the regular small boat berth by the sea some miles away. She needed a sail and a mast, but a mate who was not leaving with us promised to scrounge these. He stole a big piece of canvas, rather worn, but considered good enough for the voyage, and also manufactured primitive oars from the staves of a large cask.

Together we assembled a cask of water, 30 kilos of rice, some large bunches of bananas, and at the last moment an accomplice stole from the bakery 15 large long loaves of bread.

We were then ready to set off, hoping to be well up the reef-protected coast ere the alarm was given.

Strong Gale

We were favoured on our tramp from the town by a gale so strong that we heard no dog bark; all the same, day was not far off when we loaded our craft. The bread and rice were unfortunately soaked.

By sunrise on this May morning of 1893 we were well out to sea, with no vessel in sight, congratulating ourselves that the worst part of our

adventure was behind us. We sliced the loaves in two and spread them and the rice on bags to dry.

For the first three or four days all went well, but then the dried bread began to go mouldy and the bananas, wet with salt water, began to ripen too quickly. We decided to eat up these provisions before they went rotten, and as there were seven of us—five shoemakers and two tanners—this didn't last long.

A few days later only some of the rice was left, and in spite of the protestations of two of us, who argued that Australia couldn't be as far off as we imagined, severe rationing became necessary. To make things worse, seven or eight days after our departure the wind dropped.

Everything Lost

Rocked by the sea we lay about in all sorts of dejected attitudes in the bottom of the boat, unable to make progress. Being May, the nights were chilly, and as we were tortured by hunger and unable to sleep properly, the days seemed endless.

Presently the wind sprang up again, and one fine night we made such progress that when morning came some of us swore they could see the mountains of Australia. But these disappeared during the day, only to reappear on the morrow in ever-changing shapes, until we had to admit they were only clouds.

Nevertheless they were in the right direction, and finally, towards two o'clock on a fine moonlight morning, we saw before us a long line of reef, along which we sailed hoping to find a passage. We wanted to get through before daylight, without being spotted.

Presently one man pointed to a

likely gap, we lowered sail and took to our oars, but disastrously, since we drifted in too close, the current took us and we turned turtle in the surf; mast and sail came loose, and we lost all, clothes, shoes, the last of our rice and water, leaving us shivering helpless on the coral. Worse still, the bow was stove in.

We just about resigned ourselves to die, for although we could see land it was still a long distance away.

So day broke; the tide rose and there was no sight of a sail to come to our help. We decided to rip out one or two ribs of the boat to use as oars. Then we all crowded into the stern to keep the boat from being swamped.

Too Feeble

Empty stomachs made us too feeble to row, but we gingerly pushed off and were borne by the current towards an islet where the falling tide prevented us from landing.

It was torture to abandon hope of lying on the sand drinking fresh water from holes in the rocks. But at last the sea rose, and in the end we grounded.

We looked for water, but there was none. Not far off loomed a larger island which I subsequently found to be Pentecost. It was only 300 metres away, so we pushed off once more and arrived at a truly miraculous beach. I mean that there was a fresh water spring, and as soon as we made holes in the sand they would be filled for us to drink from, and nearby were some fig trees with fruit

edible and good for our empty stomachs.

We stayed there for some days, then pushed on to the mainland, but found there no trace of human life save a rusty old tomahawk, which came in useful for cutting up the fruit of the pandanus, for opening oysters and for splitting open the extremely hard clams which we had to eat raw as we had no fire.

In place of mustard we used the rotten meat of old coconuts thrown up by the sea, but all this food gave us the most violent diarrhoea, which lasted for weeks.

Then one fine day we saw smoke rising from the island we had left. This decided us to return there, pulling on our primitive oars. We noticed two aboriginal women clad in ready-made dresses sitting by an open fire, and suspected their menfolk could not be far off; but we ruefully agreed we were by now too thin to be appetising should they prove to be cannibals.

In fact, the women greeted us hospitably and offered us fish—the first cooked food we had seen for weeks. They gave us to understand that their men were fishing, and indeed, they turned up as it was growing dark, with an enormous dugong they had captured. They, too, greeted us affably, and all prepared a huge fire on which stones were heated sufficiently to cook the animal entire. . . .

Sawmill

We stayed with these people for three or four days. Then, feeling that we could no longer impose on our hosts, we got them to lead us to an Englishman who had started a sawmill on the island, though at the moment it was not working for lack of water. We were well received, and a special baking of bread was made in a big camp oven.

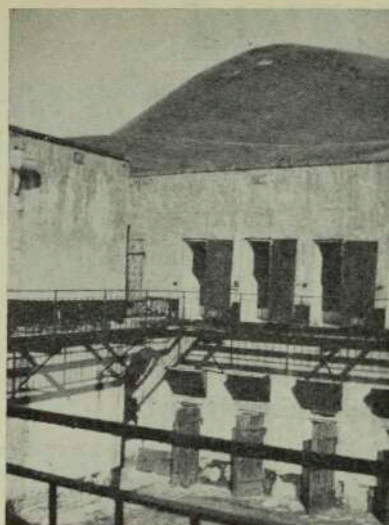
In the days that followed we made several excursions over the island, which was the one on which we had first found fresh water and figs—it was certainly Pentecost.

The day came when the Englishman told us he couldn't keep us any more; he and his mate would take us to the mainland where we might find work at a gold mine.

So, one morning, we set off in his cutter, sitting in the hold with a big sack of Singapore potatoes.

He said he would see if he could land us unobserved, but we were soon to find out that instead he had warned the police of our arrival.

When we reached the jetty a big policeman grasped us by the arm and passed us on to another who hand-



Cells at Ile Nou penitentiary from which many a condemned man was taken to the guillotine in the bad old days. The walls of the penitentiary were pulled down in 1939 to make way for the Pan American Airways base. Ile Nou was a big US naval base in World War II.

cuffed us. Under escort, we were rather brutally marched off to the prison at Bowen.

Next morning, after a visit by the doctor, we were put on a meagre ration, tea, a bit of butter, a small piece of bread, and two potatoes—we were dying of hunger.

But the local priest, Father Bucas, called, and when I told him of our misery, lack of food, sickness from eating raw shellfish, and that we were now possessed of a hunger that nothing could satisfy, he went off to see the doctor, who sent along a big sack of potatoes which the warden's wife set us peeling in the courtyard.

When she came back the sack was empty and there were no peelings, something she didn't understand, for she thought we were lazy and had thrown them down the closet.

It was such a mystery to her that she sent for the reverend father, and only then did she understand that we had eaten all of them raw, so great was our hunger.

Next morning Father Bucas brought along a master bootmaker who set us to work making shoes for the townsfolk, to measure. He brought along the tools of the trade, including blocks, so we set to at our old occupation.

From this time the prison became a paradise. Every day people brought us things to eat, even cakes. We worked in the evening by lamplight,

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Those Polynesian Migrations

Anthropologists from Honolulu's Bishop Museum put forward the view at the recent 11th Pacific Congress in Tokyo that the Polynesian inhabitants of both New Zealand and Hawaii came from the Marquesas and Society Islands of French Polynesia.

Mr. Yoshiko Sinoto said migration from Eastern Polynesia began in the Marquesas with several waves spreading out to the Society Islands, New Zealand, Easter Island and Hawaii.

"New Zealand seems to have been hit twice from the Marquesas, once via the Society Islands indirectly and later directly," he added.

Dr. Kenneth Emory expressed similar views.

and our visitors brought bottles of drink, which we shared with our kindly gaoler, the master shoemaker, and others.

Unfortunately, this didn't last long. The order arrived for us to be sent to Brisbane.

There, although we weren't treated too badly, we had to say goodbye to high living, to beer.

Back To New Caledonia

Once a week we had to appear at the police court, to be remanded until a warder from New Caledonia arrived to take us back.

Even though we had not admitted our identity, we could have been recognised from the penitentiary photographs which had been sent over.

By an extradition law passed some years earlier, we were condemned to be returned to Ile Nou.

Two months after our return, we appeared before a special tribunal, which gave us terms of solitary confinement.

I, being regarded as the leader, received the maximum sentence for an escapist—five years. I nearly went mad.

All they gave us to read was religious pamphlets and books of no live interest whatsoever.

When my five years were up, I was set to work again at my old employment, in a shop making footwear for the warders.

But once again my thoughts were all of escaping. . . .

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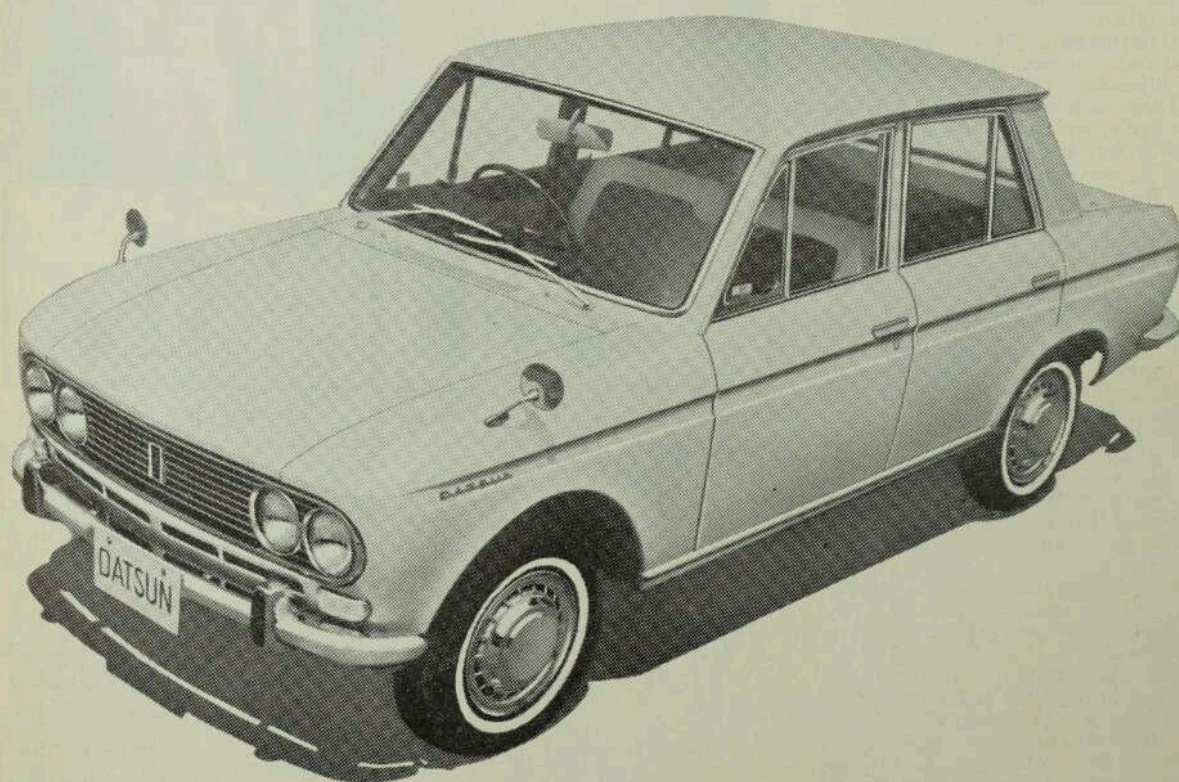
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There's Nothing New About Breeding Sheep In Fiji

From John Carter in Suva

When mutton bred in Fiji was served to the Queen Mother at Government House, Suva, earlier this year, it was regarded by some people as an interesting novelty.

BUT it was rather an old novelty, for the first breeding sheep brought into Fiji were well established in the country by the time it was ceded to Britain. And it is on record that wool from Wakaya Island was sent to the London Exhibition in 1862.

The first sheep were brought in by Dr. I. M. Brower, who was US Consul from 1860 to 1876, and extensive runs were opened up on the northern shores of Viti Levu and on Vanua Levu, particularly on the Bua coast. Several good flocks were also on Makogai.

In 1864 it was estimated that upwards of 1,000 sheep were brought to Fiji from Australia, making a total of 3,000 sheep in the country.

Despite all dire prophecies about footrot and other diseases which would affect sheep in the tropics, they did well. The sheep fattened, the wool grew rapidly, and the ewes bred prolifically.

In a comprehensive survey of the sheep industry in the early days, Charles R. Turbet, a former chief veterinary officer in the Department of Agriculture, recorded that David Wilkinson, of Bua, one time in-

terpreter to King Cakobau, brought in sheep in 1879.

In 1901, H. H. Darcy brought that flock up to 2,000 with fresh importations. Edwards and Hall carried on in 1912, and just recently, a descendant of that Edwards (Mr. A. Edwards, of Bua), brought in new blood from overseas.

On Viti Levu in the nineties J. Tyler ran sheep at Tavua, bringing in fresh sheep from Australia in 1908. The remnants of that flock were taken over by Messrs. Foulis and Marsh under the management of the late Mr. G. C. Foulis at Wainivoci, and ran successfully for several years.

Mr. Tyler was not the only person to bring in sheep in 1908.

Pig, Dog Menace

In that year K. P. Wright, Rasikula Estate, Nadroga, in the Western zone of Viti Levu, brought 1,436 sheep from the west of New South Wales. He lost only 19 on a protracted sea trip, and only six on the long drive from Lautoka to the Sigatoka River.

"There is little doubt that if land can be obtained, the next few years will see sheep farming rank as one

POTTERY MAY BE 2,000 YEARS OLD

Fragments of pottery discovered recently near the township of Ba, on Viti Levu, Fiji's main island, may date back 2,500 years, according to the Director of the Fiji Museum, Mr. J. B. Palmer.

Mr. Palmer says that the age of the fragments will be determined by radio-carbon dating, and that this could indicate that the ancestors of the Fijian people were in Fiji at a much earlier date than had been supposed.

of the principal industries in the colony," *The Fiji Times* commented.

The veterinarians and early planters agreed that the sheep did well in rolling, hilly country, with short grass and small patches of bush, and that the stony hillsides prevented footrot.

However, native-owned dogs, wild dogs and wild pigs proved to be a menace, and within a year or two most planters had given up their interest in sheep.

"Shooting wild pigs and wild dogs became monotonous," one planter said.

Another said: "If wild dogs were exterminated, sheep production would be an easy and profitable proposition."

The original sheep-breeding Edwards' view was that "sheep in Fiji would long ago have been a big industry if it had not been for the dog question".

The mutton that the Queen Mother ate at Government House this year came from a flock that is considerably smaller than some of those that were in the colony years ago.

But the present-day flock could well grow to be much bigger than those of the old days.

The Department of Agriculture is experimenting with this flock to determine how many sheep the small Fijian and Indian farmers can run economically, producing both wool and mutton.

Wool sold well on the overseas markets, and today there is a large population of Indian people who, for religious reasons, cannot eat beef, and who have developed a strong liking for mutton curry.

The fact-finding has been done and the industry proved. And, with imports of fresh, chilled or frozen sheep and lambs amounting to £196,573 in 1965, and, with mutton in airtight containers bringing the total to £253,275, it can certainly be regarded as an industry with a bright future.



Mr. Yee Kee Chan, manager of Leylands Ltd., Suva, inspects carcasses of locally produced lambs with the Veterinary Officer, Mr. J. L. Baker.

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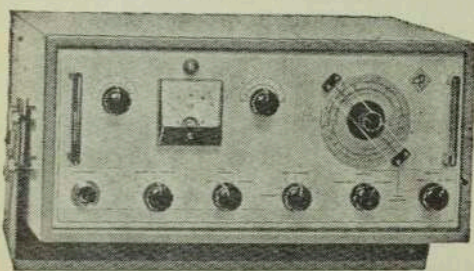


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As the November issue of *PIM* went to press 20 years ago, the Pacific was still emerging from its post-World War II reconstruction blues. In New Guinea, copra planters were still sore because of the low price they were receiving from the Production Control Board, while their opposite numbers in Fiji were celebrating a rise of £F2/18/6 per ton for all grades of copra produced in the Colony.

But if the price of copra was a bone of contention, the Pacific was booming in other spheres. Two trans-Pacific air services had been put into full operation, although few people were using them. PIM commented that the fare of £A214 from Sydney to San Francisco was far too high; and it was probably right, as the fare is now only about \$A600 (£300), while prices generally have increased threefold.

OTHER items from *PIM* for November, 1946, were:

THE "blundering bureaucrats and politicians" of Australia's socialist government had driven the United States from the huge fortified base at Manus, in New Guinea, where the US had spent \$156 million on construction and had planned to occupy it permanently. After a lot of fuss the Australian Government announced that it would not give the United States rights to the base but would share it—under certain conditions.



The Americans eventually ceased negotiations and started dismantling the base.

BUNDLES for Britain were still fashionable. In Fiji, the Governor's wife, Lady Grantham, headed a committee that organised an appeal for gifts for still-rationed Britain. She was pictured beside a lorry loaded with cases of Fiji soap and Fiji canned pineapple—all headed for London for war-battered Britishers.

MORE than 1,000 Chinese were preparing to leave Tahiti for China. The Chinese consul-general was negotiating with a steamship company for their transportation. Nearly 200 Europeans had left Tahiti by the *Sagittaire* and another 60-odd were due to depart in November. *PIM's* correspondent could give no reason for the exodus.

ERIC FELDT'S famous book *The Coast Watchers* had just been published. The book told the story of the part played by the Coast Watchers in the Pacific War.

FOLLOWING a volcanic eruption on Niuafoou (Tin Can Island) in September, 1946, the Tongan Government decided that its 1,800 inhabitants should be evacuated. Most of the Govern-

● Mrs. Judy Tudor was in Papua-New Guinea during this month 20 years ago taking *PIM's* first look at the Highlands. Goroka did not exist then and Mt. Hagen consisted of District Officer George Greathead's pit-sawn timber house and some grass huts. These Hagen natives, whom Mrs. Tudor photographed, were still officially "uncontrolled".

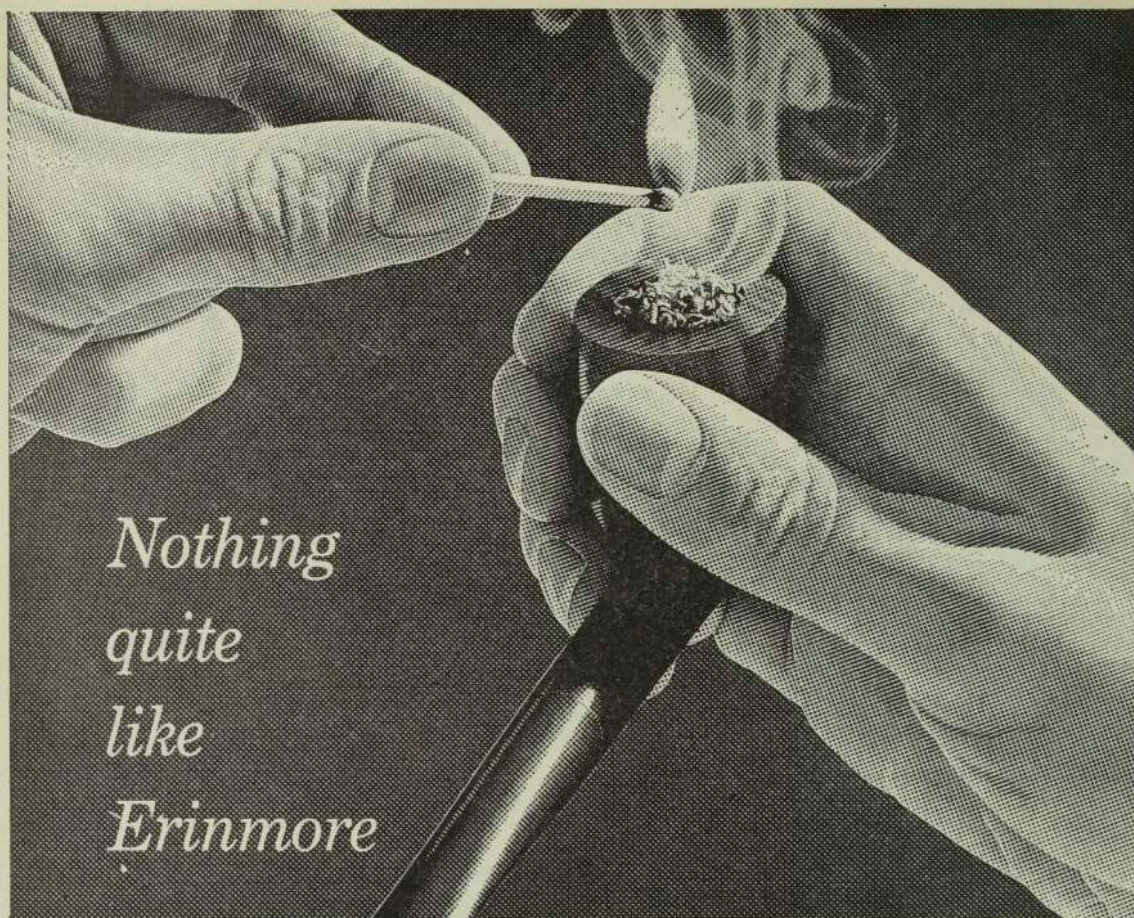
Yesterday

ment buildings, trade stores, houses and installations on the island were destroyed when the centre of the island blew up.

P-NG was being invaded by a steady stream of war-surplus buyers from Australia, who were flown to the territory at the Government's expense and taken on conducted tours of the acres of "car parks" where ex-service vehicles and aircraft had been assembled and abandoned. Local residents claimed that while these buyers had received the red carpet treatment, they had to locate anything they wanted in the jungle and were otherwise frustrated by red tape and shilly-shallying from the Commonwealth Disposals Commission.

A PROPOSAL to resettle 100 people from the overpopulated Gilbert and Ellice Islands Colony in Tonga was passed unanimously by Tonga's Parliament and approved by Queen Salote and the Privy Council. (However, the proposal was never taken up. The Gilbertese went eventually to the BSIP, and Tonga now has population problems of its own.)

MR. HENRI SAUTOT, the first French Colonial Governor to declare for General de Gaulle and Fighting France in 1940, had arrived in Sydney en route to New Caledonia from France. Accompanied by his wife, Sautot stated that he was returning to become "a gentleman farmer". Sautot was deported from Noumea in 1942 following his clash with Rear-Admiral d'Argenlieu, and was subsequently appointed Governor of a French African colony by de Gaulle.



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FLAKE AND MIXTURE IN VACUUM TINS

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Keith Willey.

Vivid Account Of Crocodile Hunting

In the latter part of 1963 and in early 1964, "PIM" carried a number of stories about a sudden upsurge in crocodile hunting in New Guinea, the Solomons and New Hebrides.

THE reason was a sudden world shortage of crocodile hides, caused by the political upheaval in the Congo.

As far as we know, none of the Pacific crocodile hunters has yet written a book on the subject; but if one ever does, he will be hard put to improve on *Crocodile Hunt*, Keith Willey's lively, vivid and often amusing account of croc-shooting in Australia's Northern Territory.

Willey, a triple prize-winning Australian journalist, was working on a Darwin newspaper when the collapse of the Congo sent hide prices soaring, and he and a friend took to the swampy plains behind Darwin in the hope of making some big money.

With a mob of primitive aborigines, Willey and his friend spent several months in the bush, living on such savouries as snakes, goannas, buffalo meat, geese, parrots, cockatoos, snakes' eggs, and what not—and shooting a crocodile now and then.

In the course of his adventures, the author acquired a remarkable fund of crocodile lore; and his superb account of the life history of a crocodile, which occupies an early chapter, is probably unmatched in any literature.

Willey is well known in New Guinea as the author of *Assignment New Guinea*. He is now writing a book about Tonga's 'Ata castaways. —RL.

(CROCODILE HUNT, Jacaranda Press. \$4.50.)

THE MONTH'S NEW READING

Decline, Fall And Revival Of Surfboard Riding

The numerous and increasing devotees of surfboard riding throughout the world already have an ample literature of the how-to-do-it variety. But it is only now that a book has been produced which thoroughly examines the colourful history of the sport.

CALLED *Surfing: The Sport of Hawaiian Kings*, the book was written by two Californians, Ben R. Finney, an instructor in anthropology at the University of California, and James D. Houston, a freelance writer.

Surfing, the authors say, has long been popular along the West African coast and it was widely practised throughout Oceania — particularly Hawaii — in pre-European times.

It reached its peak in Hawaii because that territory's climate and wave shapes favoured it most; and it was there that Europeans first witnessed it in 1778.

Lieutenant James King, who was with Captain Cook on that occasion, thought that the "boldness and address" of the Hawaiians in performing their difficult and dangerous manoeuvres was "altogether astonishing" and "scarcely to be believed".

Several decades later, the missionary William Ellis described how the Hawaiians would desert their daily tasks en masse to enjoy themselves in a rising surf.

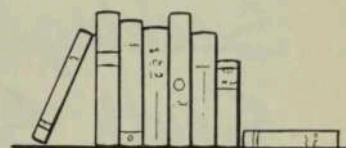
Women Adept

Women were as adept on a board as the men, and this was important to surfing's widespread popularity, for, "if a man and woman happened to ride the same wave together, custom allowed certain intimacies when they returned to the beach".

More formal courtship was also carried out in the surf, when a man or woman tried to woo and win a mate by performing on the waves.

Of all the Hawaiians who surfed, it was the *ali'i*, or chiefs, who were the most proficient at it, for they had the most leisure to practise it.

The surf-riding chiefs usually had a personal surf chant that proclaimed their glory and skill; and as the chiefs did not deliver the chants themselves, they kept chanters in their retinues to do so.



The chiefs also had special rights in certain surfing areas, as well as special boards called *olo* on which they were probably able to perform prodigious feats as yet unmatched by modern surfers.

To handle an *olo* was a feat in itself in that it might be up to 18 ft in length and 150 lb in weight.

Surfing was completely woven into the religion, language, festivals, love, songs and story of ancient Hawaii.

Yet within half a century or so of Captain Cook's arrival, the sport had almost completely disappeared along with all other pastimes and customs of the ancient Hawaiians.

Religion Abandoned

As Europeans and Americans arrived at their islands, as explorers, traders, missionaries and settlers, Western culture penetrated the life of Hawaii and eventually disorganised and overwhelmed the old social system.

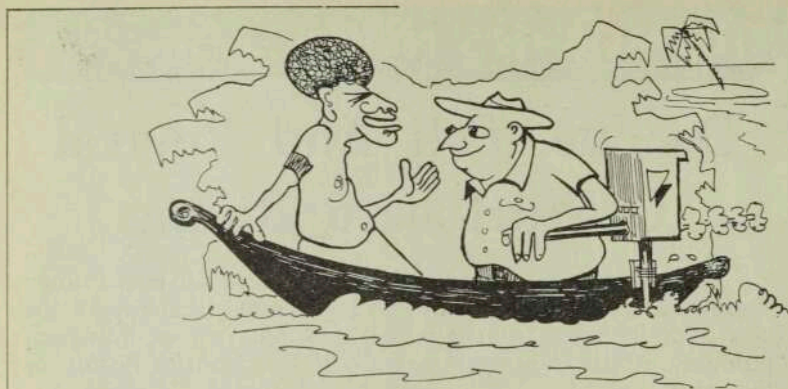
The most important factor in this social upheaval was the abandonment of the Hawaiian religion, which immediately stripped surfing of "much of its cultural plumage".

Almost simultaneously, the first Western missionaries arrived, and before long their puritanical teachings had struck a further blow.

It was not that the missionaries were opposed to surfing in itself. But they took a dim view of the things that went with it—betting, scanty costumes, and sexual freedom.

Without these accompaniments, the Hawaiians lost interest in surfing and took to other more acceptable pastimes.

But surfing never died out com-



Seeking the real South Seas?

Too many peregrinating writers, racing to tight schedules through the colourful South Seas, provide pictures that are out of focus. To them, palm-fringed shores and smiling brown islanders conform to a well-known pattern, and nothing emerges of the real Islands atmosphere.

Now, in *Many a Green Isle*, experienced Pacific editor and traveller Judy Tudor, whose "beat" has been the South Pacific for 25 years, presents a different survey—diverting, light-hearted, packed with incident, embellished with dry humour and cynical insight, in places a valuable contribution to Pacific history—but, above all, different because it is authentic.

For those who already know the Islands, or for those who for the first time are seeking the real South Seas, there is fascination on every page of *Many a Green Isle* as it makes real-life journeys from New Guinea to Tahiti, from Fiji to the Gilberts, and entertaining side-trips off beaten paths in the Cooks, the Samoas and Nauru. Fine photographs add to the book's attractions.



MANY A GREEN ISLE sells for \$3.50, plus postage, 12c British Commonwealth, 34c Foreign; or \$US4.50 posted. Order from the publishers, or of course you may buy it direct from Islands or Australian book-sellers.

Pacific Publications Pty. Ltd.

Box 3408, G.P.O., Sydney.

pletely—as it did in other Polynesian centres, such as Tahiti and New Zealand—and several circumstances combined to revive it again round the turn of the century.

First, there was the enthusiasm of a couple of insatiable surf addicts, George Freeth and Alexander Hume Ford, the first of whom took surfing from Hawaii to California in 1907.

Then there was the visit to Hawaii in 1907 of the famous American writer Jack London, who wrote an impassioned article on "The Royal Sport" for a national American magazine.

Finally, the surfing promoters in Honolulu leased an acre of beach and founded the Hawaiian Outrigger Canoe Club for the purpose of "preserving surfing on boards and in Hawaiian outrigger canoes".

Jack London

From here on, interest in surfing in Hawaii spread at a prodigious rate, and when Jack London returned on a visit in 1915 he was amazed to find that the Outrigger Club had 1,200 members, "with hundreds more on the waiting list, and with what seems like half a mile of surf-board lockers".

Except for a lull during World War II, interest in surfing has been spreading ever since, and besides Hawaii and California, there are now large numbers of devotees of the sport in Australia, New Zealand, Peru, South Africa, Israel, France, Uruguay, Japan, England and Venezuela.

New skills and new surfboards are constantly being developed, and it now seems that the only thing likely to impede the spread of the sport still further is lack of waves to ride on.

In Sydney, at any rate, surfboard riding has become so widespread that at least one shire council has had to limit surfers to certain sections of its beaches so that non-surfers can bathe in boardless peace.

Surfboard riders are not taking these prohibitions lying down.

"I agree that something has to be done about protecting the bathers," one of them said in a letter to the *Sydney Daily Telegraph* on October 11, "but do surfboard riders have to be shunted off to a part of the beach where there are no waves at all?"

If other Sydney surfers should take up this cry in a big way, it could provide Messrs. Finney and Houston with some interesting material for a future edition of their book.—RL.

(SURFING: THE SPORT OF HAWAIIAN KINGS. Charles E. Tuttle Company, Inc. Rutland, Vermont. US\$3.25.)

AUSTRALIA'S FLAG —AND THE 32,823 IT DIDN'T GET

Books can be written about virtually anything but not many people would consider the Australian flag the subject for a 35/- book.

NONETHELESS, Frank Cayley who specialises in Australian oddities, has managed to gather together an amazing amount of material on "the" flag and on every other piece of bunting that was ever flown in Australia.

Probably not one Australian in 100 has ever thought sufficiently about his flag to realise that it is not so very long since he had no national flag at all.

The Commonwealth of Australia has been in existence only since January 1, 1901. Before that the States seemed to get by with the Union Jack. In the year prior to Federation, however, there was great flag fever. The Melbourne *Herald* started it with a flag competition, the prize for the winning entry being £25 given by a local bookseller. The winning design had the Union Jack prominent on it, the Southern Cross and six red stripes. This competition was no sooner over than another Melbourne journal, *The Review of Reviews for Australasia*, announced another £50 prize, and the new Commonwealth Government, not to be outdone, upped the ante to £75 and announced a flag competition of its own.

"Misplaced Ingenuity"

Finally the *Review* and the Commonwealth combined forces with their competitions and entries began to come in from all over the world—32,823 in fact, in which everything from rampant kangaroos and other livestock vied with wild stripes, rising suns and zig-zags.

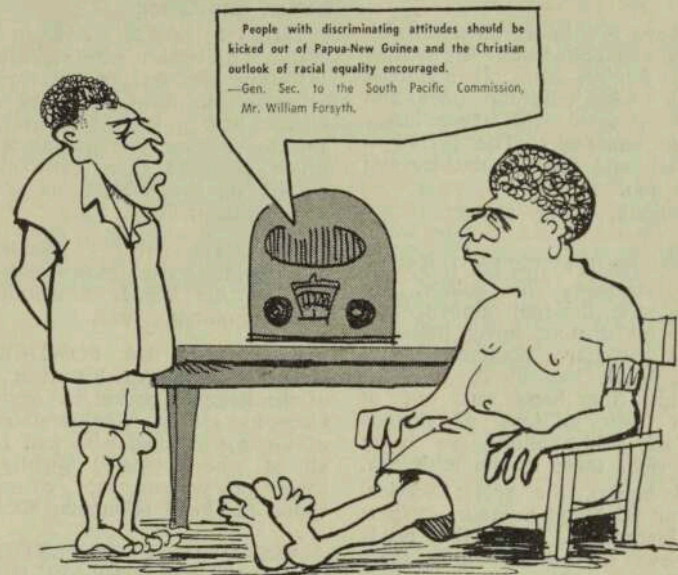
The man who arranged them later for public display described them, in the understatement of the year, as "miracles of misplaced ingenuity".

The tremendous task of choosing the winner went on for months and finally five entries were judged equal first. Their designs were almost identical and with minor changes became the Australian ensign as it is known today.—JT.

(FLAG OF STARS. Rigby Ltd. \$3.50.)

Islands Life

WITH ROB WALSH



"Let's call the boss a white so-and-so and get deported to Australia."

Novels, Old And New

Probably no one would be more surprised that the late Arthur W. Upfield that his pre-war books are still being reprinted not only in paperback form but in hard covers.

THE BONE IS POINTED, which was first published in 1938 has now been resurrected in much more glamorous form than the original and no doubt will add a few dollars and cents to the Upfield estate.

A quite-young Napoleon Bonaparte, detective-inspector, does his stuff in the Great Australian Outback although as usual with this author, the plot is less important than the background.

(THE BONE IS POINTED. Angus and Robertson. \$2.25.)

THE HIGH COMMISSIONER by Jon Cleary. Cleary is not only one of Australia's more successful novelists but one of its most prodigious travellers. The setting of this one is London, more precisely the Court of St. James among all the ambassadors and glitter of inter-

national diplomacy.

With Cleary, of course, it could be almost anywhere—from Burma to Botswana—although this time the main characters are purely Australian and the plot is bang up to the minute.

At an international conference, the Australian High Commissioner is about to crown an outstanding career with a foolproof solution to "the Vietnam problem".

At the crucial moment, however, evidence comes to light that the High Commissioner is none other than a murderer who did his wife in 20 years previously.

A bright young detective is sent from the Sydney CIB to London to arrest him—and although most readers who have Vietnam on their minds hope that he will drop dead, this he finally does, as the plot grows more and more tangled.

(THE HIGH COMMISSIONER. Collins. \$2.85.)

MENFREYA by Victoria Holt. All the novels written by this author have a deceptive romantic air, as though they were prepared specially for little, lonely maiden ladies in

London bed-sitting rooms. But they are usually good reading and this one is no exception, despite the blurb on the dust-jacket that sounds like the synopsis of a serial in *Peg's Paper*.

Menfreya is a house on a Cornish cliff top, inhabited by the magic Menfreys family—or magic to Harriet Delvaney, who tells the story and becomes entangled with these larger than life characters. The period is Edwardian and there is murder and mystery too.

(MENFREYA. Collins. \$2.85.)

WHEN EIGHT BELLS TOLL by Alistair Maclean. This author, like Cleary, is a fictional globe-trotter, but for his current novel he stays right in his native Scotland where, from a bleak bay in the Western Highlands, the hero sets out to discover why millions of pounds worth of gold bullion are being pirated right there in the Irish Sea.

Dead bodies, the Secret Service, and dour Highland humour are part of the ingredients. This author needs no reviews to sell his books these days; the fans line up for them without prompting.—JT.

(WHEN EIGHT BELLS TOLL. Collins. \$2.85.)

Best Of The Paperbacks

Fiction And Crime:

THE INVISIBLE MAN, by H. G. Wells. This novel was published in 1897 and was one of the early excursions into what might be called science fiction. Wells, however, was able to combine fine writing with it, which is more than most modern writers on the subject are able to do (Fontana; 60c).

AUTUMN OF TERROR, by Tom Cullen. The crimes and times of Jack the Ripper recapitulated—again (Fontana; 80c).

FOOTMAN IN POWDER, by Helen Ashton. An historical novel of the Regency period but very non-Georgette Heyer. A below-stairs view of George III, his wife and family, all of whom seemed slightly, and some of whom were completely, round the bend (Fontana; 80c).

ASSIGNMENT IN BRITTANY and PRAY FOR A BRAVE HEART, international bestsellers of international intrigue, by Helen McInnes (Fontana; 80c).

MURDER MOST ROYAL and THE SIXTH WIFE, by Jean Plaidy are both historical novels and, as the titles suggest, based on the turbulent court of King Henry VIII. The first is the story of the two murdered queens, Anne Boleyn and Catherine Howard; the second novel is about one of Henry's luckier spouses, Katharine Parr, who survived him (Pan; 80c and 60c).

THE SIREN SONG, by David Beaty. A triangular drama of the air age—two airline captains and the flirtatious wife of one of them (Pan; 60c).

THRESHOLD, by Stephen Coulter. A mysterious explosion cripples a British nuclear submarine on the ocean bed inside Russian territorial waters. Should the men on her be left to die to conceal her presence? (Pan; 60c).

DOVER ONE and DOVER TWO, by Joyce Porter whose invention of Detective Chief Inspector Dover is

BEHIND THE RANGES

by J. P. SINCLAIR

Pioneering patrols in
unexplored New Guinea,
vividly told and
illustrated. \$4.75 (13c.)

MELBOURNE UNIVERSITY PRESS

hailed with delight by crime connoisseurs (Pan; 60c each).

THE HAND OF MARY CONSTABLE and TOO MANY GHOSTS, by Paul Gallico, in a new role, that of thriller writer with bizarre and frightening use of psychic phenomena (Pan; 80c each).

THE MIAMI MOB AND MANHATTAN MURDER, by Robert Caine Frazer. Women and guns for those who like American style crime-busting (Fontana; 40c).

Australiana:

WHITE MAN'S SHOES, by Olaf Ruhen. When first published (1960) a PIM reviewer said: "An unusual, diverting kind of book by a skilful writer and modern thinker". It concerns the emancipation of natives of an unnamed Melanesian Island who, when fully converted, develop the vices of the old white traders (Horwitz Publications; 65c).

THE BIG COUNTRY, by E. V. Timms, who also has an attempt to deal with the problem of race. His heroine is a beautiful part-Aborigine (Pacific Books; 80c).

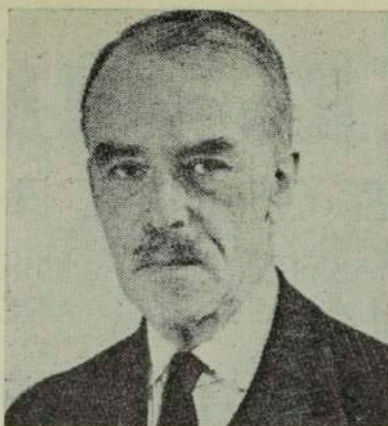
THE WITCH'S THORN, by Ruth Park. The background is a small North Island New Zealand town built beside a geyser—and like the geyser, the emotions of the townspeople, Pakeha and Maori, also erupt at regular intervals (Horwitz Publications; 70c).

MR. JELLY'S BUSINESS, by the late Arthur W. Upfield. One of the early Detective-Inspector Napoleon Bonaparte mysteries whose popularity still goes marching on (Pacific Books; 75c).

RAY MITCHELL'S BOXING QUIZ. Ray Mitchell is a sporting commentator on an Australian television station where he has been asked 9,106 questions on boxing. This book is based on those questions—and, of course, Ray's answers (Horwitz Publications; 65c).

STRANGERS IN THE OPHIR, by Tom Ronan. Pioneering back-country Queensland provides the background for this novel which has the traditional bush characters of troopers, murderers, horse-thieves, cattle-duffers and station owners. (Pacific Books; 80c).

(Our copies from William Collins (Overseas) Ltd.; Angus & Robertson Ltd.; Horwitz Publications Inc.)



Lord Casey

A G-G WRITES OF HIS PA AND GRANDPA

The history of a country is the history of its people, and although Lord Casey's *Australian Father and Son* (his grandfather and father respectively) were neither typical nor average Australians, their combined lives spanned a century of Australia in its most formative years.

THE grandfather, Dr. C. G. Casey, was born in Liverpool in 1811 of Irish parents. At 22 he went to Australia as a ship's doctor, and remained on in Tasmania as a medical officer. He never returned to England, and died in Victoria at the age of 85.

His eldest son, Richard Gardiner Casey, was born in northern Tasmania in 1846 and died in Honolulu in 1919, aged 73, on the way back to Australia from London. From the age of 17 to 47 he was a pastoralist—first a jackeroo then manager and owner.

During the rest of his life he was engaged in commerce and industry, in mining particularly, but was for a period of five years Member for Warrego in the Queensland Legislative Assembly.

RGC was not born with a silver spoon in his mouth but he was a man of his time in Australia, with initiative, drive and the necessary qualifications for emerging in the upper crust of Australian squatocracy and grasping the industrial opportunities that emerged therefrom.

Sydney Harbour In Pictures

SYDNEY people, visitors, or overseas friends who are never likely to visit Sydney will all be delighted to own *Sydney Harbour*, a new book of pictures by Sydney photographer Laurence Le Guay (Angus and Robertson, \$3.50).

Sydney Harbour is "The" Harbour for Sydney people, for as poet Kenneth Slessor points out in his short and sparkling introduction, there is no indefinite article, just as there is none for Londoners who speak of "The" Monument, or Europeans who speak of "The" Continent, as if they had the only monument or continent or harbour in the world.

Certainly there is no other harbour like Sydney's, and here it is in many moods, photographed from many different vantage points, from the upper reaches of the Lane Cove River, to Manly Wharf.

As such his ideals remained firmly rooted in England and in the period of his affluence he became as familiar with that country as with his own. He married late, at 42, the 23-year-old daughter of a leading Brisbane merchant, shipowner and MLC; and in his mature years he had a cultivated taste for racehorses, old wine and Savile Row clothes.

If you take the shearer or the drover as the typical Australian of the 19th century, the Caseys were as untypical as they come.

They were nonetheless not rarities in the stratum of society to which they belonged. It was men like these who dragged Australia out of its convict settlement beginnings and set it on a new course.

Lord Casey—now General-General of Australia—is no novice writer. However, this book is set out rather like a text book, as though its purpose is to instruct someone in far away England. It is only when he writes of his father as a human being that he gets away from this instructive style.

Both grandfather and father were prodigious letter writers and diary keepers. Their industry in these departments provided the basic material for this book.

(AUSTRALIAN FATHER AND SON. Collins. \$3.60.)

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Pacific Shipping And Cruising Yachts

More Asian Fishing Boats To Work Out Of Levuka

Korean and Formosan fishing boats are to join Japanese boats operating out of Levuka, on the Fijian island of Ovalau.

THEY will supply fish for a canning factory to be built at Levuka, which will can fish for export as pet food to the United States.

The factory will be built by the Japanese-controlled Pacific Fishing Company, which expects production to start about next March.

A company spokesman said recently that the Korean and Formosan crews were inexperienced in freezing fish at sea, so some of their catches reached port in sub-standard condition.

Sub-standard flesh from these fish would be canned as pet food at Levuka, while the choice flesh would be sent to the US for canning.

Bones, tails and heads would be treated in a fish meal plant which the company recently opened in Levuka.

Served by a fleet of 25 to 30 ships, the Japanese company has been freezing fish at Levuka for export since mid-1964. A couple of dozen Japanese technicians live ashore.

Japanese, Korean and Formosan



Levuka's present fish-freezing factory was opened in 1964. It is seen in this aerial picture with five Japanese fishing boats alongside the wharf.

ships also supply two American canneries at Pago Pago with fish for canning. They use the long-line fishing method.

JAPANESE FISHING BOAT IN TONGA INCIDENT

Captain Tevita Fifita, Tongan Government pilot for Ha'apai and Vavau, intercepted a Japanese fishing boat off Ha'ano, the northernmost island of the Ha'apai Group in late September for illegally entering Tongan waters.

Captain Fifita (hero of the *Minerva Reef* drama several years ago) was sailing to Vavau in the *Fonualei* when he saw the Japanese fishing ship *Kaiho Maru No. 18* anchored close by the island of Ha'ano.

When the *Fonualei* headed for the Japanese ship, the Japanese hoisted anchor and headed out to sea. Captain Fifita then changed course again, but the Japanese did likewise in an apparent effort to get away.

Finally, the Japanese hove to when the pilot flag was hoisted on the *Fonualei*.

Captain Fifita boarded the Japanese vessel, and asked the captain, through the English-speaking radio operator, whether his ship was in difficulties.

The Japanese captain replied that she was not, and that the crew had been gathering coconuts.

When Captain Fifita ordered the Japanese to leave the area, he was told that some of the crew were still ashore at Ha'ano. He then escorted the Japanese ship to the island while

the stranded crewmen were picked up, and directed the ship to sea.

Reporting the incident, *Tonga's Chronicle* says Captain Fifita has handed a full report to the Government for further action.

PLAN FOR NEW SHIP FOR G.E.I.C.

The British Colonial Secretary has agreed that the Gilbert and Ellice Islands Colony should submit a Colonial Development and Welfare Scheme for finance to purchase a high-density passenger vessel capable of transporting up to 200 people.

With this vessel in the colony, it is hoped that future recruiting and repatriation of labour for the British Phosphate Commissioners can be undertaken by the Government on a charter basis, thus saving large sums of money from going out of the colony.

PROMOTION FOR FRENCH ADMIRAL

Rear-Admiral Francois Picard-Destelan, commander of French naval forces in the Pacific, was promoted to vice-admiral recently.

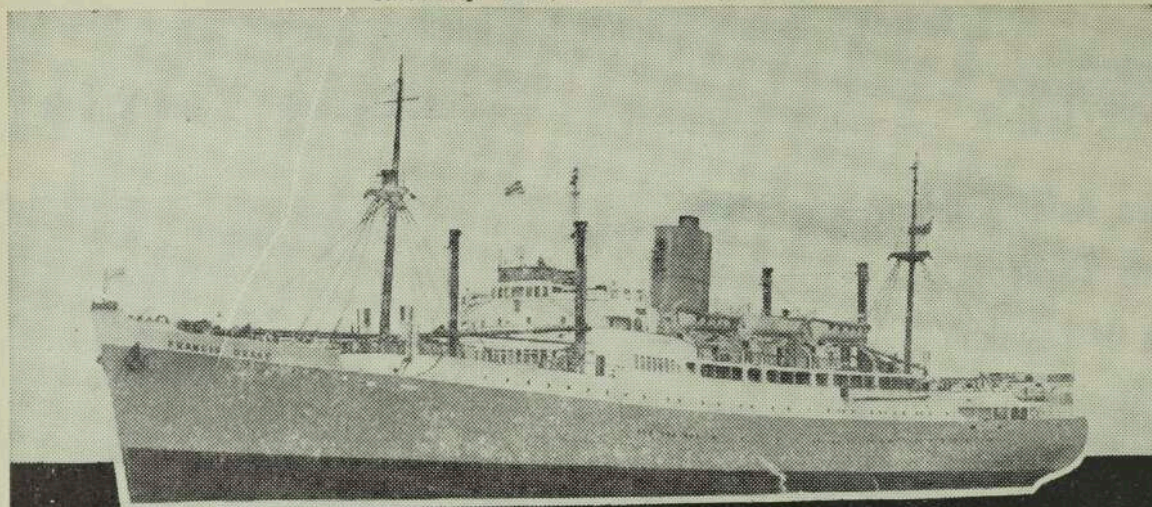
Admiral Picard-Destelan has been in his present post for more than two years. He is an extremely popular officer, not only in French circles but among US and Australian naval men. He is a very good friend of the US Ambassador to Australia, Mr. Ed. Clarke.

Admiral Picard-Destelan saw war service in the Algerian forces from

In The News This Month

Aria	Nakalogi
Autu	Nautaka
Degei II	No Buts
Delos	Nomad
Duiyabaki	Pacifique
Fonualei	Papua
Hiri	Porpoise
Holmdale	Richelieu
Jacques del Mar	Sea Fever
Kairo Maru No. 18	Stornaway
La Belle Sole	Strider
Lachlan	Ta'aroa
Matatua	Taiyuan
Lucent	Valkyrie
Myonie	Viani Princess
Naomi	Waimate

Photograph of Francis Drake by courtesy of Dominion Far East Line. The other two ships, namely George Anson and Gervais Sleigh (tanker), also treated with Hydracote.



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Admiral Picard-Destelan

1939 to 1941, and from that year to 1944 was aboard the French battleship *Richelieu*. He also saw service with the Home Fleet in the North Sea. In the last year of the war he commanded an escort vessel in convoy work.

After the war, he saw service in SHAPE and other organisations, and spent some time at the Pentagon.

Following active command aboard various vessels, he was named rear-admiral in 1961 and was posted to various executive positions in the French Admiralty.

In April, 1964, he was posted to the Pacific command.

A widower—his wife lost her life in tragic circumstances some years ago in Tahiti—the new vice-admiral has five children.

Admiral Picard-Destelan arrived in Canberra in late October to begin a round of farewells to Australian Government officials and service chiefs.

He will end his tour of duty in the Pacific in November and return to France.

NEW SHIP FOR NEW HEBRIDES MISSION

Five New Hebrideans arrived in Brisbane in early October to take their first look at a newly-acquired 45 ft mission vessel which they will sail home across 1,000 miles of open ocean to the Seventh-day Adventist Mission at Aore, near Santo.

The New Hebrideans will have an Australian pastor for their captain on the return journey.

He is Pastor Walter G. Ferris, a

master mariner, at present director of the Seventh-day Adventist Welfare Centre for Aborigines, at Kuranda, near Cairns.

Pastor Ferris has had 34 years of experience in sailing medical mission ships in the South West Pacific.

The newly-acquired vessel, *MV Pacifique*, was formerly a pleasure cabin cruiser which was originally based at Brisbane, but more recently at Yeppoon.

Travelling to Brisbane has been the crew's most thrilling assignment to date, in that for all of them it meant taking their first plane and train rides.

Their reaction? Planes and trains are not for them!

"We couldn't get a wink of sleep," one said.

All five New Hebrideans are experienced sailors. The eldest, "Captain" Daniel Mial, is more than 60 years old and has sailed the mission's boats for more than 30 years.

The *MV Pacifique* has been purchased in Brisbane to replace the *MV Nakalagi* which was wrecked in a storm some time ago.

She was dedicated on October 9 at Griffith's Private Jetty, Coronation Drive, Brisbane, under the direction of Pastor K. S. Parmenter, president of the Seventh-day

From Ocean Liner to Outrigger Canoe:

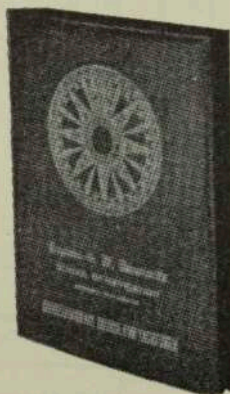
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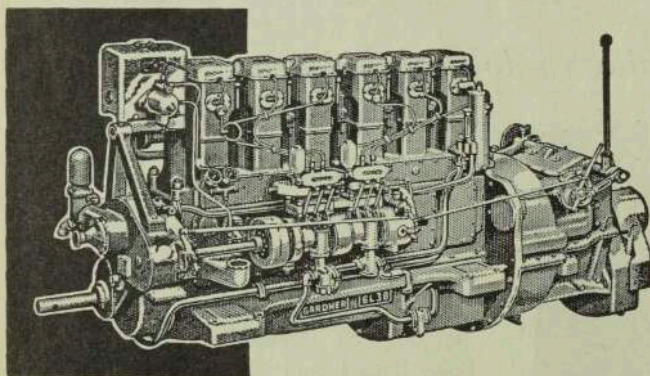
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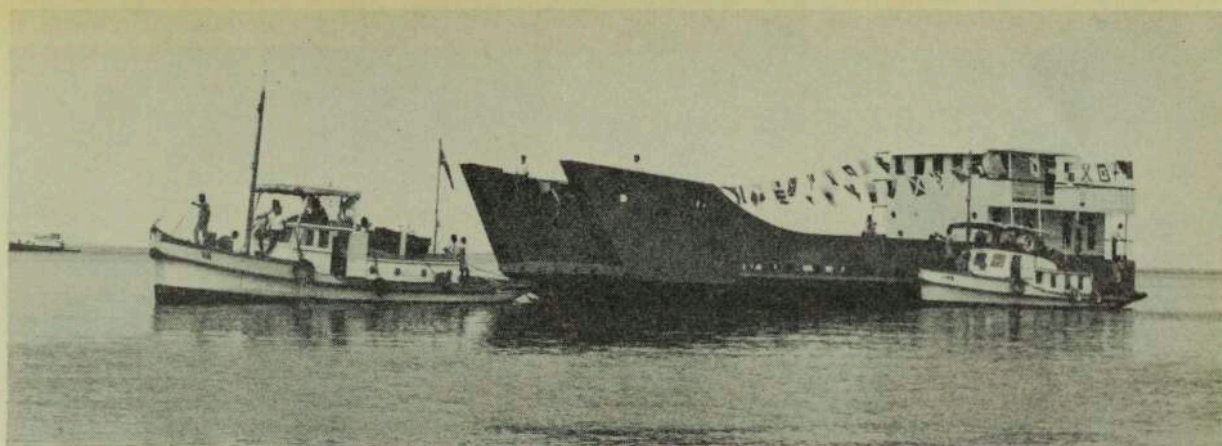
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Adventist Church in Queensland, and Mr. J. K. Irvine, assistant secretary of the Australasian division of the Seventh-day Adventist Church.

The *Pacifique's* anchorage will be off the Adventists' slipway at Aore. This is extensively used by boats of other missions and traders. The slipway is run in conjunction with the church's large missionary training school, and is under the control of missionary and marine engineer, Arnold Paget.

SAILING OF "WAIMATE" DELAYED

The Union Steam Ship's inter-island freighter, *Waimate*, has had her November sailing delayed by at least three weeks through bad weather on the New Zealand coast, industrial trouble in New Zealand and congestion at Auckland.

While at Auckland on her last trip she underwent a survey.

Her next trip out of Sydney for Fiji, Samoa, Tonga and New Zealand is tentatively scheduled for November 29.

MV "PAPUA" GOES INTO SERVICE

A new motor vessel, the *Papua*, built at the Ballina ship yards in northern New South Wales, arrived in Port Moresby in October to go into service for the Federation of Native Associations Ltd.

The *Papua* is 70 ft long. She can carry 100 tons of general merchandise and 65 deck passengers.

She will operate from Abau in the Central District to Daru in the Western District. This service was previously operated by the *Hiri*, which has been sailing on the Papuan coast since 1962.

The *Hiri* will be based at Samarai from now on.

TRIAL VOYAGE TO FIJI

A second experimental voyage from Lyttelton to Suva and Lautoka, Fiji, was made by the Holm Shipping Company's motor-vessel *Holmdale* in late September.

The voyage was the result of a request by Christchurch exporters of meat, poultry by-products and potatoes for more regular shipping facilities to the Pacific Islands.

The bulk of New Zealand's Pacific trade is usually handled through Auckland.

The 911-ton *Holmdale*, under Captain G. Patrick, is one of the fastest small vessels on the New Zealand coast.

Apart from the Fiji venture, the Holm company has established a link between Lyttelton and New Caledonia.

BIGGEST LOCALLY-BUILT SHIP LAUNCHED IN FIJI

The Fiji Public Works Department is building a steel landing barge, which will be used to carry construction units for building airstrips in the smaller islands of the group. It will be the largest steel vessel ever built in Fiji.

The barge, the *Duiyabaki*, was launched on September 17 by Mrs. J. N. Falvey, wife of the Member for Works and Communications. The vessel is named after one of the big canoes said to have brought the first Fijians to Viti Levu.

The *Duiyabaki* will be finished in December and is expected to go into service in January.

The barge is 110 ft long and has a beam of 26 ft. She will be powered by two Rolls Royce supercharged 240 hp diesel engines, which will give her a speed of about eight knots.

● The landing barge "*Duiyabaki*" under tow after being launched in September.

The craft has a displacement of 200 tons. She will be used for carrying construction equipment for the PWD and other Government cargo to outlying islands, especially to islands where other ships can't go. She will be able to run up on the beach.

SHIP LAUNCHED FOR P-NG ADMINISTRATION

The *Aria*, the last of five ships built for the Papua-New Guinea Administration for general purposes, was launched at Rabaul in September.

She is a 70 ft, 50-ton ship, built by the Toboi Shipbuilding Co. Ltd. in about eight months.

The name *Aria* is a Kuanua word meaning "something different".

COOK ISLANDS HARBOUR SURVEY

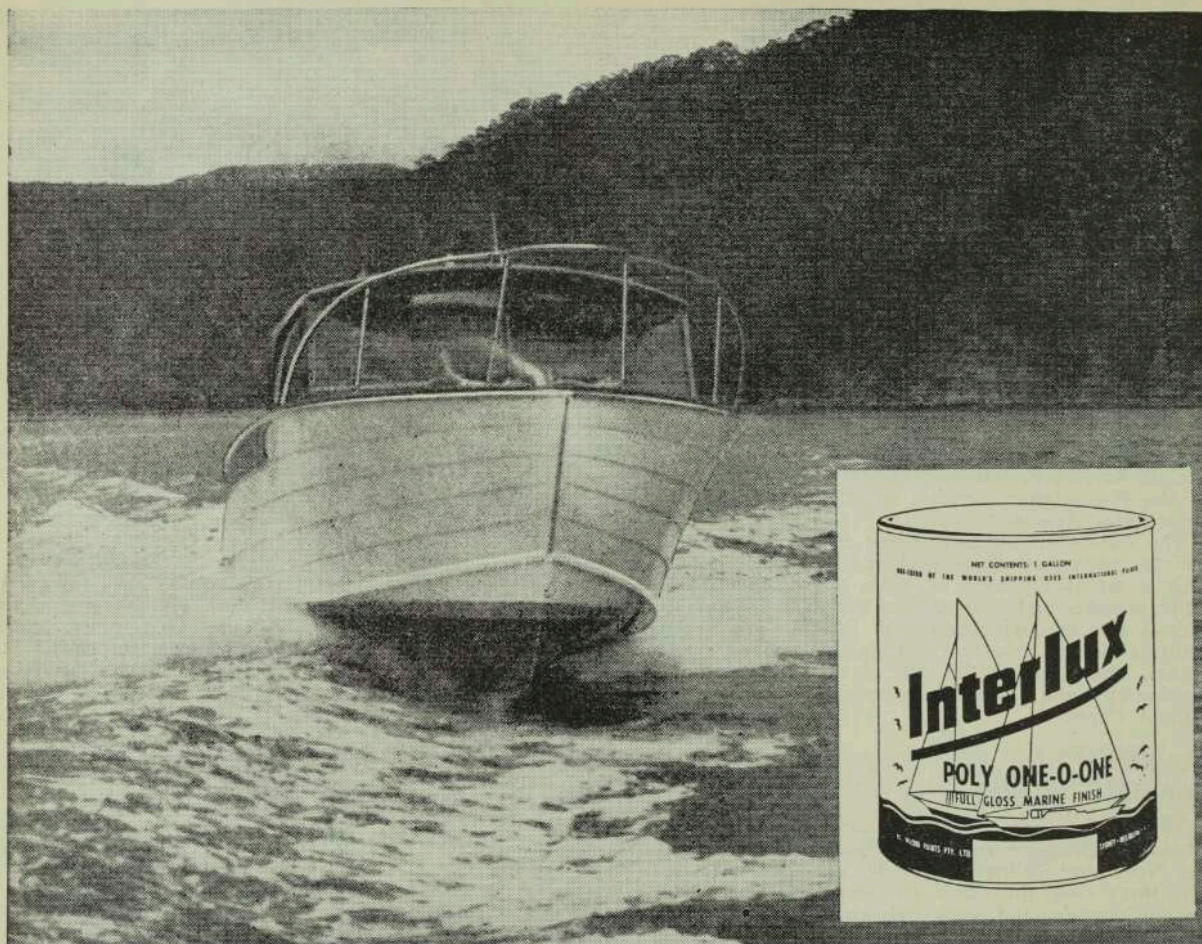
The New Zealand survey ship *Lachlan* was due to sail from Auckland for Rarotonga in late September to survey port facilities for the NZ Department of Island Territories.

The *Lachlan* was to spend a fortnight working off Avarua and Avatiu. The results of her survey will be available for possible port development.

JAPANESE FISHING VESSEL WRECKED

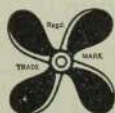
A Japanese fishing vessel piled up on a reef to the north of New Caledonia in late September.

The site of the wreck is the "Recif des Francais", some miles north of Pott Island, at the extreme north



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of New Caledonia's barrier reef. No accident to the crew was reported, but the vessel was abandoned. The crew was taken off by a second vessel sent down from Santo, New Hebrides.

FIJI CUTTER GOES AGROUND

The *Viani Princess*, a Fiji auxiliary cutter, went aground on a reef of Lekubi, Bua Bay, Vanua Levu, on September 14, but was subsequently towed off by the Government ship, *Degei II*.

The *Viani Princess* arrived back at Suva under her own power a week later, and went on to the slip for an inspection of damage to her hull.



"Viani Princess"

COMPLAINTS OVER LAE WHARF CONGESTION

The Lae Chamber of Commerce decided at a recent meeting to write to the Assistant Administrator, Services, Mr. L. W. Johnson, expressing concern at the shortage of storage space and berthing facilities at the Lae wharf.

Figures presented to the chamber showed a big increase in the amount of cargo passing through Lae.

● In December-March, 1965-66, there were 108,000 tons, against 75,000 tons in December-March, 1964-65;

● In June-August, 1966, there were 23,400 tons. A big increase was expected for September.

● In August, 22 ships entered and left Lae, and 26 were expected in September.

Mr. Ralph Phillips said port facilities would have to be extended, as the amount of cargo would increase. The peak had not been reached.

A few days after the Chamber of Commerce meeting, Captain John Olsson, master of the *Delos*, said that overcrowding at Lae (and Port

Moresby) was costing his company thousands of dollars.

On the most recent trip the loss was \$4,000. Delays in unloading cost the ship two running days, and it cost \$2,000 to run the *Delos* each day.

Some days later there was a meeting at Lae wharf to study the problem at first hand.

Officials of the New Guinea Co., the Chamber of Commerce and the Customs Department attended.

Mr. Stedman said after the meeting that all agreed the situation was "drastic".

Mr. Roy Oslington, manager of A. H. Bunting Stevedores, said that a shortage of storage space at Lae had cost his company thousands of dollars. It had paid \$3,200 for tarpaulins to cover cargo at the wharf.

FLAGS FOR THEIR FUNNELS

All China Navigation Co. ships are to have the company's flag painted on the funnel. The company operates 16 ships to various ports in the Pacific Islands.

The flag is made up of two red and two white triangles with a blue line running down the middle.

The *Taiyuan* already has the flag painted on the funnel, and other ships will be attended to as they pass through Hong Kong.

NEW ASSISTANT HARBOUR MASTER FOR MORESBY

Captain Richard Harold Davis has taken up duties as Port Moresby's new assistant harbour master and shipping inspector.

For the previous four years, Captain Davis was employed by the Burns Philp (New Guinea) Ltd.



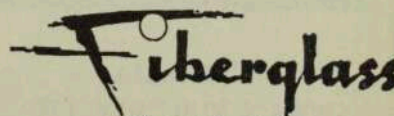
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The Betio (Tarawa) ketch "Nautaka", which was built at Vaitupu, Ellice Islands, in the 1920's, was recently re-rigged in the GEIC Wholesale Society's boatyard at Betio as a gaff-rigged sloop. She now sails much closer to the wind and is much faster, according to reports.

"Nautaka" sailed in Fiji waters in pre-war days, and was sailed single-handed back to Tarawa in 1944 by Captain Langdale, a legless man. Since then she has been employed as a copra collector in Tarawa lagoon.

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(INTERNATIONAL BOAT PAINTER'S MANUAL, 3rd Edn. Published by Majora Paints Pty. Ltd., Sydney. 50c.)

shipping line, travelling between Australia and Papua-New Guinea.

He is a former master of the CSIRO fisheries research vessel, the *Derwent Hunter*.

An Englishman, Captain Davis served 19 years with the Royal Navy in which he held a submarine command.

SOLOMONS MAIL ARRIVES BY BOTTLE

A bottle containing a letter, which was thrown into the sea about 1,000 miles north of the Solomon Islands, has been recovered from a beach near Amsor village in the Aitape sub-District of Papua-New Guinea by three New Guinea boys.

Bearing the name of Mr. Liasson, of Sweden, the letter described where the bottle had been thrown into the sea from a ship and requested that the finder reply to an address enclosed.

The letter has been handed to the Assistant District Commissioner at Aitape, Mr. H. Roach.

THOUGHTS ON SHIPPING BANANAS

NEW Zealander Jim Shortall, whose perennial interest in ships and the things carried in them is well-known to *PIM* readers has sent *PIM* a few notes on the world banana market, as he sees it.

He was writing from Guayaquil,

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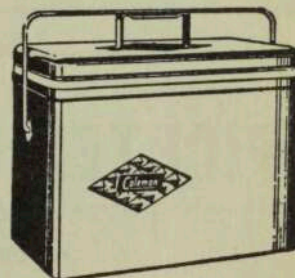
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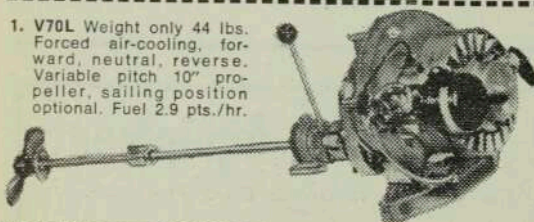
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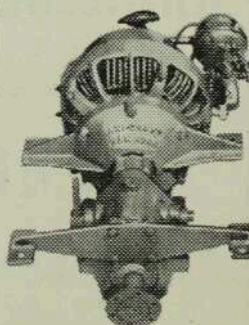
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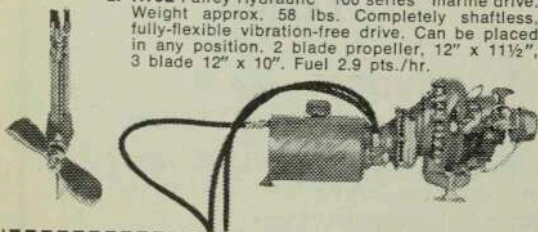
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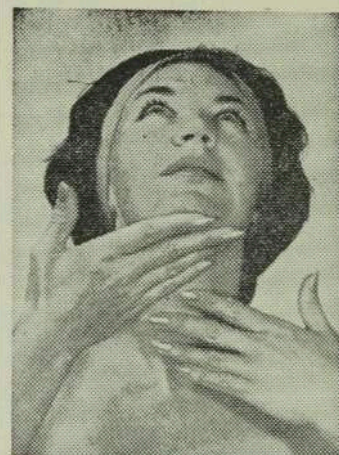
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News Sought Of Yachtsman

An American woman, Mrs. Lucille M. Raby, recently wrote to the harbour master in Port Moresby in an effort to contact a yachtsman, Warren John Raby, who left Miami, Florida, in a 40 ft trimaran with two other men about the beginning of September.

The trimaran, whose first three letters are "Pri", was to have picked up Mrs. Raby in Costa Rica for a cruise to Australia and New Guinea. However, Mrs. Raby had a heart attack in Costa Rica and had to return to the United States before the trimaran arrived.

A letter, which Mrs. Raby sent to the Port Moresby harbour master for delivery to Mr. Raby is now being held by PIM. Anyone knowing Mr. Raby's whereabouts is asked to contact us or Mrs. Raby. Her address is: At. 2, Box 627, Clearwater, Florida, USA.

Ecuador, where his ship was then loading for Japan.

He says: "It may be of interest to Islands growers that the trend these days is for all bananas to be shipped in cartons instead of the former method of shipping in stems (I think only NZ and Australia use crates).

"The cargoes for Japan go in cartons containing 12 kilos approximately, in 'hands'—not stripped down to single bananas as is done in the South Pacific.

"That size, and a carton twice that size, are being shipped to France. To the US we have taken only the larger-sized cartons.

"We did take a part-cargo of stems to Hamburg last year, but I think it will be all cartons soon. The cartons used in the French Caribbean islands are shipped in folded form from France, and quickly 'unfolded' on arrival. In Guayaquil, the cartons are made locally.

"Taiwan (Formosa) bananas—Japan's normal main supply—are favoured over Ecuador bananas by the Japanese consumers. But the Ecuador bananas sell at a lower price, and the handy-sized cartons are preferred by the small retailers.

"The Taiwan bananas are shipped in big cane baskets, in hands.

"So long as there is a good supply of Taiwan bananas, it's hard to sell

Ecuador bananas in Japan. But Taiwan is right in the track of the typhoons which play havoc with the crop. That is when Ecuador—and Tonga—get a chance.

"However, Ecuador, the largest banana-exporting country in the world, with about 35 million stems worth \$US70 million, has no trouble selling to Europe.

"Almost all the loading at Guayaquil is done in mid-stream in the river, with lighters on either side, the cartons carried aboard two at a time up gangplanks through doors in the ship's side."

Commenting on the idea of ship-

ping bananas from the Islands in cartons, PIM's Suva correspondent says: "There is no chance of doing this at the moment. The reason is that the Union Steam Ship Co., which does all the shipping of bananas from the Islands to New Zealand does not have holds equipped for handling cartoned cargo, because of the height between decks.

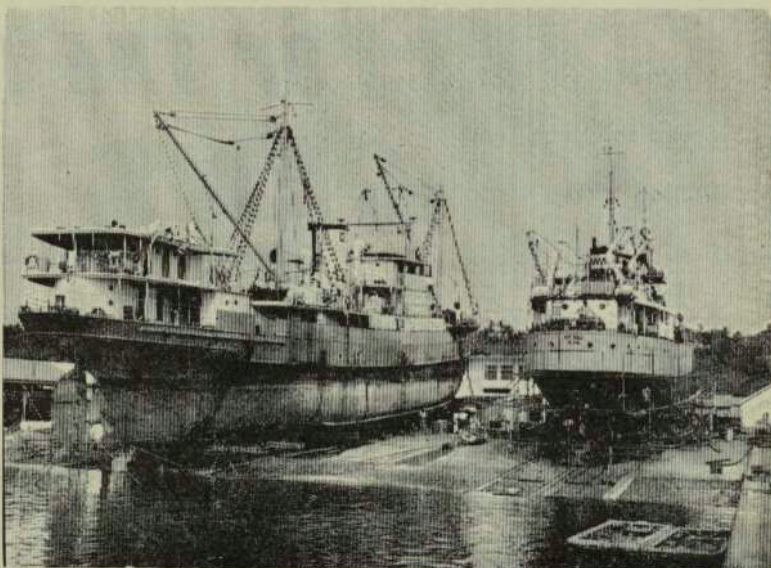
"Only so many cartons can be stacked on top on each other. Otherwise, they collapse.

"It is believed, however, that the Union Steam Ship Co.'s new ship, to replace the *Matua*, will have stowage facilities for cartoned cargo."

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Cruising Yachts

● **LA BELLE SOLE**, 64 ft yacht, arrived at Suva early in October from Rarotonga (PIM, Oct., p. 115). Mr. R. W. Franson, son of the owner, Mr. Roger Franson, of Los Angeles, was treated at the CWM Hospital in Suva for a suspected heart attack, and was then allowed to rejoin the yacht.

Mr. Franson, Sr., and his wife, who joined *La Belle Sole* in Tahiti, expected to fly back to the United States from Fiji.

La Belle Sole was to leave Suva after a few days for the New Hebrides, New Caledonia, New Zealand and Sydney.

● **RONGOMAU**, one of the mother ships in the Auckland-Suva yacht race earlier this year, left Suva on September 20 for Auckland.

She had been cruising in the Fiji Group since her arrival in May.

On board were the owner-skipper, H. I. Dimock, his 17-years-old niece, Rosaline Chadwick, Semesa Vasu, Nemani Sarasau and Flying-Officer M. Tiller.

● **LUCENT**, 70-year-old gaff ketch, was due to leave Noumea on October 3 for Sydney with Bernard Katchon, his wife Yvonne, and a Swiss entertainer, Roland Ernst.

Lucent, which was built at St. Ives, Cornwall, in 1896 of pitch pine on Cornish oak, is 34 ft overall, with a 11 ft 6 in. beam and 5 ft draught.

She began her career as a Cornish mackerel boat and is still in excellent condition.

Sailed by Roger Jameson, *Lucent* left England seven years ago for the West Indies, Panama and Galapagos. She spent a year in the Galapagos, where Jameson worked with a team of UNESCO experts. From there, she sailed to the Tuamotus, Societies, Australs, Cooks, Samoas and Fiji.

The Katchons, who are Australians, and Ernst, took over in February to sail the yacht to Australia. They sailed from Suva to the Lau Group, then to the New Hebrides and Loyalties.

Mr. Katchon tells us in a note from New Caledonia that he had spent four weeks in the beautiful atolls of Uvea and Beutemps-Beaupre, which were "truly a yachtsman's paradise".

"We reached the east coast of New Caledonia at the beginning of September," he said, "and intend to leave



"Lucent" under sail. The large yard arms are part of an efficient self-steering system, which operates with winds from any quarter.

from Noumea for Sydney on October 3.

"It is our intention to sell *Lucent* lock, stock and barrel in Australia."

● **AUTU**, 35 ft New Zealand trimaran, arrived in Nuku'alofa on September 26 from Rarotonga. On board were owner D. Morgan, skipper P. J. Duggan, and one crew member.

After a paint job on the beach, *Autu* was due to leave for New Zealand on October 6, ending her six months' trip round the Pacific.

● **STORNOWAY**, a big motor yacht registered in New York, arrived in Vila, New Hebrides, on September 28 with a Mr. and Mrs. Petersen.

The Petersens left San Francisco in mid-March and have visited the Marquesas, Society Islands, Solomons, Samoas and Fiji.

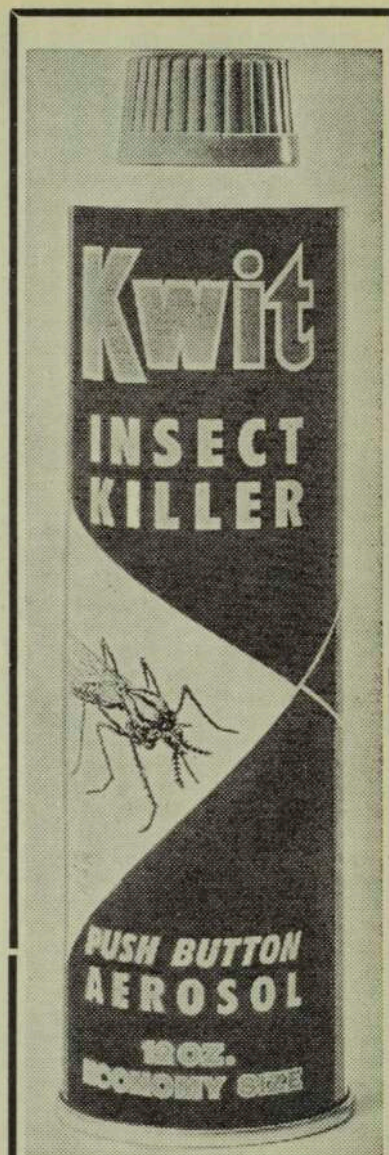
They plan to return to the United States after visiting New Caledonia, New Zealand, Australia, the Philippines and Japan.

● **PORPOISE**, 38 ft American ketch, left Pago Pago in late September for Vavau and Nukualofa. She went on to Auckland on October 5.

Porpoise is skippered by Mrs. Louise Meyer. Crew members are Tom Thurston, Gordon Hooper and Peter Quackenbush.

● **NO BUTS**, 28 ft yawl, arrived unexpectedly in Fiji waters in late September after a series of mishaps which started when she broke her anchor chain off Late Island, Tonga.

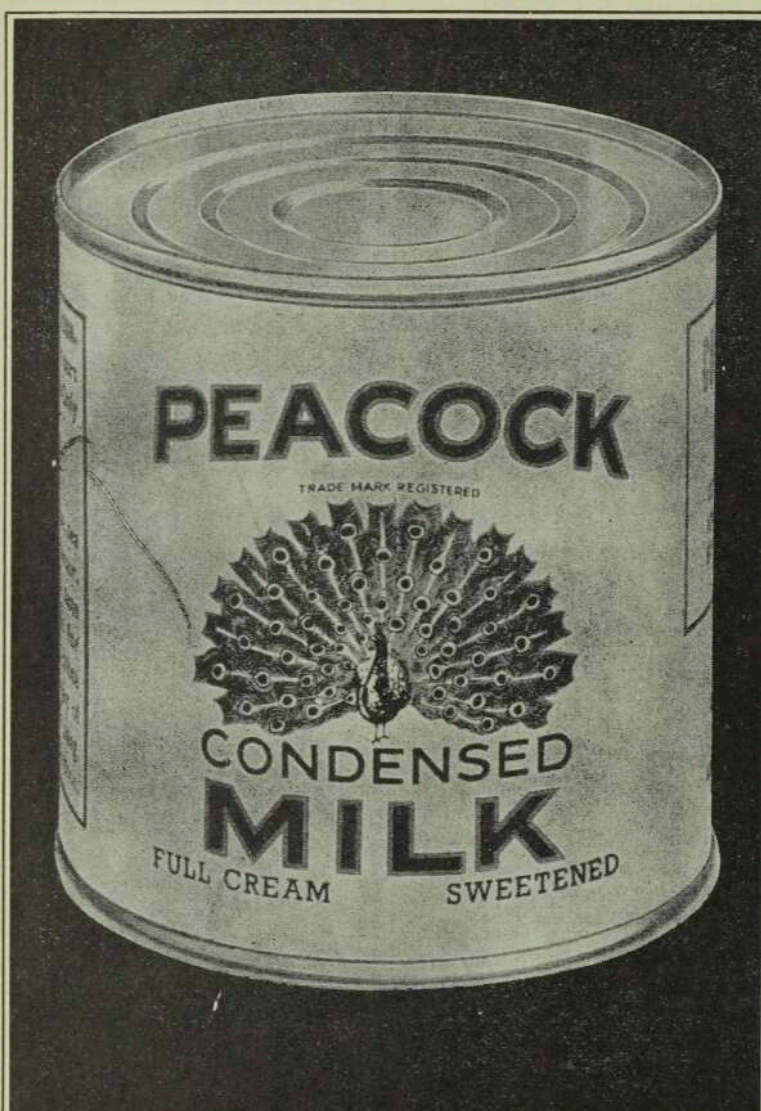
Owner-skipper, Charles Carr, of Honolulu, had taken a three-man



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seismological survey party to Late from Vavau; and while the yawl was anchored off the island, the anchor chain broke in heavy seas and high winds. Carr then found the clutch would not engage.

When he managed to get the engine going, he found the yawl was taking water.

Bailing was of no avail, but just when he was about to abandon ship, he found the leak.

Having made temporary repairs, he tried to sail back to Late. But the current was too strong.

Vavau also seemed out of the question, even though it was only 35 miles away. So Carr made for Fiji, 450 miles away.

He called at Lakeba to radio to Suva about the three men marooned on Late, and then sailed to Suva, via Lautoka.

After *No Buts* was overhauled at Suva, Carr planned to sail for Auckland.

● *SEA FEVER*, 42 ft ketch, which Larry and Margaret Alexander, their young son John and nephew Richard Lewis, sailed round the world, was sold recently in Los Angeles to Mr. Ronald Cox.

Sea Fever completed her circumnavigation on July 31 last year when she reached Honolulu after a 4½-year cruise (*PIM*, Sept., p. 109).

The Alexanders eventually found it too expensive to live aboard their ketch, and decided to try to sell her in Honolulu. When this idea failed, they sailed her over to Los Angeles, taking 23 days for the trip.

The Alexanders, who are now living in Hilo, Hawaii, built *Sea Fever* themselves. They hope to build another boat later on.

● *MYONIE*, 36 ft ketch, will leave her home port of Miami, Florida, in early November, with owner-skipper Al Gehrman and his wife "Mike".

The Gehrman plan a second circumnavigation.

Myonie completed her first circumnavigation in June, 1964. She had figured in *PIM* many times before that.

On their new voyage, the Gehrman hope to visit many South Pacific islands, plus New Zealand, Australia and Japan.

● *STRIDER*, Los Angeles yacht, with Bob and Charlene Heacock, has tied up in Suva to wait out the hurricane season.

Strider, a reverse-sheer sloop, left Los Angeles in July, 1965, for Honolulu; cruised the Hawaiian Islands

until March this year; then went on to the Tuamotus, Tahiti, the Societies, Rarotonga (*PIM*, Oct., p. 115), Tonga and Fiji.

Bob is now working for a Suva engineering firm; and the Heacocks plan to haul their boat and do some painting and repairs.

"We are living aboard at the Royal Suva Yacht Club, where we receive our mail," Mrs. Heacock tells us in a note. "We have had a very good cruise thus far—fortunately no bad weather, and nothing serious going wrong with the boat."

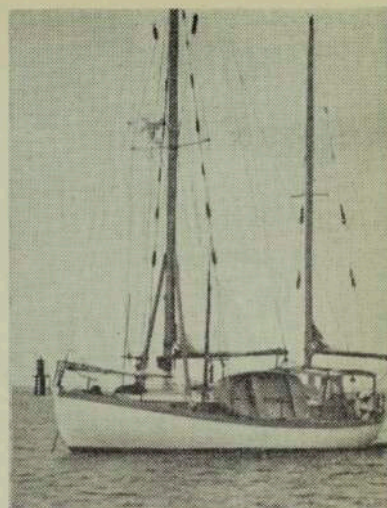
"We thoroughly enjoy reading your magazine, and think you are performing a real service to the people in these islands."

● *VALKYRIE*, 31 ft ketch, with 72-year-old John Goetzcke, sailed into Durban after a 34-day trip from the Seychelles on September 26.

Mr. Goetzcke, an American, spent about a year in the Pacific Islands in 1963-64. He is on a voyage round the world which began in Charlotte Amalie, Virgin Islands.

● *NOMAD*, 49 ft yacht from Auckland passed through Vila, New Hebrides, in October en route to Brisbane. On board were the owner-builder, Bryan Williams, his wife Pauline, and three children, Mark, 12, Suzanne, 11, and Jannice, nine.

The Williams family are on a world cruise. They left NZ on April 4 and have since visited Rarotonga, Aitutaki, French Polynesia, Samoa and Fiji.



"Valkyrie"

● *MATATUA*, 36 ft cutter, from Auckland, which has been cruising French Polynesia, the Samoas and Fiji, visited Vila in October.

● *TA'AROA*, 49 ft ketch, arrived in Pago Pago from the Cook Islands on September 28 for a five-day stay.

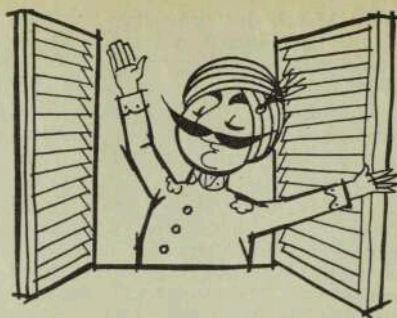
The owner is Jack H. Sederlund, of Corono del Mar, California.

He has a crew of four consisting of Barbara Zimmer, Chris Dalby, Allen Hessamer and Nancy Spencer, all from Newport Beach, California.

● *NAOMI*, 46 ft steel yawl, arrived in Pago Pago from Niue on September 30 for a four-day visit.

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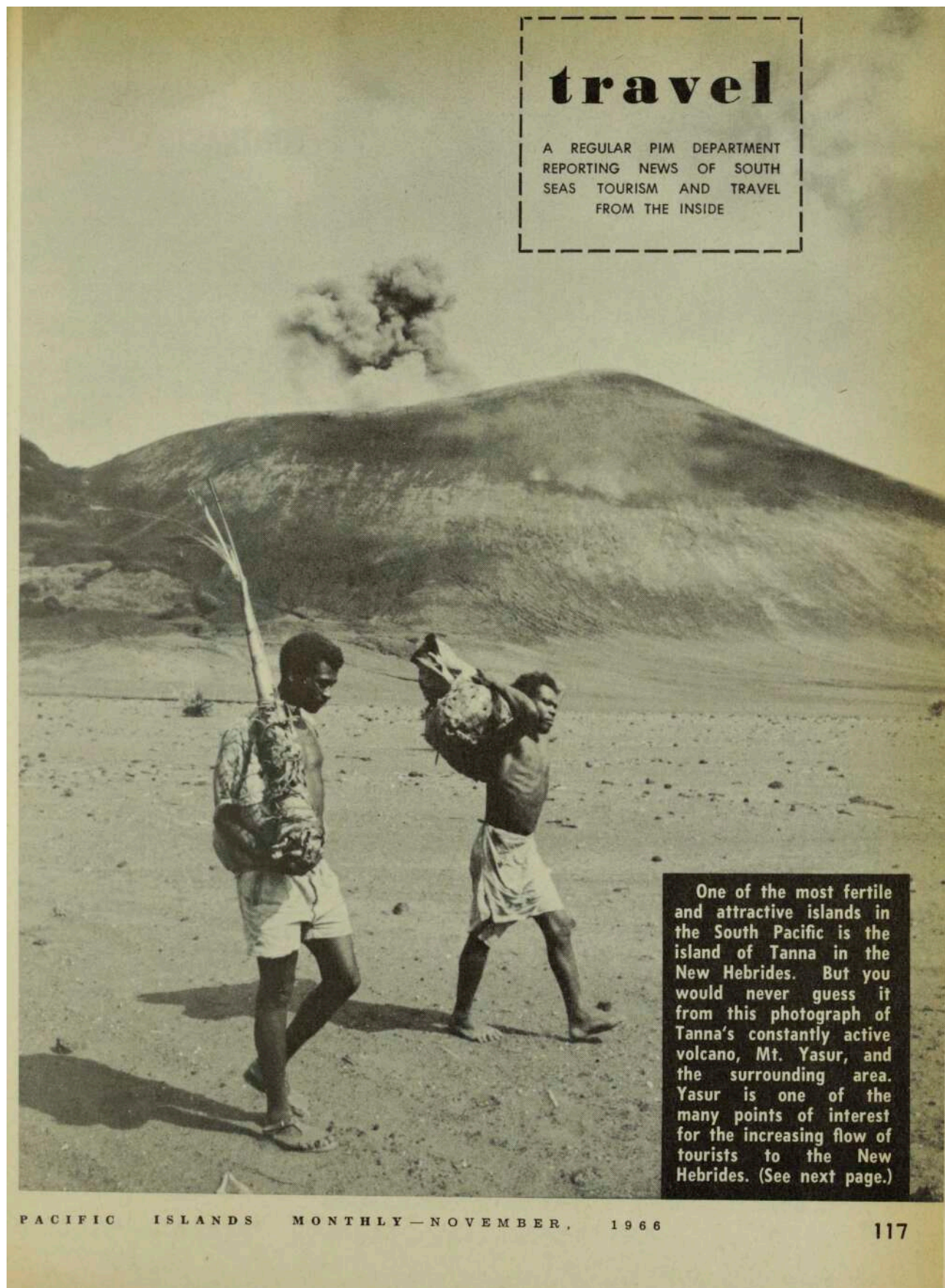


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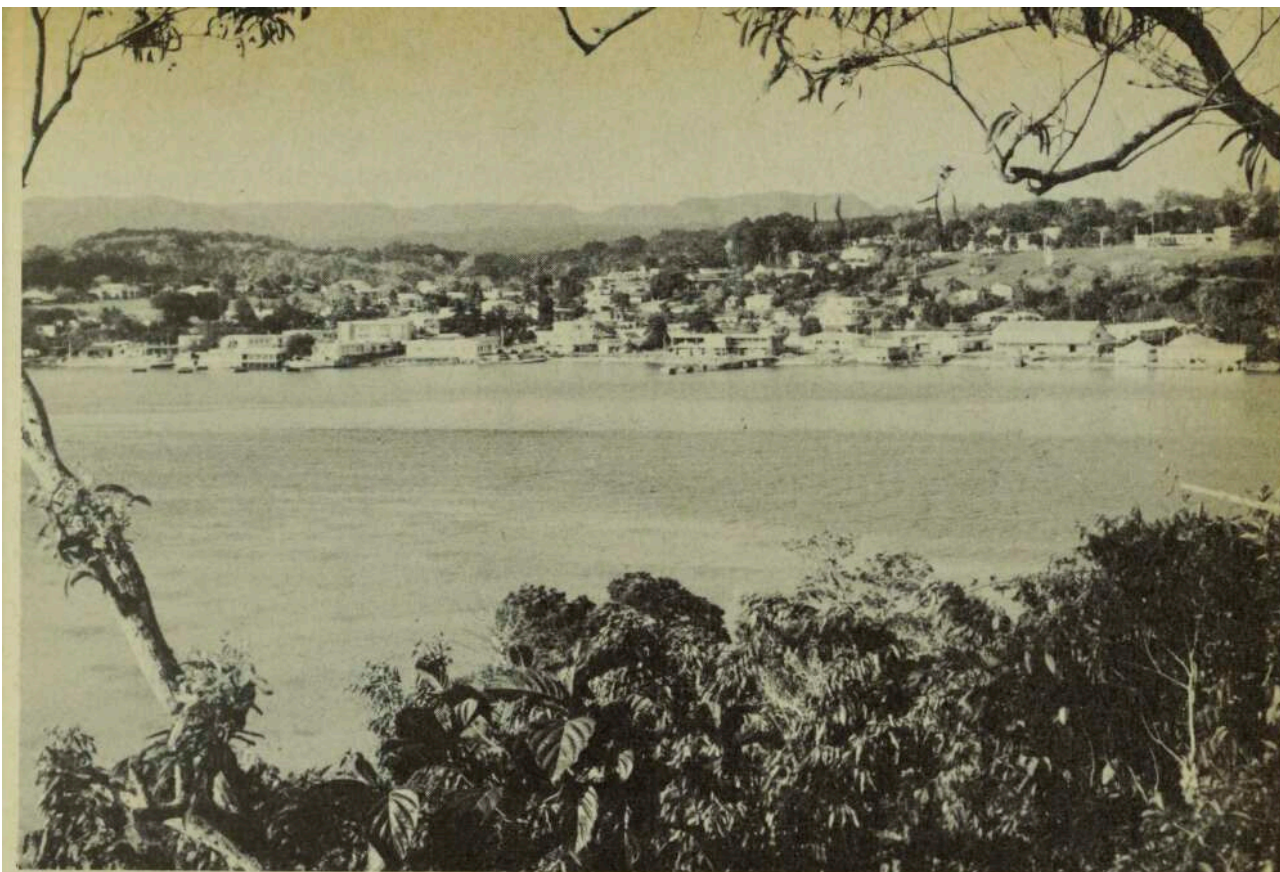
THE NEW HEBRIDES IS A LAND OF CONTRASTS

IN the past few years, the Anglo-French Condominium of the New Hebrides has been attracting more and more tourists. It is likely to continue doing so as its many points of interest become better known.

Scenically, the New Hebrides has much to offer—from barren, belching volcanoes to tracts of almost impenetrable jungle.

The best known of its volcanoes is Mt. Yasur on Tanna, which is about 150 miles south of Vila and connected with it three times a week by the local airline, Air Melanesia. A group of Tanna men is seen in the picture opposite, standing on the rim of Mt. Yasur, which rumbles and shakes every few minutes, while smoke issues from the maw of the crater and rocks are hurled upwards. Below is a typical New Hebridean





house in more agreeable surroundings.

Pictured above is Vila, the New Hebridean capital and largest settlement in the group, as seen from Iririki Island. The big building on the hill at the extreme right is the French Residency. The British Residency is on Iririki, which is also the site of the Paton Memorial Hospital.

Vila, which has put on quite a new face in the last couple of years, now has two hotels. The newer of the two, the Hotel Vate, was completed in 1964. It provides first class accommodation, has a fine French cuisine, and New Hebridean decor. Trees, fountains and sidewalk cafes have also given Vila a new charm.

Travellers can reach the New Hebrides by air from three directions—from Sydney, via Noumea; from Fiji; and from the Solomons.

The French airline, UTA, operates a weekly service from Sydney to Noumea in association with Qantas; and UTA has two services a week from Noumea to the New Hebrides and return.

Fiji Airways operates twice weekly both ways between Suva and Honiara, with stops at Vila and Santo.

For more pictures of the New Hebrides, see next page.





IN THE NEW HEBRIDES, the French Tricolor and the Union Jack usually fly side by side. But here, the Tricolor flies alone. The scene is a rocky outcrop at a French post on the island of Aoba. The British Resident Commissioner's yacht "Euphrosyne" is in the offing.



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This notice, posted at a store in Vila, makes it clear that Pidgin English is widely used in the New Hebrides.

At left, is a scene at Forari, the manganese mining centre on the main island of Efate. The mine came into operation in July, 1961.

Photos: WHO, Rob Wright, Ted King.

The Man Who Put The Yasawas On The Map

BY R. W. ROBSON

Captain Trevor Withers, of Fiji, retired, reclines happily nowadays in front of his luxurious "bure", at Yalobi, Waya. As befits a dreamer, he habitually looks eastwards, over a glorious panorama of the Yasawa islands.

HE rarely looks westwards. That is because he also is a practical and logical man. Westwards, hanging very high over the Fijian village, is a bare, black, pinnaled rock. It reminds him of his inevitable end.

Up on that rock, the warm-hearted villagers, who expressed their love for him in the construction of his magnificent *bure*, have prepared for him a grave, in an honoured place. It is a fine old Fijian custom. But Trevor finds the sight of that pinnacle, where his bones inevitably will rest, a trifle irksome. He still is a healthy, middle-aged bachelor.

Withers And Gatty

Why do the Yasawas Fijians thus love the living Withers, and plan to honour him when dead? It is because he partly solved their economic problem by pioneering the Blue Lagoon Cruises, and also because he always has treated them with great respect, and demonstrated his regard for them with educational and medical aid.

Before 1939, Trevor Withers ran a profitable legal agency in Auckland, handling the business affairs of numerous country solicitors. When war came he gave up everything for distinguished service in the air force.



The luxurious "bure" which has been built by the Fijians on Yalobi, in the Yasawas, for Captain Withers.

travel

There he met and became firm friends with the late Harold Gatty (who had been Wiley Post's navigator in the first flight around the world). Harold also was a practical dreamer—when Japan struck at Pearl Harbour in 1941, he already was pioneering Pan American's first trans-Pacific services.

Gatty told Withers about those amazing swarms of tuna which haunted the South Pacific Islands, and he joined Gatty in that far-sighted but unsuccessful enterprise to establish a fishing and canning industry in Fiji.

The tuna were there, all right, but—as the Japanese were subsequently to demonstrate with their long-line system—the Gatty fishing techniques were wrong.

With his capital much shrunk, Trevor Withers went back to Auckland, with a view to resuscitating his legal agency, but it was no use—the Islands were calling, irresistibly, and he returned to Fiji.

He had seen the Yasawas. Other



Trevor Withers.

people, too, had assessed their unique beauty—it was there that an American film company made the film *Blue Lagoon* starring Jean Simmons.

In the early 'fifties, there was only a trickle of tourist traffic to Fiji, compared with today; but Trevor saw the possibilities of a Yasawas cruise—three or four days of planned Islands wandering. It would be something unique. But there was one obstacle.

The Yasawas chain is simply a mass of reefs, swept by unexpected currents; and the British Admiralty, which has surveyed practically every group in the Pacific, never had charted the Yasawas.

Undaunted Trevor used his steadily dwindling capital to go all over the chain and make his own set of charts, and to purchase a good little ship and equipment. The ship he named *Turaga Levu*. It was a real gamble—literally all or nothing—but the charts and the little ship served their purpose, and the Blue Lagoon Cruises were established. Their fame spread. He sold the first vessel, bought the Governor's yacht, named it *Blue Lagoon*, and carried on.

Trevor Withers, as well as being a skilled navigator and seaman, was an ideal host. Ninety per cent. of his guests became his friends—and advertisers. He entertained them, and fed them well.

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- The famous Blue Lagoon (top picture) taken from Caves entrance, the "Sayandra" in the distance. Centre shows Captain Peter Ulu taking passengers ashore from the "Sayandra". Visitors inspect the handicrafts market under the palms on Nacula Island in the lower picture.

it is worth remembering that Withers is an incorrigible practical joker. I hope that he and his former passengers will forgive me if I tell of one priceless feature that he introduced into his cruises.

At one place in the chain a high, rocky cape overhangs the cruise route—a steep drop directly into sea. Withers named this The Virgins' Leap. As his vessel approached, he told the story.

In the old days, he said, a Tongan war expedition approached the island. There was a large Fijian population. The Fijians, fearing the Tongans, sent their women and children, including a large number of rare virgins, back into the hills. The Tongans overwhelmed the Fijian defenders, and set off after the women. The women retreated up the hill at the end of the island. The Tongans followed. Finally the virgins, faced with a fate worse than death, lined the cape and, as the Tongans came on, they all jumped over into the sea.

Shillings And Sophistication

As told dramatically by the solemn Captain Withers, it was a moving story.

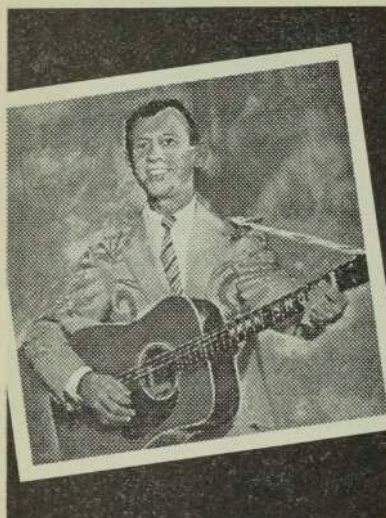
"Here," he said "we pay honour to their courage and to their memory". He slowed speed, let off a mournful sound on the ship's siren and, as they passed The Virgins' Leap, he and his crew stood to attention. Invariably, the passengers followed suit.

It was a highlight of a memorable cruise—but a gorgeous spoof. The new owners don't do it any more... probably only a Withers could get away with it.

Captain Withers and his Blue Lagoon Cruise opened up some delightful places—the caves with their mysterious carvings, at Sawa-i-Lau (actually, beside the beautiful lagoon where the film was made); the native market under the palms, along the beach, at Nacula; the lovely beach and unspoiled village at Yalobi, where the head men direct an old-time kava ceremony and primitive dancing, to welcome the visitors.

The cruise ship lies overnight in





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quiet, landlocked places like Cunu and Matacawa, where villagers put on fire-lit local entertainments—all fruits of Withers' enterprise.

Before Withers, the Yasawas had only a fish and coconuts economy, and the people were poor. Now, they get a substantial number of shillings each trip from the tourists; but they still are poor, and happy, if a little more sophisticated.

At the Blue Lagoon (Sawai-i-Lau) I wandered around a clump of rocks, seeking a picture. There I found a couple of comely Fijian girls, looking for shellfish along the beach. They greeted me with cautious smiles.

I asked them to come back around the corner, where ardent photographers were gathered. They retreated, quickly. I urged them to come along.

Then the older one, with inbred courtesy, came up to me and whispered the only English phrase she knew, probably taught her by the local Methodist missionary: "Master, I am not free". The smaller one said nothing, scrabbled shyly with her toes in the sand. Perhaps she was free.

Anyway, I got them around to the waiting cameras, and all was well—they earned their shillings legitimately.

Goodwill

In his 14 years, pioneering and running the Blue Lagoon cruises, Withers gained not only the goodwill but also the love of the Fijians along the chain. That goodwill was worth something as tourism grew, and other entrepreneurs got their eyes on the Yasawas.

One experienced lad decided to run cruises also. The Fijians, at first, did not quite get it. Then they showed their teeth. The new arrivals were told, with frankness backed with ferocity, that the islands belonged to the Fijians; that Withers was there with their permission; and if any other gentlemen came in with cruise ships not directed by Withers, there would be acute unpleasantness.

The competitor, naturally, was indignant. Why should Withers have a monopoly? On his next trip, he was accompanied by the District Officer. What happened is not quite clear; but the officer somehow held the scales of justice nicely balanced, the Fijians were placated, and Captain Withers was left alone in

the area he had developed, and charted.

Last year, Captain Withers sold out to New Zealand interests, represented by Captain Claude Miller. Captain Miller brought in his young son, Ian and introduced the cruise ship *Romanda*, another nicely-equipped converted Fairmile from Auckland, and Captain A. P. Tonkin and his wife; and now they are running the two vessels (*Sayandra* and *Romanda*) in an expanded tourist service out of Lautoka, through the Yasawas chain.

Captain Withers' right-hand man and deputy was a Fijian, Captain Peter B. Ulu, who can take the

Sayandra through that maze of islands and reefs (on one 4-hours' run they make 38 changes of course!) almost on memory alone.

Peter, also, is highly popular among the Fijians. At the end of May, Peter was not happy about the changes, and had informed the new owners that he was going to another job.

Trevor Withers has now removed his home from Lautoka to Yalobi, in Waya, in the Yasawas; and from there, among his Fijian friends, he benevolently observes the operations of his busy successors, operating the service he pioneered, and still based on his goodwill and his charts.



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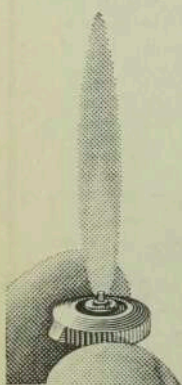
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New Cuts For Pacific Air Fares From April

By a Staff Writer

There will be cuts in air fares across the South Pacific from next April, but the full extent of the cuts was still something of a mystery to airline offices at the end of October.

THE decision to make the cuts was taken at the annual International Air Transport Association conference held in Honolulu in October. But the details were not announced and some airlines are still working them all out.

The new fare structure will also need ratification by the various governments.

On the face of it, the main fare reductions decided on at the conference seemed to be aimed mainly at the market taking young people from Australia and New Zealand to Britain, and not travelling by way of the Pacific.

A new "youth fare" from Britain to Sydney will cost \$390 one way. This is within \$50 of the fare for the same trip by the cheapest sea competitor.

South Pacific travellers will benefit through a different system of inclusive tour fares and excursion fares. These cuts will be as much as 30 per cent.

Basically the changes are:—

- "Age concessions"—a cut of about 30 per cent. for people aged 26 or under travelling to Britain and Europe from Australia and New Zealand on the tourist rate.

- "Inclusive tour fares"—reductions of about 30 per cent. on package deal tours from Australia and New Zealand to the United States and Mexico.

- "Excursion fares" (25 per cent. reduction on tourist rate) will be given to travellers on the same routes who complete their journey within a given period.

- "Special promotional fares"—the duration of reduced fare tours to Britain and Europe is to be extended from the present maximum of 35 days to 60 days.

The person who wants to travel from Australia to one of the Pacific territories and return will be assisted by the new excursion fares to Tahiti, American Samoa and New Caledonia. These rates are to be limited to specified months.

Apparently the existing excursion fare to Fiji will actually be increased to \$173.85 from about \$152

travel

but the period in which it will apply will be extended. Excursion fares to Fiji have applied, up to the present, during the periods November-February and July-September, but under the new arrangement they are to operate from June 1-August 21 and October 21-March 31.

Evidently the alterations to the period of excursion fares will cut out the very popular travel period during the Australian and New Zealand schoolchildrens' vacation in September.

The introduction of inclusive tour fares to the various islands will be a help to the traveller who wants his food, accommodation, touring and air fare settled in a "package deal".

Inclusive fares already existing to Fiji and New Caledonia are to be expanded.

Survey

A PIM survey in Sydney in late October brought these results:

PAN AMERICAN AIRWAYS: Inclusive tours between Australia and the USA will be available from April 1, on a 30 per cent. cut. The total cost of the inclusive tour must be at least 110 per cent. of the usual tourist rate for the same trip.

Excursion rates with a 25 per cent. reduction of the normal tourist fare will also be available.

Inclusive tours will be \$799.10 to Honolulu and \$990 to the west coast. Travel must be completed in 21 to 45 days.

The new excursion rate from the US West Coast to Sydney will be \$US736 (\$A654 approx.), compared with the current all-year tourist fare of \$US1,008 (\$A896). The same trip terminating in Auckland will cost \$US700 (\$A622), current rate is \$US934 (\$A830); and terminating in

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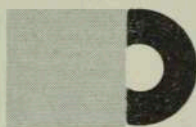
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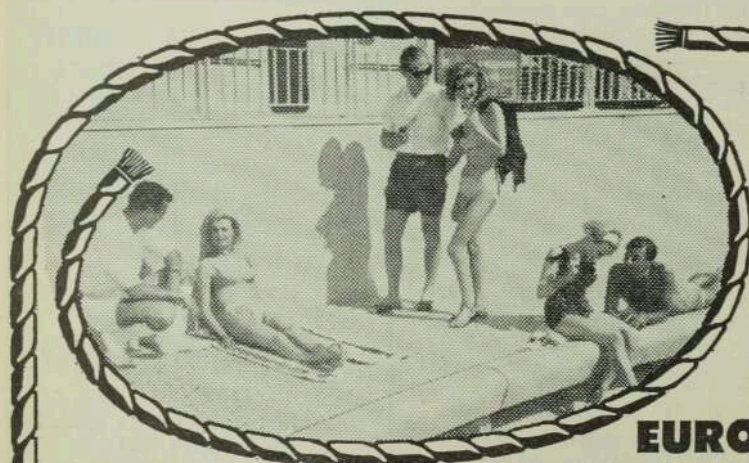
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Nadi will cost \$US592 (\$A526), compared with the current fare of \$US790 (\$A702).

The excursion fares will be available for people travelling northbound to the US between the periods March 10 to May 17 and September 1 to October 31; travelling south from the US excursion fares will be available between the periods April 1 to May 31 and August 10 to October 17.

There will be new group concessions for groups of 50 or more people travelling to Tahiti from the US West Coast or Honolulu. Concession fare from the US West Coast will be \$US420 (\$A373) and from Hawaii will be \$US287 (\$A255), but it will be valid only if travel is completed within 6-15 days.

No news of the new IATA fare concessions to American Samoa.

QANTAS: Inclusive tour fares, with a 30 per cent. reduction, to be available on routes between Canada, the US and Mexico, to Australia, NZ and the Pacific Islands and return. Tours will be available from the US between March 10 and May 17 and September 1 to October 31. From Australia and the Pacific, the reduced fares will be available from April 1 to May 31 and from August 10 to October 17.

An excursion fare at 25 per cent. reduction for the same months in the same area will be available.

Excursion Fares

Qantas will offer excursion fares to New Zealand from Sydney and return. Concession fare of \$95.30 available from June 1 to August 15 on the route Sydney-Auckland-Sydney, but people in New Zealand will not get this concession.

Excursion fares to Nadi will be available for the new period of validity, for trips of a minimum of 10 days and a maximum of 23 days.

New inclusive tour fares are also planned for Tahiti, Fiji and American Samoa. A low inclusive tour fare already exists from Sydney to New Caledonia. These inclusive tour rates will operate on a year-round basis. Excursion fares to the same areas will be of limited duration.

AIR INDIA: No details of the new concessions available in Sydney. The company at present offers excursion fares from Sydney to Fiji return.

CANADIAN PACIFIC AIRLINES: Inclusive tours and excursion rates to operate on the Sydney-Vancouver service from April 1. The excursion fares will later be extended so that Australians can

travel

fly across the South Pacific to North America and return via the north Pacific and Far East. The concession will apply both ways, but a mileage surcharge will be added on the North Pacific leg.

CPAL will continue with the excursion fares to Fiji.

UTA-FRENCH AIRLINES: No details yet available. The company at present offers an excursion fare between Sydney-Fiji, and Sydney-New Caledonia-Tahiti. There are also inclusive tours to those areas and a circle trip operates in association with others between Sydney-New Caledonia-Fiji-New Zealand-Sydney. The circle route costs \$187.10 between February 16-October 31. For the rest of the year the same trip is worth \$250. Passengers must stop over in at least two places.

Extensions Soon

UTA will soon be extending its Pacific services. The company will inaugurate a weekly service from Papeete to Auckland and return from November 1 this year, using a DC8, departing Papeete every Thursday.

From December 6 a UTA Caravelle jet, based in Noumea, will run three weekly services—Noumea-Sydney-Noumea, departing on Tuesdays; Noumea - Auckland - Noumea, departing on Wednesdays; and Noumea-Nadi-Noumea, departing on Saturdays.

AIR NEW ZEALAND: Full details not available but "Air New Zealand plans to take full advantage of the IATA concession".

Air New Zealand has recently regained the right to operate into Tahiti from New Zealand, but this service is not expected to recommence until the company gets a replacement for the DC8 jet which crashed in NZ earlier this year. Nothing definite has been arranged for a replacement.

BOAC: No details yet available. BOAC now operates a regular service from Sydney to Nadi via Auckland and return, with a round trip excursion fare for those who return from Nadi to Sydney direct.

But BOAC has recently been granted rights to operate from Sydney to London via Fiji, Hawaii and the US and expects to commence next April. The service will be in conjunction with Qantas, with BOAC's 707's operating three times a week.

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GROWING INTEREST IN TOURISM IN GEIC, MICRONESIA

By a Staff Writer

The United States Trust Territory of the Pacific Islands and the neighbouring Gilbert and Ellice Islands Colony may be opened up to tourists in a big way before long.

At present, the two territories are rarely visited by tourists, as air links with the outside world are poor and hotels are either small or non-existent.

However, both territories have shown considerable interest in developing a tourist industry in the past few months; and there has been a good deal of talk about linking the two territories by air, thereby creating a new tourist route between the North and South Pacific.

Concrete evidence of the increasing interest in tourism in the two territories in recent months includes:

- Surveys on the tourist potential of the US Trust Territory (the Mariana, Marshall and Caroline Islands) by two American experts—Mr. James E. Faris, former Director of Tourism in American Samoa; and Mr. R. W. Hemphill.

- A resolution by the Congress of Micronesia (the legislative body in the Trust Territory) asking the US High Commissioner to make a thorough study of ways of promoting tourism in the territory (*PIM*, Sept., p. 73).

- A visit to Nauru by the Administrator of Marianas District, Mr. Peter Coleman, about the possibility of establishing an air link between the Marianas and Nauru.

- The commencement of work in April on the building of a 50-room hotel at Saipan in the Marianas (*PIM*, May, p. 127).

- The appointment of Mr. J. Hall, a British tourism consultant, to make a survey of the tourist industry potential in the Gilbert and Ellice Islands. (Mr. Hall is due to arrive in Tarawa on November 18 for a week's visit and will inspect suggested sites for a tourist hotel on the atoll.)

- The visit of the GEIC Wholesale Society's vessel *Moana Raoi* to the Marshall Islands in October to investigate commercial and tourist possibilities "with a view to the colony having greater contact with the Trust

Territory". On board the *Moana Raoi* were the manager of the Wholesale Society, Mr. W. J. Kirkby-Jones, and the GEIC Travel Officer, Mr. P. Barker.

- The granting of permission to two US charter airlines, Southern Air Transport and Trans-International Airlines, to fly between the US, American Samoa, Guam, Johnston Island, the Marshall Islands, Okinawa, Wake Island and points in Australia, Indonesia and Asia.

In making his survey of the tourist potential of the US Trust Territory, Mr. Faris visited all six districts—Marianas, Marshalls, Ponape, Truk, Yap and Palau.

travel

He thought Palau had the "greatest developable potential" and that this should form the "key or anchor point for a tourist development programme".

"Palau has sufficient attractions to draw people to it as a destination point, whereas most of the other places are points to visit en route to or from Palau," he said.

"This being the case, I believe the Palau development should be one of the primary ones, and that as

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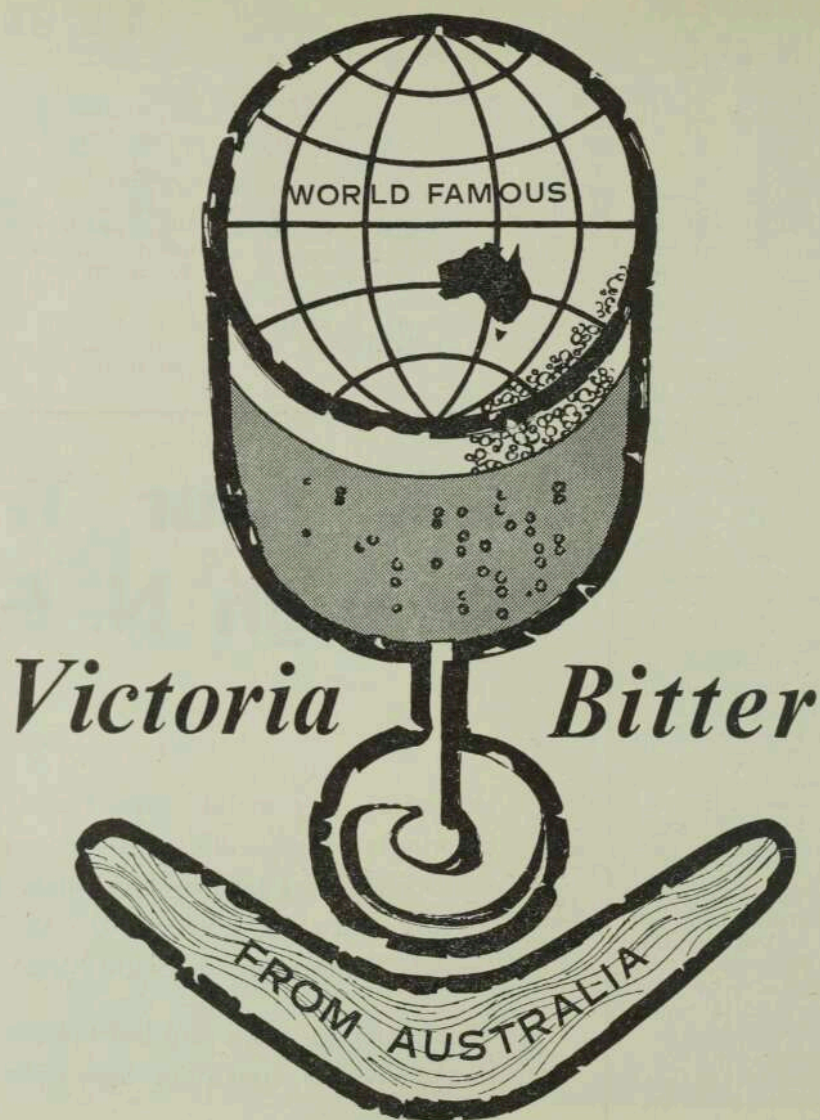
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travel

a starting point one should consider building at least 300 double-bedded rooms."

Mr. Faris suggested that hotels should also be built at Saipan in the Marianas (150 double rooms), Majuro in the Marshalls (150 rooms), and at Ponape, Truk and Yap (each 100 rooms).

All hotels should be first-class to international standards — double-bedded and air-conditioned.

They should not be "high-rise" buildings, as these would mar the fundamental charm of the district.

Air Links

Referring to the means of reaching these places, Mr. Faris said it should be borne in mind that tourists do not like backtracking, because this was costly and time-consuming. It was therefore necessary to think in terms of north-south or east-west routes into and through the territory.

Mr. Faris suggested that Wake Island (a US possession midway between Honolulu and Guam) could be used as a point of entry into the territory from the east, or US side.

"Wake has full long-range jet facilities and has a quite adequate terminal building," he said.

"It is questionable whether Wake would be able to accommodate any large number of transient passengers on an overnight basis, but if Trust Territory passenger schedules were carefully co-ordinated, there need not be any great span of time spent at Wake.

"Since both Wake and Guam have long-range jet facilities, I would suggest that the airports which are in existence in the various districts and the one to be built in Ponape be built up to accommodate short-haul jets.

"If this concept is accepted, then the long-haul jets could put down from Honolulu, and points east, in Wake, discharge the passengers who wish to visit the Trust Territory, and they, in turn, could be picked up by short-haul jets.

"From Wake to Majuro, which would be the point of entry into the Trust Territory, is about 800 miles. With a short-range jet, this would be something less than a two-hour haul.

"Then traffic originating in Honolulu and the east could flow from Majuro westward to Truk, Ponape, Yap, Palau, Saipan and exit at Guam.

"Of course, some passengers would not care or have time to make all

the stops, but they would be there should they wish to do so."

Mr. Faris said that traffic emanating from the west—Tokyo, Manila, Okinawa, Hong Kong, etc.—could enter the Trust Territory through Guam, and flow unimpeded to the east, leaving at Majuro for Wake Island.

"There is also a very good chance that an air link could be developed between Majuro and the Gilbert and Ellice Islands," Mr. Faris said.

"Currently, Fiji Airways is operating out of Fiji to Funafuti and Tarawa using, at last report, a four-engined Heron aircraft.

"Of course, these are very small aircraft, but the development of the airstrips and hotel facilities in the Trust Territory, would, I am sure, occasion an expansion of the airlift capacity of Fiji Airways to the point that it might be possible for them to put on Lockheed Electras.

"The alternative to using Wake as a point of entry would be to develop a long-range jet operational airfield at Majuro."

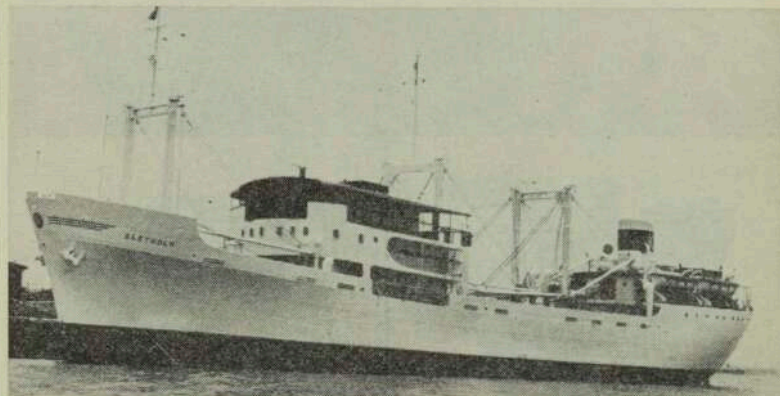
The report on tourist potential in the Trust Territory by Mr. Hemphill was less specific than that of Mr. Faris, but it arrived at a number of the same conclusions.

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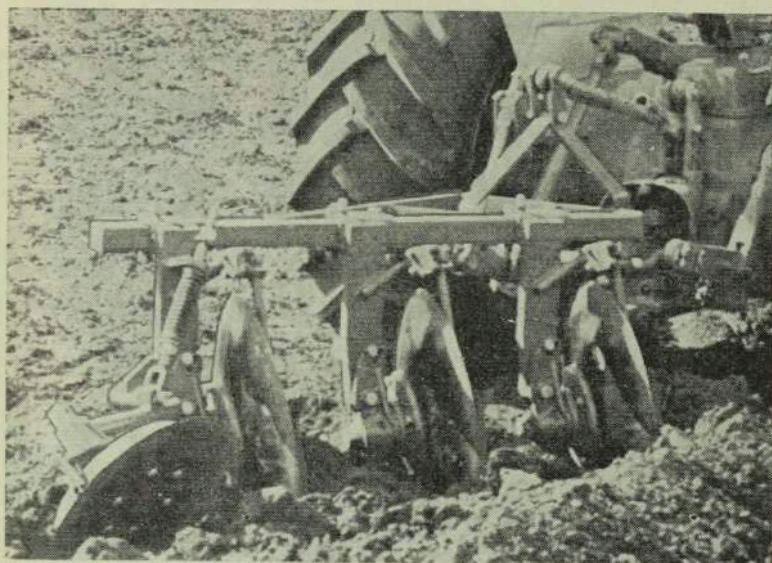
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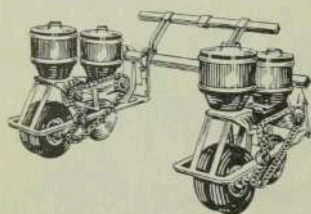
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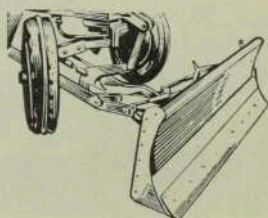
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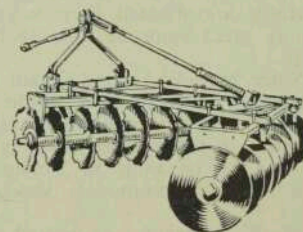
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People

● Papua-New Guinea's Administrator-Designate, Mr. D. O. Hay, will take up his appointment in Port Moresby on January 8 next year.

The present Administrator, Sir Donald Cleland, and Lady Cleland have begun a series of farewell tours to each territory district. Between October 31 and November 12 they will visit Popondetta, Mendi, Mount Hagen, Wewak, Vanimo, Madang, Kundiawa and Goroka.

● A Pago Pago merchant, Mr. Herbert J. Scanlan, recently completed a five-year correspondence course in law with the Blackstone School of Law, Chicago, Illinois, and has now received a bachelor of laws degree from the school. Mr. Scanlan is brother of the late Eric Scanlan, a former Secretary of American Samoa, who was drowned several years ago.

● Mr. Fred Warner, Registrar of Co-operative Societies in Fiji for the past nine years, was due to leave Fiji on pre-retirement leave in late October. Mr. Warner, who is 60, went to Fiji 34 years ago to go into private business. He joined the Civil Service in 1944, and became Assistant Registrar of Co-operatives in 1951. He was made Registrar three years later.

Mr. Warner will take up a post with the South Pacific Anglican Council in Fiji under the Bishop in Polynesia on his return from leave in New Zealand.

● Outstanding progress in the campaign to wipe out New Guinea's number one health hazard—malaria—has been reported in Rabaul by the senior Administration malariologist, Dr. W. Saave.

He said recently that the malaria eradication programme introduced in a test at Cape Gloucester on the west coast of New Britain four years ago, had been highly successful. Before the test 35 per cent. of the people in the area had been seriously affected by malaria. The incidence was now reduced to three per cent.

New drugs which had been used during the past 12 months were largely responsible for the progress.

Dr. Saave said only a few young children now suffered enlarged spleens and considerable general health improvement had been effected for people in the area.

● The Rev. Dr. Charles Fox, who first went to the Solomons in 1908, recently completed a history of the Solomon Islands for use in BSIP schools. Dr. Fox, now 88, is the author of several other books, including *Threshold of the Pacific* (1924) and *Kakamora* (1962). He remained in the Solomons throughout the Japanese occupation.

● Major Geoffrey Bovey, Chief Education Officer in the BSIP for the past 10 years, left Honiara to return to England in October. Major Bovey, who had been BSIP Chief Commissioner of Scouts since 1958,

was given a farewell campfire in Honiara by members of five local scout groups on October 1. Two days later, Major and Mrs. Bovey were guests of honour at a party given by the entire BSIP Education Department.

● The US Consul in Suva, Mr. Harry L. Coburn, is to visit Honiara from November 11 to 19.

● Ramon de Leon Guerrero, 23, of Saipan, has become the first Micronesian to receive a commercial pilot's licence from the US Federal Aviation Agency. (Over)

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● Dr. Allen C. Service has been appointed Director of Medical Services in American Samoa. He succeeds the late Dr. Harold Tucker, who died on July 23.

● The High Commissioner for the Western Pacific, Sir Robert Foster, and Lady Foster, returned to Honiara from leave in the United Kingdom on October 11.

● The Rev. Lopeti Taufa, of the Pacific Theological College in Suva is to edit the *Pacific Journal of Theology* from the December number onwards.

The *Journal* is the voice of the Pacific Conference of Churches, and seeks to unite the work of all the Churches in the Pacific area.

The previous editor was the Rev. Clarence E. Norwood, of Apia.

● Two American archaeologists, Dr. Richard Shutler and his wife Dr. Elizabeth Shutler, arrived in the New Hebrides in late September to undertake research on Espiritu Santo. The Shutlers spent several months in the New Hebrides in 1964, working on Aneityum, Tanna, Futuna, Aniwa, Erromanga, and Efate. They found evidence that Tanna was inhabited by man more than 2,000 years ago.

● There will be a combined book-launching party in Sydney in November for two New Guinea oldhands—Messrs. Ivan Champion and Malcolm Wright. Ivan Champion has just had republished, by Lansdowne Press, his *Across New Guinea from the Fly to the Sepik* (first edition in 1932) and Malcolm Wright has put out his second book, by the same publishers, *The Gentle Savage*.

● Seventy Anglican clergymen will meet in Honiara in November to consider a successor to the Rt. Rev. Alfred Hill, who is to retire as Bishop of Melanesia next June. Bishop Hill will be 65 in November.

● Mr. R. M. Watson, a senior research officer of the Reserve Bank of Australia, will arrive in Noumea in November as economist with the South Pacific Commission—a three-year appointment.

● Mr. John Christian, Pitcairn Island's magistrate for the past 10 years, arrived in Auckland in the *Ceramic* on October 10 for an eye operation. Mr. Christian resigned as magistrate two days before leaving Pitcairn.



The advertisement features a large, stylized 'ETA' logo in white on a red background at the top. Below the logo, a collection of ETA products is displayed: a bottle of Chefol Peanut Oil, a jar of ETA Peanut Butter, a jar of ETA Mayonnaise, two cans of ETA Nuts (smokehouse salted almonds and garlic-onion almonds), and two bags of ETA Nuts (salted peanuts and salted cashews). The products are arranged on a light-colored surface against a yellow background.

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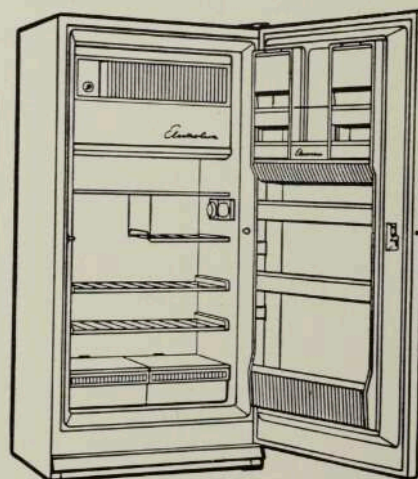
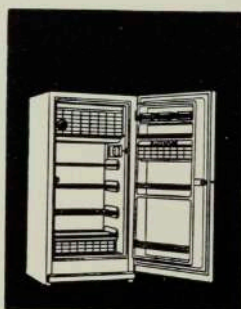
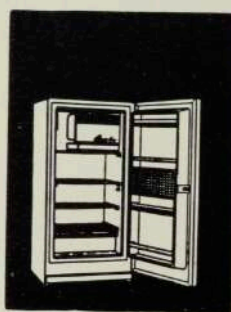
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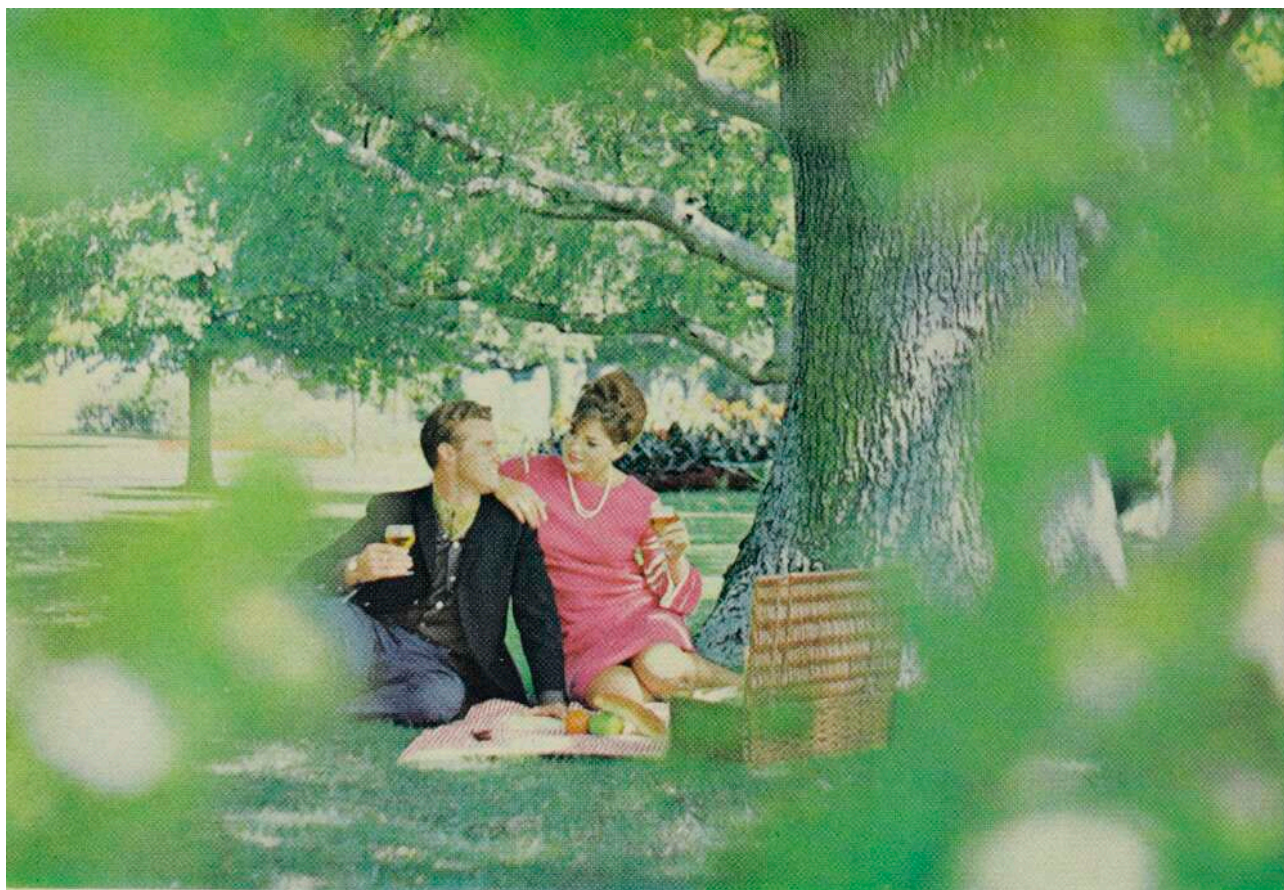
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NOVEMBER, 1966 — PACIFIC ISLANDS MONTHLY

Business and Development

U.N. Experts To Study Fiji's Inter-Island Transport

A detailed and integrated survey aimed at improving the transport situation between the scattered islands of the Fiji group is to be undertaken jointly by the Fiji Government and the United Nations Development Programme.

THE survey is part of the colony's new five-year development plan. It will take three years to complete, at a cost of \$US1 million.

UNDP will contribute the major portion of the money — \$US634,700 and Fiji will pay the equivalent of \$416,624. The plan of operation was signed by the parties in New York in July.

The United Nations, as the executing agency, will provide a team of international personnel, including a project manager, port and shipping specialists, road transport experts, economists, civil engineers and a hydrographer. It will also grant fellowships for advanced training and will provide a small amount of equipment consisting of soil testing and hydrographic surveying instruments. The Fiji Government's contribution will take the form of professional and other staff, building facilities and services.

The project manager, assigned by the United Nations, is Dr. Werner K. J. Nittscher, a transport expert from Hamburg, Germany, who arrived in Fiji in mid-September.

The UNDP Administrator, in his report to the UN recommending the project, said ways of applying latest transport techniques would be investigated, with the aim of obtaining the most effective transport at the lowest cost.

500 Islands

Specialists would, for example, examine the use of air cushion (hovercraft) vehicles for coastal and inter-island shipping, and containerised cargo carried by landing craft.

The project would survey roads, shipping and port facilities and result in recommendations for their improvement.

Fiji has more than 500 islands, of which 100 are permanently inhabited. Two-thirds of the population of almost 500,000 live in one of the two main islands—Viti Levu—and the remainder are distributed over Vanua Levu (the second largest island) and the smaller islands.

The Administrator said in his report: "International air and sea communications are well developed, but internal and inter-island links are inadequate. Many communities lack effective transport facilities, a situation aggravated by the rugged topography and the distance between the islands. The main problems at present are the irregularity of road and shipping services and the high cost of transporting goods. All of these factors have hindered economic growth as well as social integration".

During the first six to nine months of the project, existing data will be collected as a means of presenting a comprehensive picture of the present state of Fiji transport. The information will also be used to prepare projections of transport requirements over the next three decades.

Following the preparatory phase, specific studies will be undertaken to plan projects for the decade 1967-1976. These will include a feasibility and, if necessary, an engineering survey of the Suva-Nadi road which links the capital with the main international airport and population centre on the western coast.

Other studies will be concerned with the possible use of cargo containers and coastal hovercraft services and with projects involving roads, wharf sites and local air strips to be developed during the next decade.

Finally, semi-detailed projections of transport needs in Fiji, and means of meeting those needs during the decade 1977-1986, will be prepared.

Big Tract Of BSIP Land For Lease

The BSIP Government is inviting applications for the lease of 4,600 acres on the Guadalcanal Plains. Further areas, including one of 2,900 acres, may be available for negotiation.

The Guadalcanal Plains are suitable for large-scale mechanical cultivation, with or without irrigation, and, initially, without substantial forest clearing. Their total area is about 75,000 acres.

Leases for 33 years at an annual rental of 45 cents an acre are proposed in a 15-page illustrated prospectus issued by the BSIP Government. The Government is willing to consider an option for renewal for a further period of 33 years, subject to a possible rental reassessment at the end of the first term.

Record Profit For Carpenter Group

W. R. Carpenter Holdings Ltd. reported a record consolidated net profit of \$4,989,663 for the year ended June 30 last—the group's 23rd successive annual profit increase.

The profit incorporates the results of a large group of subsidiaries operating in the Pacific Islands and Australia.

Among these subsidiaries are the New Guinea Company Ltd., Island Products Ltd. and Coconut Products Ltd. in Papua-New Guinea; and Morris Hedstrom Ltd., Millers Ltd. and W. R. Carpenter & Co. (Fiji) Ltd., in Fiji.

The latest group profit is an increase of \$296,757, or 6.3 per cent., over the result for 1964/65.

It was struck after charging \$2,265,409 (down \$181,497) depreciation and amortisation; providing \$2,299,037 (up \$26,179) for taxation; and deducting \$107,935 (down \$3,603) interest of outside shareholders. Tax provision shown above includes \$73,311 in respect of Fiji dividend tax.

The consolidated result is equivalent to an earning rate of 33.26 per cent. on issued capital of \$15 million.

(Over)

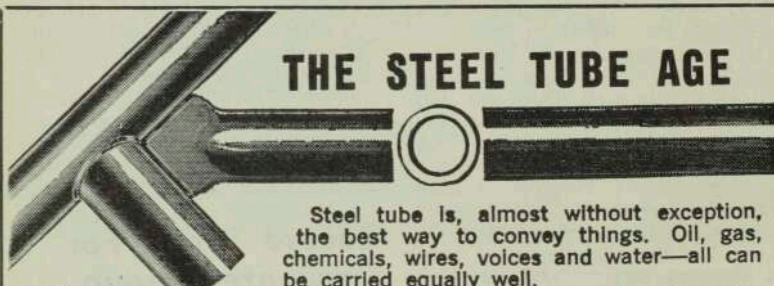
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A tablet specially designed for sweet tooths that aids in weight reduction is now available. You can now slim and stay slim by taking one or two tablets after the main meal each day to dispel and neutralise the fatty unsaturated content of the food eaten and lessen body weight until normal.

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This compares with the previous year's earning rate of 35.76 per cent. on smaller average capital of \$13,125,000.

Dividend is unchanged at 15 per cent. for the year, absorbing \$2,250,000 of the profit. The final dividend of 7½ per cent. is payable on November 30.

Group reserves rose during the year by \$2.9 million to a total of \$36.8 million. Major items in this total include \$10.2 million of revenue reserves; \$11.9 million of undistributed profits; and \$11.1 million of capital reserves.

Accounts of the parent company show income of \$3,472,438 from subsidiaries and \$731,223 from investment.

In their annual report, directors say that the group's Pacific Islands subsidiaries achieved another good rise in merchandise turnover.

Production from wholly owned estates amounted to 11,569 tons of copra and 1,067 tons of cocoa.

Directors also state that net profits of Australian-based subsidiaries remained on a generally satisfactory basis.

During the year the company subscribed \$1,760,000 in taking up full entitlements to a number of share issues and, as a result, acquired a further 1,450,000 shares in Woolworths Limited; 868,000 shares in Commercial & General Acceptance Limited; and 260,000 shares in Ansett Transport Industries Limited.

Since the close of the year a subsidiary, Southern Pacific Insurance Co. Ltd., has taken up its entitlement to 189,383 shares in an issue by Associated Securities Ltd.

Shares and debentures held in listed companies are shown as having a book value of \$17,841,510 as at June 30 last, and a market value of \$20,000,022 on the same date.

Other investments total \$3,250,281, including \$1,227,350 of Australian, Fijian and Samoan Government loans.

The accounts also show that group liquidity has been maintained. At June 30 last, cash at bank, on hand, and on deposit amounted to \$5.7 million as against \$5.2 million a year previously.

The annual meeting will be held on November 11.

It's A Flat Copra Market

PHILIPPINE FM copra averaged only £Stg.61 7s. 6d during September—the lowest monthly average recorded since November, 1962.

Since the end of September the

PLANS FOR COMBINED MARKETING

There were significant moves in the South Pacific in October to establish a co-operative copra and cocoa marketing organisation between governments.

The moves are a direct result of Lord Silsoe's 1963 investigation into the Fiji Coconut industry, when he pointed out that South Pacific copra exporters should combine to exert a far greater influence over the world copra situation.

Lord Silsoe suggested that territories "take the initiative" to discuss together their regional problems.

The initiative was taken last year by Fiji, Western Samoa and Tonga, and as a result, on October 16 in Apia Messrs. C. D. Aidney and P. B. Matasau, of the Fiji Coconut Board, and the board's secretary, Mr. J. S. Matheson, had two days of discussion with members of the Western Samoa Copra Board. The Fiji members had already visited Tonga for talks with the Tonga Copra Board.

copra market has been very flat, hardly moving off £Stg.60 15s. This market dullness has applied also to practically all of the edible oilseed group.

Chairman of the P-NG Copra Marketing Board, Mr. Ian McDonald, said in Port Moresby in late October:

"The reason for the decline in price can be found mainly in the increasing supplies of copra and coconut oil that have been reaching Europe over recent months.

"Recent statistics show that in August copra supplies to Europe and the US rose to 122,000 metric tons compared with 111,000 tons in August, 1965. This has brought the total for the period Jan./Aug., 1966, to almost 770,000 metric tons, an increase of 188,000 over the same period in 1965.

"Over the next six months or so it seems likely that world market supplies of groundnuts and copra will decline quite appreciably, and this, coupled with a better demand for soyabean on account of the high

The meeting agreed that:

- To establish actual premiums obtainable for combined copra of Fiji, Tonga and Western Samoa a parcel of 300 tons of 1st grade copra, made up equally by the three territories, is to be shipped on consignment shortly.
- Preliminary inquiries are to be made into the possibility of combined charter shipments of copra, copra by-products and cocoa.
- The boards of the three territories are to recommend to their governments a co-ordinated research programme aimed at the most effective utilisation of technical and financial resources in the coconut industry and dissemination of research information.
- The three territories will fully share information on the types of dryers available especially for small producers.

This was the first consultation between the three boards and it was decided to hold similar meetings every six months. The next meeting will be in Fiji next May. The meeting agreed that the eventual formation of a Pacific Marketing Board would ensure more effective marketing of South Pacific produce.

percentage of meal used in stock foods required over the northern winter period, could result in a general recovery in the edible oil market.

"There are, of course, indications of increased supplies of fish oil and lard, possibly also of sunflower oil and palm oil, but these could well follow the upward price trend which is likely to be set by soyabeans, and thus not affect copra and groundnut prices."

Mining Strike Ends In New Caledonia

WORKMEN at the New Caledonian nickel mining centres at Thio, Poro and Kouarou resumed work in late October after a 27-day strike—the longest in the country's history.

The strike began in late September when negotiations broke down between union leaders and the mining company, Societe le Nickel, which

has monopolistic control of New Caledonia's nickel industry (*PIM*, Oct., p. 11).

The negotiations concerned the employment at Thio of two executive engineers (who had stated that they wanted no unionism among their employees) and a suspended union leader called Beneteau.

The unions wanted the engineers transferred from Thio; and the mining company, although prepared to reinstate the suspended union man, would not agree to re-employing him at Thio.

Neither side gained anything from the strike, but while it lasted the people of Noumea had less noisome red dust to contend with than usual because of reduced production at the nickel smelters.

The conditions of settlement included the re-employment of all strikers in their former positions without loss of privileges, no reprisals by Societe le Nickel, and a three-month programme by the company to improve relations with its workers. The company also agreed to show more respect for trades union principles.

To Take Vacation

To help ease the situation, union leader Beneteau will take a two-month vacation before he resumes work; and one of the engineers, who was described during the strike as a *negrier* (nigger driver), will go on holidays about Christmas. The engineer was previously in Katanga.

The strike is conservatively estimated to have cost \$A50,000 a day. While it lasted, there was widespread sympathy for the strikers—many thousands of francs being subscribed by the public to a special fund for them. Contributors included the police, public servants and

employees of the Bank of Indo-China, which, like Societe le Nickel, is owned by the Rothschilds.

Early in the strike, Societe le Nickel announced through the Rothschild-owned newspaper *France Australe* that, as it was unable to obtain nickel ore, the furnaces at its Noumea smelters would be closed down, and that about one-third of the smelters work force—about 900 men—would be put off. Others would be stood down as activities slackened.

The Societe said there would be "sorry" consequences if the furnaces were shut down, because it would take considerable time to ready them for relighting and men would only be taken back gradually.

With the South Pacific Games and Christmas coming up, some saw the announcement as an attempt to blackmail the Territorial Assembly, which was about to go into session.

However, if coercion was intended, the Assembly was not intimidated for it unanimously passed two resolutions supporting the strikers.

One resolution condemned the attitude of Societe le Nickel in the dispute and declared itself solidly behind the workmen and their unions. The other set up a special fund to pay monthly family allowance to the strikers.

Am. Samoa May Get Watch Industry

THE US Senate Committee has approved legislation to set watch manufacturing quotas for American Samoa, as well as Guam and the Virgin Islands.

Out of a quota of 4.7 million watches annually, American Samoa has been allotted 194,442.

The industry is a promising one

as a tariff loophole permits such goods to enter the US duty free if modifications are performed in American territories.

Several watch firms have evinced interest in setting up plants in American Samoa.

P-NG PLANTATION WAGE DECISIONS

(Continued from p. 15)

way to an abandonment of the long-standing, but surely rather archaic, system of agreements.

A recommendation for the training of supervisors for rural industry is stated as being "valuable and acceptable". Some action in this direction has already been recommended and taken by the territory's ad hoc Youth Employment Committee. One of the problems seen by this latter committee is to get employers and rural workers to accept educated supervisors. The committee's report makes the final point that its suggestions are "generally aimed at encouraging more permanent employment, and the development of greater experience among rural employees. But increased mobility of labour and greater flexibility in employer-employee relations are also considered to be matters of importance."

Highlands' View

In Goroka in October, Mr. Ian Downs, president of the Highlands Farmers and Settlers' Association, said association members "deplored" the increase in wages for first year labourers "to an extent which would compromise the ability of rural employers to reward longer service employees".

He said the Administration's decision was a blow against career workers, because employers could not be expected to pay higher wages to both short term transitory employees and workers of long service.

He added: "The public should realise that employers of labour in the territory are under an obligation to provide food, clothing, accommodation, fuel, light, cooking facilities, blankets and other issues for an employee and his whole family. Because of this the entire work force is fully protected from rises in the cost of living".



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Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Aust. \$ equals approximately 8/- Stg., NZ, or W. Samoa; 9/- Fiji; 10/- Tonga; 5.381 Ceylon Rupees; 98 Pac. Frs.; \$US1.125.)

COPRA

PAPUA-NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by six members, including three planters' representatives; and the board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing-mill in Rabaul, and (d) Japan (surplus as available). Prices generally tally with ruling rate in Philippines, with premiums for hot-air dried.

P-NG Board's tentative purchase prices for copra delivered main ports are: Hot-Air Dried, \$143 per ton; FMS, \$140 per ton; Smoke-Dried, \$138.98 per ton.

FIJI:—The Fiji Coconut Industry Board fixes the prices to be paid for Fiji copra on a formula based on that for Philippines copra, and taking into account freight, taxes, selling costs, shrinkage, etc. The copra must be graded at centres in Suva, Levuka, Lautoka, Savusavu and Taveuni. Prices in Suva to Nov. 14 were: First grade, £F51/15/-; second grade, £F46/17/6; third grade, £F39. 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 Oct., 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: Buying 13.79 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 Sept., were: 1st grade, \$130; 2nd grade, \$126; 3rd grade, \$116 per ton, f.o.b., BSIP ports (Honiara, Yandina and Gizo).

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates less freight, etc. The Copra Board subsidises the price at: First Grade \$29.36 per ton, Second Grade \$18.16 per ton.

NEW HEBRIDES:—Official price on Oct. 10 was approximately \$64 (6,400 Pac. Francs). French price in Oct. was 785 francs per metric ton, c.i.f., Marseilles.

COOK IS.—Copra goes to Abels, Ltd., of Auckland, who operate the only NZ copra crushing mill. Price paid is average London price for previous three months, less handling charges. Prices for last quarter, Oct.-Dec., 1966, were £NZ56/6/1 1st grade, £NZ55/1/1 standard grade—both per ton, f.o.b., Rarotonga.

OTHER PRODUCE

COCOA:—Islands prices are usually based on the rates for Ghana cocoa. On Oct. 24 these were approx. £Stg.196/5/- per ton, Jan.-Mar., c.i.f., Sydney.

On Oct. 25, Quote No. 1: In store Rabaul, export quality \$350 per ton, ex-wharf Sydney, \$403. Quote No. 2: Best quality, ex-wharf Sydney, \$435, in store N.G. ports \$391 (for UK, Continent and USA shipments).

Overseas market indecisive, in Oct. awaiting accurate information regarding next Ghana crop.

W. SAMOA:—Current prices quoted in Sydney, on Oct. 25 were: Grade 1, £Stg.290; grade 2, £Stg.256/10/- per ton, f.o.b., Apia.

COFFEE:—P.-N.G.: Oct. 25, Quote No. 1, good quality A grade 40c per lb; B grade 38c; C grade 35c. c.i.f., Sydney. Quote No. 2, A grade 43c per lb; B grade 40c; Plantation X 39c; Native X 36c, del. Sydney.

Approximate overseas f.o.b. coffee prices were reported on Oct. 25 as:

Kenya AA £Stg.375 per ton, A £Stg.360, B £Stg.355, C £Stg.347, TT £Stg.350; Uganda Robusta (std. grade) Dec. shipment £Stg.237/10/-, Jan. £Stg.242, Feb. £Stg.241, BHP £Stg.217, f.o.b.; Indonesian Robusta AP1 Special £Stg.272, AP1 £Stg.252, AP2 £Stg.228, AP10 £Stg.242, c. and f.

PEANUTS:—P.-N.G.: Sydney agents reported Oct. 25, f.o.b., Lae; Kernels—white Spanish 15c lb.

RUBBER:—P.-N.G. price is based on Singapore rate, which on Oct. 21 was: Nov. shipment 64½ Straits cents per lb, c.i.f. (18.69c Aust.); Prompt shipment 63½ Straits cents (18.38c Aust.); Dec. shipment 65½ Straits cents (18.89c Aust.) per lb.

VANILLA BEANS:—Victor Karp Tulk & Co., Sydney, reported on Oct. 25: Prices are: white and yellow label processed, standard packs, \$5.40, green label, \$5.30, c.i.f., Sydney.

RICE (Aust.): 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 Oct. 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 £NZ320 (approx.), f.o.b., Rarotonga.

Stock Market

SYDNEY

	Sept. 23 Seller	Oct. 24 Seller
Bali Plantations . . .	.48	.51
Burns Philp . . .	3.55	3.85
Burns Philp (SS) . . .	b 3.95	b 3.80
Camalec . . .	.49	b .48
Carpenter, W. R. . .	2.46	2.42
Choiseul Pltn. . .	5.40	5.40
C.S.R. Co. . .	2.86	.93
Dylup Plantations . .	.60	.63
Fiji Industries . . .	2.10	2.50
Hackshall's . . .	1.20	b 1.18
Kerema Rubber . . .	.25	.25
Koitaki Rubber . . .	1.45	1.45
Lolorua Rubber . . .	.43	.42
Makurapau Pltn. . .	.45	.45
Mariboi Rubber . . .	.34	.35
Plantation Holdings . .	.42	.38
Queensland Insurance	4.20	4.30
Rubberlands . . .	.28	.28
Sogeri Rubber . . .	.62	.62
Sthn. Pac. Insurance .	1.85	b 1.60
Steamships Trading . .	1.09	1.08
Watkins Consolidated .	.43	.45

OIL AND MINING SHARES

	Sept. 23	Oct. 24
Emperor . . .	b .46	s .50
N.G.G. Ltd. . .	s .65	s .58
Oil Search . . .	s .17	s .14
Pac. I. Mines . .	s .43	s .42
Papuan Apin. . .	s .16	s .19
Placer Dev. . .	\$23.10	\$22.60

(Quotations are in Australian Dollars \$A2 = £A1.)

Sydney Stock Exchange share price index for "Ordinaries" on Oct. 24 was 315.96; on Sept. 23, it was 314.70.

TROCHUS:—Sydney buyers indicated the following quotations to Islands producers: Oct. 25—**Papua**—\$160-\$180 per ton; **N.G., B.S.I.**—\$150-\$170 per ton, f.o.b. Islands ports.

GREEN SNAIL SHELL:—Sydney buyers quoted: Oct. 25, No. 1, 1st grade, \$490, f.o.b. Islands ports, 2nd grade, nom., \$240 on wharf, Sydney, No. 2, \$440 (best quality), on wharf, Sydney.

CROCODILE SKINS:—On Oct. 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: \$190 per ton, del. Sydney; New Guinea graded gum \$185 per ton, f.o.b., New Guinea ports.

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote F2/- (4 in. 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, Oct. 21, Philippines, in bulk, \$US173 (equal to £Stg.61/9/3) per long ton, c.i.f., UK/Nth. European ports. Malayan 1½ c.i.f. UK/Nth. European ports, UQ. **NEW YORK:** Oct. 21, Philippines, c.i.f., Pacific Coast ports, nom. \$US160. **CEYLON:** Spot, 930 Rupees per ton.

COCONUT OIL: LONDON, Sept.-Oct. shipment, Ceylon, 1½ in bulk, £Stg.96 per ton, c.i.f., UK/Nth. European ports.

RUBBER: LONDON, Oct. 21, Spot 19½d Stg. lb; Nov. shipment 19 13/16d Stg. lb; Jan. shipment 19 13/16d Stg. lb.



Shipping, Airways Information

SHIPPING TIMETABLES

BRISBANE - SYDNEY - WEST NG - INDONESIA

The P.N. Djakarta Lloyd Shipping Company operates a monthly cargo service between Indonesia, West New Guinea and East Australian ports, with the Pillar Regidor, Gunung Guntur and Gunung Tambora.

Details from John Manners and Co. (Aust.) Pty. Ltd., general agents, 4 Bridge St., Sydney (27-9164).

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 - SOMA

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), Nukualofa and Apia with return to Sydney via Fiji ports Auckland and Tauranga.

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, 135 King Street, 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, Tahiti and Caledonien from Marseilles, via West Indies and Panama, call regularly at Papeete, Talohae (Marquesas Group), Vila Noumea and Sydney, and return by same route.

Polynesie maintains three-weekly passenger sailings between Sydney, Noumea, Vila and Santo.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

SYDNEY - NZ - FIJI - HAWAII - CANADA - USA

P. and O. 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. 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 (Southern Cross only).

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

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 maintain regular services from the Australian East coast to New Guinea ports.

Bulolo maintains a six-weekly service from Sydney and Brisbane to Pt. Moresby, Samarai, Lae, Madang and Rabaul.

Braeside sails every eight weeks from Melbourne, Sydney and Brisbane to Pt. Moresby, Samarai, Rabaul, Madang, Lae, Pt. Moresby.

Malekula maintains a seven-weekly service from Sydney and Brisbane to Pt. Moresby, Lae, Madang, Lombrum, Lorengau, Kavieng, Rabaul and Bougainville ports.

Moresby maintains a seven-weekly service from Sydney and Brisbane to Pt. Moresby, Samarai, Lae, Madang, Wewak, Lombrum, Kavieng and Rabaul.

● 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.

Montoro sails every eight weeks from Melbourne and Sydney to Pt. Moresby, Samarai, Rabaul, Kavieng, Wewak, Alexishafen, Madang, Lae and Pt. Moresby.

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 China Navigation Co. Ltd. (Swire and Yuill Pty. Ltd., general agents), 8 Spring St., Sydney (27-4701).

Karlander New Guinea Line cargo vessels Sletta, Slettfjord and Sarang leave Sydney approx. 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 Pt. Moresby, 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, Lae and Madang on their way north from Melbourne, Sydney and Brisbane to Hong Kong, Okinawa and Japan.

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 China Navigation Co. Ltd. (Swire and Yuill Pty. Ltd., general agents), 8 Spring St., Sydney (27-4701).

Dominion Far East Line 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, 135 King Street, 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 - NEW CALEDONIA - AUSTRALIA

Messageries Maritimes vessels *Marquisien*, *Malais*, *Mauricien* and *Maori*, run monthly between France and New Zealand, via Panama Canal, calling at Papeete and Noumea.

Messageries Maritimes passenger-cargo vessels *Vivarais*, *Vanoise*, *Velay*, *Ventoux* and *Noumea* via Djibouti, India, Ceylon and Australia. From Sydney, vessels go to Noumea; return to France via Brisbane and southern Australian coastal ports.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

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 Inter-ocean Lines, 261 George St., Sydney (2-0573).

FAR EAST - FIJI

China Navigation Co. Ltd. vessels *Kwangsi*, *Norman*, *Nanchang* and *Kwungtung* operate a monthly passenger-cargo service from Japan and Hong Kong southwards to Fiji direct, returning to Japan via New Zealand and Far Eastern ports.

FAR EAST - FIJI - NZ - SYDNEY

Royal Inter-ocean 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 Inter-ocean Lines, 261 George St., Sydney (2-0573).

FAR EAST - P-NG

China Navigation Co. Ltd. vessels *Kweilin* and *Chekiang* maintain a regular monthly passenger/cargo service from Japan direct to Lae and Pt. Moresby.

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA

China Navigation Co., Ltd., vessels *Yochow*, *Yunnan* and *Chefoo* maintain a monthly cargo service from Japan and Hong Kong southwards to Wewak, Rabaul,

DAIWA LINE



DIRECT SERVICE

JAPAN / SOUTH PACIFIC

M.V. "TAHITI MARU" V-10

Dep. JAPAN December 2.

GUAM December 7 (ETA).

APIA December 20 (ETA).

PAGO PAGO December 21 (ETA).

SUVA December 23 (ETA).

LAUTOKA December 25 (ETA).

NOUMEA December 31 (ETA).

* VILA January 8 (ETA).

* SANTO January 9 (ETA)

* Subject to cargo inducement.

Heavy lift, reefer space and passenger accommodation available.

SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE.

Next sailing—M.V. "Daisen Maru", late December, 1966.

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. L^{td}.

VILA: Burns Philp (New Hebrides) Ltd.

HONIARA: British Solomons Trading Company Ltd.

PAPEETE: Etablissements Baldwin.

Kavieng, Madang, Lae, Samarai, Pt. Moresby, with regular calls at Honiara, Santo, Vila and Noumea returning to Japan direct.

Details from China Navigation Co. Ltd. (Swire and Yuill Pty. Ltd., general 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, Nukualofa, Suva, Lautoka, Noumea, Vila, Santo and Honiara.

NEW ZEALAND - COOK IS.

NZGS Moana Roa (40 passengers) makes approximately monthly voyages from Auckland (NZ) to Rarotonga (Cook Islands), with calls at Niue and some other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (Tel. 45-117) or any office of Union SS Co. of NZ, Ltd.

NZ - FIJI - TONGA - SAMOA

Union Steam Ship Co. passenger/cargo vessels Tofua and Matua depart from Auckland alternately every two weeks for Fiji, Tonga and Samoa.

Tofua maintains a service every four weeks from Auckland to Suva, Pago Pago, Apia, Niue, Vavau, Nukualofa, Suva, and return to New Zealand (usually Auckland).

Matua maintains a service every four weeks from Auckland to Lautoka, Apia, Ha'apai, Nukualofa, 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 six-weekly passenger-cargo service from Melbourne and Sydney to Lautoka, Suva, Apia and Nukualofa.

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).

USA - AMERICAN SAMOA - FIJI - AUSTRALIA

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 (27-4272).

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 (27-6301).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport Line's vessels Thorsgaard 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 agents: Birt and Company (Pty.) Ltd., 2 Castlereagh Street, Sydney (2-0313).

AIRWAYS TIMETABLES

TRANS-PACIFIC SERVICES

SYDNEY - BRISBANE - HONOLULU - NORTH AMERICA

By QANTAS (with 707's)

Sun.: Dep. Sydney 0900, arr. Brisbane 1015, dep. 1100, arr. Honolulu Sat. 2340, dep. Sun. 0100 for San Francisco, arr. 0740.

Sun.: Dep. San Francisco 1000, arr. Honolulu 1310, dep. 1415, arr. Nadi Mon. 1830, dep. 1900, arr. Brisbane Mon. 2040, dep. 2125 for Sydney, arr. 2235.

SYDNEY - FIJI - HAWAII - USA

By QANTAS (with 707's)

Thurs., Sat.: Dep. Sydney 0900, arr. Nadi 1450, dep. 1535, arr. Honolulu Wed., Fri. 2340, dep. Thurs., Sat. 0100, arr. San Francisco 0740.

Tues., Thurs., Fri., Sun.: Dep. Sydney 1900, arr. Nadi 0050, dep. 0135, arr.

Honolulu 0940, dep. 1050, arr. San Francisco 1730. (Extends to Vancouver alt. weeks Nov. 4, 18, Dec. 2, 16, 30, etc.).

Mon., Wed., Sat.: Dep. Sydney 1900, arr. Nadi 0050, dep. 0135, arr. Honolulu 0940, dep. 1050, arr. San Francisco 1730 (to New York, London).

Mon., Wed., Fri.: From New York, dep. San Francisco 2000, arr. Honolulu 2310, dep. 2359, arr. Nadi Wed., Fri., Sun. 0415, dep. 0500, arr. Sydney 0715. Tues., Thurs., Sat., Sun.: Dep. San Francisco 2000, arr. Honolulu 2300, dep. 2359, arr. Nadi Thurs., Sat., Mon., Tues. 0415, dep. 0500, arr. Sydney 0715. (From Vancouver via San Francisco alt. weeks Nov. 5, 19, Dec. 3, 17, 31, etc.).

Thurs., Sat.: Dep. San Francisco 1000, arr. Honolulu 1310, dep. 1415, arr. Nadi Fri., Sun. 1830, dep. 1915, arr. Sydney 2130.

(International Dateline is crossed between Nadi and Honolulu.)

SYDNEY - FIJI - TAHITI - MEXICO

By QANTAS (with 707's)

Thurs.: Dep. Sydney 2000, arr. Nadi 0150, dep. 0235 for Papeete, arr. Wed. 0850, dep. 2230 for Acapulco, arr. Thurs. 1020, dep. 1120 for Mexico City, arr. 1205 (to Nassau, Bermuda, London).

Sat. (from London, Bermuda, Nassau): Dep. Mexico City 2210 for Acapulco, arr. 2300, dep. 2359, arr. Papeete Sun. 0410, dep. 0510 for Nadi, arr. Mon. 0750, dep. 0835 for Sydney, arr. 1050.

SYDNEY - HAWAII - USA via FIJI, NZ OR AM. SAMOA

BY PAN AMERICAN AIRWAYS (with 707's)

Tues., Sat.: Dep. Sydney 1730 (arr. Nadi 2320, dep. 2359), Honolulu arr. Tues., Sat. 0805, dep. 1000 for Los Angeles, arr. 1655.

Mon.: Dep. Sydney 1730 for Pago Pago (arr. Mon. 0140, dep. 0230), Honolulu arr. 0835, dep. 1000 for Los Angeles, arr. 1655.

Thurs.: Dep. Sydney 1530 for Auckland (arr. 2010, dep. 2145) for Honolulu arr. Thurs. 0815, dep. 1000 for Los Angeles, arr. 1655.

Sun., Thurs.: Dep. Los Angeles 2100 for Honolulu, Nadi, arr. Tues., Sat. 0545, dep. 0645, and Sydney, arr. 0900.

Sat.: Dep. Los Angeles 2100 for Honolulu, Pago Pago, arr. Sun. 0540, dep. 0640, and Sydney, arr. Mon. 0930.

Tues.: Dep. Los Angeles 2100 for Honolulu, Auckland, arr. Thurs. 0815, dep. 0900 for Sydney, arr. 1000.

SYDNEY - N. CALEDONIA - FIJI TAHITI - USA

UTA-FRENCH AIRLINES (with DC8's)

Wed.: Dep. Sydney 0940 for Noumea, arr. 1320, dep. 1435 for Nadi, arr. 1720, dep. 1805 for Papeete (cross Dateline) arr. 0020, dep. 1000 for Los Angeles, arr. 1950.

Sat.: Dep. Los Angeles 0100 for Papeete, arr. 0725, dep. Sun. 0700 for Nadi (cross Dateline) arr. Mon. 0940, dep. 1025 for Noumea, arr. 1120, dep. 1235 for Sydney, arr. 1430.

Fri.: Dep. Noumea 1435 for Nadi, arr. 1720, dep. 1805 for Papeete (cross Dateline) arr. 0020, dep. 1000 for Los Angeles, arr. 1950.

Thurs.: Dep. Los Angeles 0100 for Papeete, arr. 0725, dep. Fri. 0700 for Nadi (cross Dateline) arr. Sat. 0940, dep. 1025 for Noumea, arr. 1120.

(NOTE: Flights from Sydney to Noumea and return are operated in association with Qantas.)

SYDNEY - NEW ZEALAND - FIJI BOAC (with 707's)

Mon., Fri.: Dep. Sydney 0900, arr. Auckland 1345, dep. 2130, arr. Nadi 0020 (Tues., Sat.).

Tues., Sat.: Dep. Nadi 0505, arr. Auckland 0755, dep. 0930, arr. Sydney 1035, thence London via Singapore.

SYDNEY - NEW ZEALAND - FIJI - HAWAII - CANADA

BY CANADIAN PACIFIC AIRLINES
(with DC8's)

Fri.: Dep. Sydney 1535, arr. Nadi 2130 Fri., dep. 2230, cross International Dateline, arr. Honolulu 0640 Fri., dep. 0800 for Vancouver, arr. 1625, dep. 1800 for Amsterdam.

Sun., Mon., Wed., Fri.: From Amsterdam, arr. Vancouver 1740 Wed., dep. 1910, arr. Honolulu 2155 Wed., dep. 2355, cross International Dateline, arr. Nadi 0410 Fri., dep. 0520 for Sydney, arr. 0735 (alt. Fri. to Auckland, arr. 0810).

NEW ZEALAND - TAHITI - USA

BY PAN AMERICAN AIRWAYS
(with 707's)

Wed.: Dep. Los Angeles 1300 for Honolulu, dep. 1815 for Papeete, arr. 2340.

Thurs.: Dep. Papeete 1815 for Honolulu, arr. 2340, dep. 0130 for Los Angeles, arr. Fri. 0650.

Sat.: Dep. San Francisco 2200, dep. Los Angeles 2359 for Papeete, arr. Sun. 0615, dep. 0700 for Auckland, arr. Mon. 1050.

Mon.: Dep. Auckland 2359 for Papeete arr. Mon. 0655, dep. 0800 for Los Angeles, arr. Mon. 1750 and San Francisco, arr. 2005.

AUSTRALIA-NEW ZEALAND

Because days and frequencies of trans-Tasman services change at short notice, it is impossible to give reliable detailed information on the services outlined below. Intending passengers are advised to check timetables with the airlines or travel agents.

BRISBANE - AUCKLAND

QANTAS/AIR-NZ (with 707's, DC8's and Electras)

Twice weekly, both ways.

BRISBANE - WELLINGTON

AIR-NZ (with Electras)

One service weekly, both ways.

MELBOURNE - AUCKLAND

QANTAS/AIR-NZ (with Electras)

Three times weekly, both ways.

MELBOURNE - CHRISTCHURCH

QANTAS/AIR-NZ (with Electras)

Three times weekly, both ways.

MELBOURNE - WELLINGTON

AIR-NZ (with Electras)

Twice weekly, both ways.

SYDNEY - AUCKLAND

QANTAS/AIR-NZ (with 707's and DC8's)

Daily, both ways.

BOAC (with 707's)

Twice weekly, both ways.

PAN AMERICAN (with 707's)

Thurs.: Dep. Auckland 0900, arr. Sydney 1000.

Thurs.: Dep. Sydney 1530, arr. Auckland 2010.

SYDNEY - CHRISTCHURCH

QANTAS/AIR-NZ (with DC8's and 707's)
Daily, both ways.

SYDNEY - WELLINGTON

QANTAS/AIR-NZ (with Electras)

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 dependent on time of high tide at Lord Howe Island.

SYDNEY - NEW CALEDONIA

QANTAS/UTA (with 707's)

Fri.: 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. 0650, arr. Lae 0740.

On Nov. 25, Dec. 2, 9, 16, only (Boeing 727): Dep. Sydney 2330, arr. Pt. Moresby 0215.

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 1020, dep. 1100, arr. Brisbane 1455, dep. 1530, arr. Sydney 1705.

On Nov. 26, Dec. 3, 10, 17, only (Boeing 727): Dep. Pt. Moresby 0340, arr. Sydney 0625.

Ansett-ANA: Daily, exc. Thurs., Sun., dep. Lae 0925, arr. Pt. Moresby 1015, dep. 1055, arr. Brisbane 1450, dep. 1525, arr. Sydney 1700.

NOTE: The Ansett-ANA service from Sydney to Lae and return will operate daily to the above schedule from Nov. 28 to Dec. 25. The TAA service from Sydney to Pt. Moresby and return will operate daily from Nov. 23 to Dec. 24.

QLD. - PAPUA-NEW GUINEA

TAA (with Fokker Friendships)

Mon.: Dep. Townsville 1300, arr. Cairns 1355, dep. 1500, arr. Pt. Moresby 1720.

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 1625, arr. Cairns 1840, dep. 1920, arr. Townsville 2015.

NEW ZEALAND-PACIFIC IS.

NZ - FIJI

AIR-NZ (with DC8's and Electras)

Mon., Tues., Thurs., Fri., Sun.: Dep. Auckland 2130, arr. Nadi 0020.

Wed.: Electra dep. Auckland 1000, arr. Nadi 1355.

Wed., Sun.: Electra dep. Auckland 1000, arr. Nadi 1355.

Wed., Sat.: Electra dep. Auckland 2030, arr. Nadi 0025.

Tues., Wed., Fri., Sat.: Dep. Nadi 0505, arr. Auckland 0755.

Sun., Thurs.: Electra dep. Nadi 0505, arr. Auckland 0900.

Mon.: Dep. Nadi 0930, arr. Auckland 1220.

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S—Sandefjord, Norway.

Motor Vessels "THORSGAARD" 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**

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 Internationale Tahiti.

PAGO PAGO—G. H. C. Reid & Co.

NOUMEA—Etablissements Ballande.

SYDNEY—Birt & Co. (Pty.) Ltd.

SUVA—Burns Philp (South Sea) Company, Ltd.

LAKE/RABAUL—Burns Philp (New Guinea) Ltd.

PORT VILA — Comptoirs Francais de Nouvelles Hebrides.

Mon., Fri., flights ex-Auckland and Tues.,
Sat. flights ex-Nadi are operated by
BOAC.
Sun., Wed.: Electra dep. Nadi 1500, arr.
Auckland 1855.

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 Inter-
national Dateline, arr. Nadi Mon. 0815.
Dep. Nadi 0930, arr. Auckland 1220.

NZ - HAWAII - USA

AIR-NZ (with DC8's)
Wed., Fri.: Dep. Sydney 1500, arr. Auck-
land 1945, dep. Auckland 2100, arr.
Honolulu 0720, dep. 0900, arr. Los
Angeles 1655.
Wed., Fri.: Dep. Los Angeles 2100, arr.
Honolulu 2315, dep. 0030, arr. Auck-
land 0715 Fri., Sun., dep. Auckland
0900, arr. Sydney 1005.

NZ - NEW CALEDONIA

AIR-NZ (with Electras)
Fri.: Dep. Auckland 1315 for Noumea,
arr. 1540.
Fri.: Dep. Noumea 1645 for Auckland,
arr. 2105.

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.

NZ - Tahiti

UTA-FRENCH AIRLINES (with DC8's)
Fri.: Dep. Auckland 1430 for Papeete
(cross Dateline) arr. Thurs. 2115.
Thurs.: Dep. Papeete 0900 for Auckland
(cross Dateline) arr. Fri. 1230.

INTER - TERRITORY SERVICES

FIJI - GILBERT & ELLICE ISLANDS
FIJI AIRWAYS LTD. (with Herons)
Fri.: Dep. Suva 0745, arr. Nadi 0825, dep.
0910, Funafuti, arr. 1305. Sat., dep.
Funafuti 0700, Tarawa, arr. 1140.

Sun.: 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 1200.
Dep. Nukualofa 1245, arr. Suva 1445,
dep. 1600, arr. Nadi 1645.
Details from Fiji Airways Ltd., Victoria
Parade, Suva.

FIJI - WESTERN SAMOA

FIJI AIRWAYS LTD. (with Herons)
Sat.: Dep. Nadi 0615, arr. Suva 0700,
dep. 0750, cross Dateline, arr. Apia
Fri. 1300.
Fri.: Dep. Apia 1350, cross Dateline, arr.
Suva Sat. 1700, dep. Sat. 1730, arr.
Nadi 1815.

HAWAII - AM. SAMOA - TAHITI

BY PAN AMERICAN AIRWAYS
(with 707's)
Tues.: Dep. Honolulu 1000, arr. Pago Pago
1410, dep. 1500, arr. Papeete 1850.
Tues.: Dep. Papeete 2230, arr. Pago Pago
Wed. 0040, dep. 0130, arr. Honolulu
0735.

NEW CALEDONIA - NEW HEBRIDES

UTA-FRENCH AIRLINES (with DC4's
and Herons)
Tues.: Dep. Noumea 0700, arr. Santo 0940,
dep. Santo 1445, arr. Noumea 1725.
Thurs.: Dep. Noumea 0800, arr. Vila 1100,
dep. Vila 1300, arr. Noumea 1600.

NEW CALEDONIA - WALLIS ISLAND

UTA-FRENCH AIRLINES (with DC4's)
Monthly service (second Wednesday)
Wed. (Nov. 9): Dep. Noumea 0800, arr.
Wallis 1530.

Monthly service (following Friday)
Fri. (Nov. 11): Dep. Wallis 1000, arr.
Noumea 1500.

P-NG - SOLOMONS

TAA (with Fokker Friendships
and DC3's)
Alt. Tues.: Dep. Lae (DC3) 0600 for
Rabaul, Buka, Munda, Yandina,
Honiara, arr. 1620 (Nov. 1, 15, 29,
etc.).
Alt. Wed.: Dep. Honiara (DC3) 0730 for
Yandina, Munda, Buka, Rabaul, Lae,
arr. 1545 (Nov. 2, 16, 30, etc.).
Alt. Tues.: Dep. Lae (Fokker) 0845 for
Rabaul, Buka, Munda, Honiara, arr.
1630 (Nov. 8, 22, etc.).
Alt. Wed.: Dep. Honiara (Fokker) 0715 for
Munda, Buka, Rabaul, Lae, arr. 1235
(Nov. 9, 23, 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 1000, arr. Los Angeles
1950, dep. Thurs. 0100, arr. Papeete
0725.
Fri.: Dep. Papeete 1000, arr. Los Angeles
1950, dep. Sat. 0100, arr. Papeete
0725.

PAN AMERICAN AIRWAYS (with 707's)

Thurs.: Dep. Los Angeles 1300, dep. Hono-
lulu 1815, arr. Papeete 2340.
Fri.: Dep. Papeete 0130, arr. Honolulu
Fri. 0650, dep. 0900, arr. Los Angeles
1555 Fri.
Sat.: Dep. San Francisco 2200, dep. Los
Angeles 2359, arr. Papeete 0615 Sun.
Mon.: Dep. Papeete 0800, arr. Los Angeles
Mon. 1750, arr. San Francisco Mon.
2005.

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Mon. 0800; Tues. to Thurs. 0600;
Fri. 0930, 1600; Sat. 1430.
Sun.: Dep. Pago Pago 0415, 0645, 0915,
2015; Mon. 0915; Tues. to Thurs. 0715;
Fri. 1045, 1715; Sat. 1545.

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POLYNESIAN AIRLINES LTD.
(with DC3)

Tues.: Dep. Apia 1000, Thurs. 0900, arr.
Nadi 1315 Wed. and 1215 Fri.
Wed.: Dep. Nadi 1445, Fri. dep. 1330, arr.
Apia 2015 Tues. and 1900 Thurs.

W. SAMOA - TONGA

POLYNESIAN AIRLINES LTD.
(with DC3)

Alt. Sun. (Oct. 2, 16, etc.): Dep. Apia
1030, arr. Tonga Mon. 1345.
Alt. Mon. (Oct. 3, 17, etc.): Dep. Tonga
1445, arr. Apia Sun. 1800.

INTERNAL SERVICES

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Suva-Ura-Suva: Wed., Sun.
Suva-Labasa-Suva: Mon., Wed., Thurs.,
Sun.

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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: Wed., Thurs., Sun.
Details from Fiji Airways Ltd., Victoria Parade, Suva.

FRENCH POLYNESIA

RAI (with DC4 and Bermuda Flying-boats)

Papeete-Moorea-Papeete: Mon., Tues., Thurs., Sat.
Papeete - Raiatea - Bora Bora: Mon., Tues., Wed., Thurs., Fri., Sat., Sun.
Papeete - Huahine - Raiatea - Bora Bora: Thurs.
Bora Bora-Raiatea-Papeete: Daily.
Bora Bora - Raiatea - Huahine - Moorea - Papeete: Thurs.
Bora Bora-Rangiroa-Papeete: Thurs.
Details from RAI, Quai Bir Hakeim, Papeete, or any UTA office.

GUAM - US TRUST TERRITORY

TRUST TERRITORY AIR SERVICE (with SA16's and DC4's)

GUAM-MARIANAS

Guam - Saipan - Rota - Guam: Mon., Wed. (DC4).
Guam - Rota - Saipan - Guam: Tues., Sat. (DC4).
Guam - Saipan - Guam: Thurs., Fri. (DC4).

GUAM-CAROLINES

Guam-Yap-Koror: Thurs. (DC4).
Koror-Yap-Guam: Fri. (DC4).
Guam - Yap - Koror - Yap - Guam: Sun. (DC4).

GUAM-CAROLINES-MARSHALLS

Guam-Truk-Kwajalein: Tues. (DC4).

Kwajalein - Majuro - Kwajalein - Truk - Guam: Wed. (DC4).
Truk - Ponape - Kwajalein: Tues. (SA16).
Kwajalein - Ponape - Truk: Wed. (SA16).

NEW CALEDONIA

TRANSPAC (with Heron and/or Aztec)

Noumea - Mare - Noumea: Mon., Tues., Thurs., Fri.
Noumea - Lifou - Noumea: Mon., Tues., Wed., Fri., Sat.
Noumea - Ouvea - Noumea: Mon., Thurs., Sat.
Noumea-Isle of Pines-Noumea: Daily.
Noumea-Thio-Noumea: Daily.
Noumea-Houailou-Noumea: Daily.
Noumea-Poindimie-Noumea: Daily.
Noumea-Hienghene-Noumea: Daily.
Noumea-Kouaoua-Noumea: Daily except Sun.
Noumea - Kone - Voh - Koumac - Voh - Kone-Noumea: Mon., Wed., Fri., Sat.
Noumea - Tontouta - Noumea: Charter only.

NEW HEBRIDES

AIR MELANESIA

(with Drover and Aztec)

Mon.: Vila-Lamap*-Norsup*-Santo.
Vila-Tanna-Vila.
Santo - Walaha - Longana - Sara/Lonorore* - Walaha-Santo.
Santo - Norsup - Lamap*-Santo.
Tues.: Vila-Tonga-Vila.
Vila-Lamap-Norsup*-Santo.
Santo-Vila-Santo.
Santo-Norsup*-Lamap-Vila.
Wed.: Vila-Tanna-Vila.
Vila - Tonga* - Lonorore/Sara* - Longana-Walaha-Santo.
Thurs.: Santo - Walaha - Longana - Lonorore* - Sara - Longana - Walaha - Santo.

Santo-Walaha-Longana-Vila.
Vila-Santo-Vila.
Fri.: Vila - Lamap* - Norsup - Santo.
Vila-Tanna-Vila.
Santo-Norsup-Vila.
Tanna - Anietyum - Tanna (fort-nightly).
Tanna-Futuna-Tanna (monthly).
Sat.: Vila-Santo-Vila.
Vila-Tonga-Vila.

NOTE: Asterisk represents optional stop. Lonorore and Sara are on Pentecost; Walaha and Longana are on Aoba; Lamap and Norsup are on Malekula. Because of the loss of one of Air Melanesia's two Drovers in October, some schedules may be disrupted for several weeks.
Details from Air Melanesia, Vila, or local agents.

PAPUA - NEW GUINEA

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LAE-RABAU-LAE (Fokker Friendships and DC3)

Daily (exc. Wed.): Lae-Rabaul.
Daily (exc. Mon., Wed.): Rabaul-Lae.

PORT MORESBY-DARU (Beechcraft)
Mon., Fri., Sat.: Pt. Moresby - Daru - Balimo - Pt. Moresby.

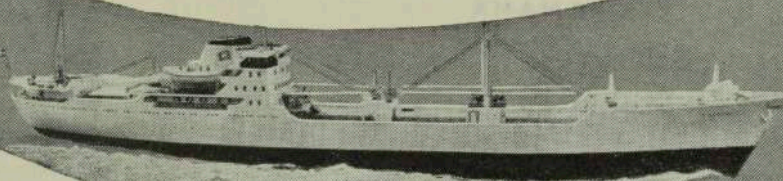
PT. MORESBY-WEST PAPUA (Aztec)
Mon., Wed., Fri.: Pt. Moresby-Kerema-Baimuru - Kerema - Pt. Moresby. Reservations beyond Kerema subject to administration requirements.

PT. MORESBY-EAST PAPUA (Beechcraft)
Tues.: Pt. Moresby - Gurney - Misima - Gurney-Pt. Moresby.
Wed.: Pt. Moresby-Gurney*-Pt. Moresby.
* Launch connects at Gurney to and from Samarai on Wed. only.

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAU (DC3)

Mon., Thurs.: Lae - Madang - Wewak - Manus-Kavieng-Rabaul.

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ISLAND AGENTS: Madang, Lae and Rabaul (New Guinea)—New Guinea Co. Ltd. Port Moresby (Papua)—Island Products Ltd.

FAR EASTERN AGENTS: Japan—Dodwell & Co. Ltd. Hong Kong and Manila—Everett Steamships Corporation.

Mon.: Rabaul-Kavieng-Manus-Wewak.
Mon., Thurs., Fri.: Lae-Madang-Wewak.
Daily (exc. Mon., Thurs.): Wewak -
Madang-Lae.
Mon., Wed., Thurs.: Kavieng-Rabaul.
Mon., Tues., Fri.: Rabaul-Kavieng.

RABAU-NEW IRELAND (Beechcraft)
Fri.: Rabaul-Namatani-Rabaul.

CENTRAL HIGHLANDS (DC3)
Mon.: Madang - Baiyer R. - Hagen -
Banz-Minj-Goroka-Lae.
Tues.: Lae - Goroka - Minj - Banz -
Mt. Hagen - Baiyer R. - Madang.
Wed.: Madang - Wabag - Hagen - Banz -
Minj-Goroka-Lae.
Fri., Sat.: Lae-Goroka-Madang-Wewak.
Thurs.: Lae - Goroka - Minj - Banz -
Hagen-Wabag-Madang.
Tues., Sat.: Mt. Hagen-Goroka-Lae.
Sun.: Lae - Goroka - Minj - Banz -
Mt. Hagen-Madang.

PT. MORESBY-POPONDETTA-LAE (DC3)
Sat.: Pt. Moresby-Kokoda (opt.)-Popon-
detta-Garaina-Lae.
Sat.: Lae - Garaina - Popondetta -
Kokoda (opt.)-Pt. Moresby.

PT. MORESBY-BULOLO-LAE (DC3)
Thurs., Sun.: Pt. Moresby-Bulolo-Lae.
Thurs., Sun.: Lae-Bulolo-Pt. Moresby.

PT. MORESBY-WAU-BULOLO (Beechcraft)
Sat.: Pt. Moresby-Wau-Bulolo-Pt. Moresby.

MADANG-GOROKA-LAE (DC3)
Tues.: Lae - Goroka - Minj - Banz -
Hagen - Baiyer R. - Madang.
Mon.: Madang - Baiyer R. - Hagen -
Banz-Minj-Goroka-Lae.

PT. MORESBY-GOROKA-MADANG (DC3)
Fri., Sun., Tues., Thurs.: Madang-Goroka-
Pt. Moresby-Goroka-Madang.

LAE-RABAU-LAE (DC3)
Tues., Thurs., Fri., Sat., Sun.: Lae-Rabaul.
Fri., Sat., Sun., Tues., Thurs.: Rabaul-Lae.
Thurs.: Lae - Finschhafen - Cape
Gloucester - Talasea - Hoskins -
Jacquinot Bay-Rabaul.
Sat.: Rabaul - Jacquinot Bay - Hoskins -
Talasea - Kandrian - Cape Gloucester -
Finschhafen-Lae.

RABAU-BUIN-RABAU (DC3)
Mon., Wed., Fri.: Rabaul - Nissan Is.
(optional Fri. only) Buka-Wakunai-
Kieta - Buin - Kieta - Buka - Nissan
Is. (optional Mon. only) - Rabaul.

RABAU-TALASEA-RABAU (DC3)
Sat.: Rabaul - Jacquinot Bay - Hoskins -
Talasea.
Sun.: Talasea-Hoskins-Rabaul.
Tues.: Rabaul-Hoskins-Talasea.
Thurs.: Talasea - Hoskins - Jacquinot
Bay-Rabaul.

PAPUAN AIRLINES PTY. LTD. (with DC3's and Piaggios)
Mon.: Dep. (DC3) Pt. Moresby-Popon-
detta-Kokoda-Pt. Moresby.
(Piaggio) Pt. Moresby-Rorona (opt.)-
Aroa (opt.)-Kairuku (opt.)-Bereina-
Woitape - Tapini - Bereina - Kairuku
(opt.)-Aroa (opt.)-Rorona (opt.)-Pt.
Moresby.
(Piaggio) Pt. Moresby - Tapini -
Woitape (opt.)-Pt. Moresby.

Tues.: (DC3) Pt. Moresby - Popondetta -
Kokoda-Pt. Moresby.
(DC3) Pt. Moresby - Daru - Balimo -
Daru-Pt. Moresby.
(Piaggio) Pt. Moresby-Cape Rodney-
Paill (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
(Samarai) - Pt. Moresby.

Wed.: (DC3) Pt. Moresby - Kokoda -
Popondetta-Pt. Moresby.
(Piaggio) Pt. Moresby - Tapini -
Woitape-Pt. Moresby.
(Piaggio) Pt. Moresby-Rorona-Aroa-
Kairuku-Pt. Moresby.
(DC3) Pt. Moresby - Bereina - Pt.
Moresby.

Thurs. (Piaggio): Pt. Moresby - Woitape -
Tapini-Pt. Moresby.
(Piaggio) Pt. Moresby-Rorona (opt.)-
Aroa (opt.) - Kairuku - Bereina -
Kairuku (opt.)-Pt. Moresby.

Alt. Thurs. (Nov. 3, 17, etc.): (DC3) Pt.
Moresby - Popondetta - Wanigela -
Vivigani - Losuia - Popondetta - Pt.
Moresby.

Alt. Thurs. (Nov. 10, 24, etc.): (DC3) Pt.
Moresby - Popondetta - Losuia -
Vivigani-Popondetta-Pt. Moresby.

Fri.: (DC3) Pt. Moresby - Popondetta - Pt.
Moresby.
(DC3) Pt. Moresby - Gurney
(Samarai)-Pt. Moresby.

(Piaggio) Pt. Moresby-Cape Rodney-
Paill-Pt. Moresby.
(Piaggio) Pt. Moresby - Tapini -
Woitape-Pt. Moresby.
(Piaggio) Pt. Moresby-Rorona-Aroa-
Kairuku-Pt. Moresby.
(DC3) Pt. Moresby - Bereina - Pt.
Moresby.

Sat.: (DC3) Pt. Moresby - Popondetta -
Kokoda-Pt. Moresby.
(Piaggio) Pt. Moresby - Woitape -
Tapini-Pt. Moresby.

ANSETT-MAL (with DC3's and Piaggios)

Mon.: Rabaul-Lae-Rabaul.
Madang-Lae.
Lae-Goroka-Madang.
Goroka-Lae-Bulolo-Pt. Moresby.
Pt. Moresby - Bulolo - Lae - Goroka -
Mt. Hagen-Madang.
Lae-Wewak-Vanimo-Wewak.
Madang-Momote-Kavieng-Rabaul.
Lae-Mt. Hagen.
Mt. Hagen-Banz-Lae.
Mt. Hagen - Wapenamanda - Wabag -
Mt. Hagen.
Mt. Hagen-Goroka-Mt. Hagen.
Mt. Hagen-Madang.
Mt. Hagen-Mendi-Mt. Hagen.

Tues.: Rabaul-Lae-Rabaul.
Wewak - Madang - Lae - Goroka -
Madang-Wewak.
Rabaul - Kavieng - Momote - Wewak -
Madang-Goroka-Lae.
Madang - Mt. Hagen - Banz - Minj -
Goroka.
Mt. Hagen - Erave - Kagua - Ialibu -
Mt. Hagen.
Mt. Hagen-Lae-Mt. Hagen.
Wewak - Lumi - Nuku - Wewak -
Hayfield-Yangoru-Wewak.
Wewak-Telefomin-Ambunti-Wewak.
Wewak-Angoram-Wewak.
Mt. Hagen - Goroka - Kainantu -
Goroka-Mt. Hagen.
Mt. Hagen-Mendi-Mt. Hagen.

Wed.: Rabaul-Lae-Rabaul.
Lae-Madang-Wewak.
Madang-Lae.
Lae-Goroka-Madang.
Lae - Goroka - Madang - Wewak -
Momote-Kavieng-Rabaul.
Goroka - Lae - 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.
Wewak-Aitape-Dagua-Wewak.
Wewak-Vanimo-Wewak.
Wewak-Angoram-Wewak.
Wewak-Ambunti-Wewak.

Fri.: Rabaul-Lae-Rabaul.
Madang-Lae.
Lae - Goroka - Madang Wewak -
Momote-Kavieng-Rabaul.
Goroka - Lae - 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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DEATHS OF ISLANDS PEOPLE

Mr. E. P. Hitchcock

Ernest Pither (Ernie) Hitchcock, a resident of Papua-New Guinea for more than 35 years, was killed in a road accident near Mittagong, NSW, on September 9. He was 74.

During a long and colourful life in P-NG, Ernie Hitchcock was in turn a medical assistant, miner, soldier, trader and planter. In recent years, until retiring to live in Canberra near his daughter, Mrs. Bob Manson, and her family, he ran his plantation, Biwa, on Djaul Island, near Kavieng. In the early post-war years he conducted a trading establishment at Lae.

In the 30's, Ernie Hitchcock spent a number of years mining in the Upper Watut and Surprise Creek areas, on the fringe of the Kukukuku country.

In 1942, at the age of 50, he saw active service with the New Guinea Volunteer Rifles, with the rank of lieutenant. He was a platoon commander with B Company in the Wau-Salamaua area, along with the late Alf Lane and Col O'Loughlen (now Sir Colman).

Hitchcock was as tough and cunning an NGVR leader as could be found, despite his age. With three

of his old pre-war friends, Bill Forrester, the late Jim Mayos and Jim's brother, Bill Mayos, who were members of his platoon, he aggressively harassed Jap patrols.

When the NGVR was disbanded in 1943 Hitchcock joined the New Guinea Infantry Battalion with the rank of captain and again quickly made his presence felt in the field with his new unit, which consisted mainly of native soldiers. He was fondly referred to as "The Skipper" by his fellow officers in the NGIB.

In World War I he served with the AIF and won the Military Cross, the Distinguished Conduct Medal, the Legion of Merit and was twice mentioned in Dispatches.

Sir Ragnar Hyne

Sir Ragnar Hyne, former Chief Justice of Fiji, former BSIP Chief Magistrate and holder of several legal appointments in Tonga, died in England on October 4, aged 73.

Sir Ragnar was born in Norway and qualified as a lawyer in Queensland.

He went to the BSIP as Chief Magistrate and Legal Adviser in 1929, and to Tonga in 1932 where he held the posts of Director of Education, Secretary to the Premier, Chief Magistrate, Judge of the Land Court and Chief Justice of Tonga.

His first appointment in Fiji was in 1942 as Resident Magistrate and Assistant Legal Adviser to the Western Pacific High Commission.

After war service, Sir Ragnar was in Britain's African colonies in legal posts until he returned to Fiji in 1953.

When he retired from Fiji he held legal posts in Cyprus and Gibraltar.

Mrs. Louise Agnes Lussick

The death occurred at her home at West Kogarah, Sydney, on October 10 of Mrs. Louise Agnes Lussick (formerly Brunt), a member of a well-known family in Western Samoa.

Mrs. Lussick was born in Apia in 1902. She married Mr. Alf Lussick in Apia in 1922, and they moved to New Guinea to live. They remained there until 1937 when they moved to Australia.

Mrs. Lussick is survived by her husband and five children — Walter (Kavieng, P-NG), Patricia (Mrs. Turner, Brighton-le-Sands, Sydney), Alf (Canberra), Frank (Liverpool) and Stanley and Richard (Sydney). Many relatives live in Samoa, includ-

ing Mrs. Lussick's brother Frank, who is head of the broadcasting service.

Ratu Tevita Uluilakeba

Ratu Tevita Uluilakeba, the Tui Nayau, paramount chief of Lau in Fiji, died at Lautoka on October 4 on his 69th birthday.

His son, Ratu K. K. T. Mara, was in Lautoka on election business at the time.

After a varied career in the Government service, Ratu Tevita returned to Lau to hold several posts in the Fijian Administration.

During World War II he served in the Solomons.

Ratu Tevita was a great song writer and composed several well-known Fijian songs, including the famous *Isa Lei*.

He was a great grandson of Ratu Cakobau who ceded Fiji to Great Britain in 1874 (See also p. 41).

Atunaisa Laqeretabua

Atunaisa Laqeretabua, who represented Fiji at Rugby many times, and who was well known as a drum-major in the Fiji Military Forces, died in October, aged 63.

He was a member of every Fiji Rugby team chosen over a period of 14 years against Tonga and the New Zealand Maoris.

In World War II he served in the BSIP, and on his discharge became a banana farmer.

He leaves a widow and three children.

Dr. P. J. Monaghan

Dr. P. J. Monaghan, former Chief Medical Officer in Western Samoa, died recently at Wellington, New Zealand.

He was a familiar figure in the South Pacific for many years.

Mr. A. B. Edwards

Mr. Arthur Bayne Edwards who died in Fiji on October 14, aged 88, was the oldest Fiji Government pensioner.

He went to Fiji in 1899 as a cadet from the Colonial Office and held many administrative posts.

He retired in 1922.

Mr. Riley Allen

Mr. Riley Allen, who was editor of the Honolulu *Star-Bulletin* for nearly 50 years, died in Honolulu on October 2 at the age of 82.

Mr. Allen took a keen interest in the Samoas over the years and visited those islands several times. The last time was in 1962 for the South Pacific Conference in Pago Pago.

TIMETABLES (Cont.)

Wewak - Lumi - Nuku - Wewak - Hayfield - Yangoru - Wewak - Angoram-Wewak.

Sat.: Rabaul-Lae-Rabaul.

Wewak-Madang-Lae-Madang.

Rabaul - Kavieng - Momote - Wewak - Madang-Goroka-Lae.

Goroka-Lae-Goroka.

Pt. Moresby-Mt. Hagen.

Mt. Hagen - Kainantu - Lae - Kainantu-Goroka-Mt. Hagen.

Mt. Hagen - Mendi - Mt. Hagen.

Mt. Hagen-Goroka-Mt. Hagen.

SOLOMON ISLANDS

MEGAPODE AIRWAYS (with Dove)

(NOTE: See P-NG-Solomons timetable under Inter-Territory Services for connecting flights.)

Honiara-Auki (Malaita)-Honiara: Tues., Fri.

Honiara-Yandina (Russell Is.)-Honiara: Thurs. (Fortnightly, Nov. 10, 24, etc.).

Honiara - Yandina (Russell Is.) - Sege - Munda, and return: Wed. (Fortnightly, Nov. 9, 23, etc.).

Honiara-Kira Kira-Honiara: Wed. (Fortnightly, Nov. 2, 16, etc.).

Honiara-Munda (New Georgia)-Barakoma (Vella La Vella)-Munda-Honiara: Fri. (Fortnightly, Nov. 11, 25, etc.).

Honiara - Yandina - Munda - Barakoma - Munda-Yandina-Honiara: Mon. and every second Fri. (Nov. 4, 18, etc.).

Honiara-Avu Avu-Honiara: Thurs., Sat. (Three times monthly: Nov. 3, 5, 17, etc.).

Details from Megapode Airways, PO Box 103, Honiara, BSIP.

SURVEY OF FIJI ELECTION RESULTS

(Continued from p. 11)

Fijian votes, 19 per cent. Indian and 1.7 general.

About 66,000 Indians voted of the 75,768 on the Indian roll. Of the votes, Federation got about 43,500, or 65.2 per cent., and captured all nine of the Indian communal seats. The remainder voted for mostly Alliance candidates.

Neither the Fijian nor general roll had Federation candidates and the three Indians elected on the cross-voting roll were non-Federation. The cross-voting roll is Fijian, Indian and general rolls treated as one.

Many Indian voters, under Federation instructions, would not use the ballot papers handed to them in the cross-voting constituencies. In two districts, informal votes totalled more than 20,000.

Under Fiji's new constitution, the Governor retains control of external affairs, defence, internal security, (including the police) and of major Public Service appointments. He has an influential voice in finance.

To assist him with the Public Service the Governor now has a Public Service Board, the chairman being Mr. P. D. Macdonald who has just retired from the old post of Colonial Secretary. The title of Colonial Secretary has been changed to that of Chief Secretary.

All other administration will be shaped by the Legislative Council, subject to the Governor's veto.

Except that the legislature is elected mostly on communal rolls instead of a common roll, Fiji's new political system is generally similar to that under which Australian and New Zealand crown colonies in the last hundred years moved from London's paternalistic care to full self-government.

Because of wide racial differences, a common roll is not at present practicable in Fiji. It inevitably would lead to civil disorder. The common roll will come, but only when Fijians, Asians and Europeans have learned to live in harmony.

The common roll might have been given serious consideration in Fiji in 1964-65 but fear about its adoption was aroused years ago by the performance of the Nadi-Lautoka groups of Indians who caused so much industrial and political disturbance. That fear was confirmed by the non co-operation shown by the same groups when Sir Derek Jakeway was trying to get racial unity on constitutional issues in 1964-65, and by the tactics of the

Federation leaders in the recent elections.

The new Executive Council has two significant features—namely, that the Governor announced that before he set it up he had had a formal consultation with Ratu Mara; and that the members do not include any Federation men.

Ratu Mara, Oxford educated, is leader of Government Business not because of any desire to flatter the Fijian race but because of his outstanding quality and the merit of public service already rendered.

The Federation leaders, Messrs. Patel and J. Madhavan, were in the old Executive Council. There could be two reasons for them not being in this new Government.

Either they were invited, and declined; or the Governor and Ratu Mara, in choosing the Cabinet, decided that inclusion of a Federation man could lead to disruption. Probably the latter.

Whatever the case, it is likely the nine Federation members will form themselves into an Opposition, anti-government, anti-constitution, anti-European and perhaps even anti-Fijian.

In any event they surely will broadcast abroad the facts that, although half Fiji's population is Indian and two-thirds of the Indian voters supported the Federation, there are two Indians in the new Government of 10—and neither is a Federation man.

But another obvious fact is that at least one-third of the Indian population, plus all the Fijians, Europeans, part-Europeans and Chinese, totalling 320,000 (as compared with 160,000 pro-Federation Indians), support the broad programme of racial unity and progressive development on which the Alliance members were elected.

Sir Derek Jakeway and Ratu Mara have ahead of them a difficult job of re-organisation and development. They need, above all, a group of Executive Councillors who will work in a spirit of co-operation and trust. They seem to have got such a team.

Situation To Be Deplored

Fiji's situation is greatly to be deplored.

The Indians are a numerous, strongly established community. Despite handicaps imposed by an unfortunate segmentation in creeds, culture and political thinking, there

INCREASED ROYALTY FOR BANABANS

The royalty on Ocean Island phosphate paid to the Banabans on Rabi Island, Fiji, has been increased from 3/8 to 7/- a ton. Simultaneously, the tax imposed by the Gilbert and Ellice Islands Colony on the phosphate has been increased from 25/- to 35/1 a ton.

This is the second time this year that these payments have been increased. In February, the royalty was increased from 2/8 to 3/8 a ton, and the GEIC tax from 23/- to 25/- a ton, effective from February, 1965. New increases are from July, 1966.

As the rate of extraction from Ocean Island is now fixed at 450,000 tons a year, compared with 310,000 tons before February, 1965, the Banabans' annual income from phosphate has risen from about £41,300 to £157,000 in less than two years. In the same period, the GEIC tax has risen from about £356,500 to about £800,000.

The better deal that the Banabans are now receiving stems directly from a series of articles in PIM last year which revealed their serious discontent over royalties.

are men of outstanding ability in the professions, trades and commerce.

But a *sine qua non* of development is that the Indians work in harmony with the Fijians, who need the help of the older immigrant races in their now impressive adaptation to the ways of the modern world; and with the Europeans, who are on their way out.

Instead of that, the Indians have for years allowed their wild men to run loose in political and industrial affairs, poisoning the socio-political structure.

It will take time, for example, to break down the suspicion of Indians created among the Fijians by the Federation's pre-election displays.

It is a good Legislative Council and an impressive Executive Council, and they will tackle the formidable tasks in workmanlike style. But the Government must keep in the forefront of its planning the paramount need to break down the racial barriers.

In this curiously constituted little nation there cannot be real achievement without racial harmony.

One of the Government's first tasks is to get the majority of the Indian community as a full working partner.

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NOUMEA GAMES FEVER BUILDS UP

(Continued from p. 9)

in 16 seconds—0.2 of a record faster than his, and the, previous best. The other was pole-vaulter I. Willing, of Maravovo, Guadalcanal, who cleared 10 ft 6 in. This was 4½ in. better than the previous BSIP record and equal to the South Pacific Games record.

GEIC Team

The Gilbert & Ellice Islands Colony team, announced on October 22, includes one 15-year-old, and one 16-year-old. Average age of the team excluding basketballers, is 18.

As tipped in October *PIM*, no women were selected. The entire team is "local" and does not include any expatriates.

Only three members of the team represented the Colony at the first Games in 1963.

Most of the athletes will be competing in more than one event and in the following complete GEIC list the first event mentioned for each competitor is that athlete's specialty:

TABLE TENNIS: Kokea Malua

(competed at Suva); Vaaia Lafiti, aged 16; Lomitusi Lameko (competed at Suva); Borerei Uriam, aged 15.

TENNIS: Wiram Tarawa (competed at Suva); Robati Smith; Atanimane Neti.

ATHLETICS: Kiali Neinei, 800 m., 1,500 m., triple jump; Falailiva Tafaki, long jump, triple jump, 200 m.; Tion Rota, 1,500 m., 800 m., 5,000 m.; Solomona Ielemia (from Ocean Island), high jump; Pulu Poutongo (from Nauru), pole vault.

BASKETBALL: Tewa Rabangaki (and discus); Maketi Faniu; Tiaapa Manapa; Kalanise Fomai; Tauriamten (and discus); Kelisiano Talake; Uelese Malanga; Paul Tatireta; Tesio Mafoa; Semi Bob; Mesako Toma.

West Samoa's Position

Western Samoa's sportsmen and women in October were training, and arguing over team selections, with greater enthusiasm than ever.

The Samoan contingent will probably number between 32-35, made up of tennis, women's basket-

ball, boxing, athletics, weightlifting and table tennis.

Officials are counting on a gold medal in weightlifting, a possible gold medal in women's basketball, as the team is reportedly even stronger than that which just missed winning at the first Games; and several possible gold medals in athletics (in the 5,000 and 10,000 metre events and 110 m. hurdles). Local athletes have lately been returning times better than the winning times in these events at the last Games.

In Apia they say boxers have every chance of collecting a medal or two, and that the men's tennis, with any luck, could conceivably collect a bronze medal.

Teams so far named are:

TENNIS: M. Westerlund, D. Betham, L. Purcell, R. Rankin, J. Loi On, H. Betham and T. Faaiuas, with R. H. Carruthers as manager.

WOMEN'S BASKETBALL: Sialafua Skipps, Molly Johnston, Petimara Petaia, Alice Carter, Siniua Tu'u'au, Eliza, Veronika, Faamua, Malama, Hunkin, Dawn Rasmussen, with To'oto'o Pulotu as coach.

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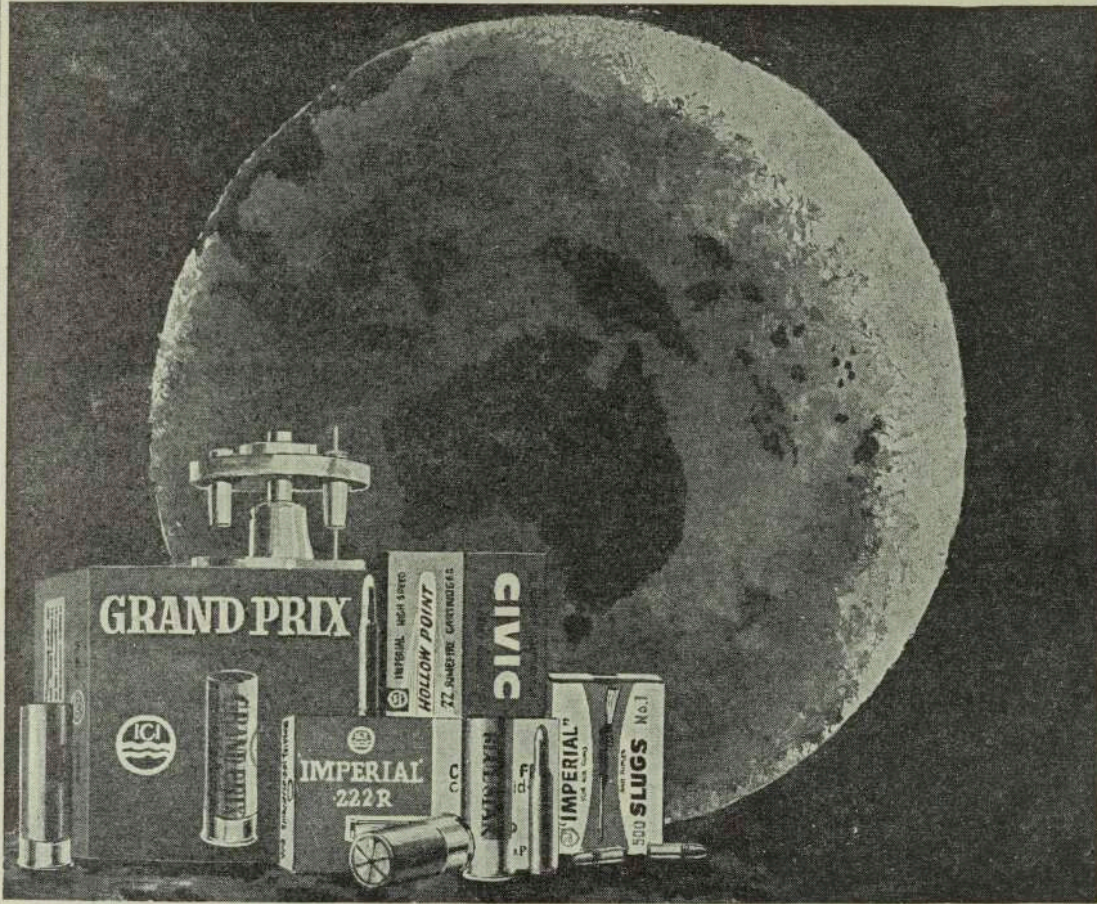
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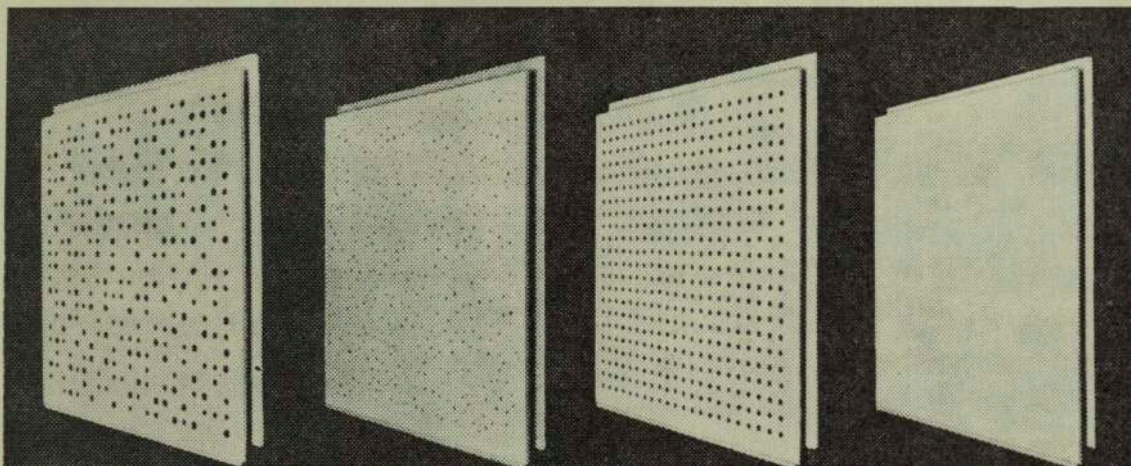
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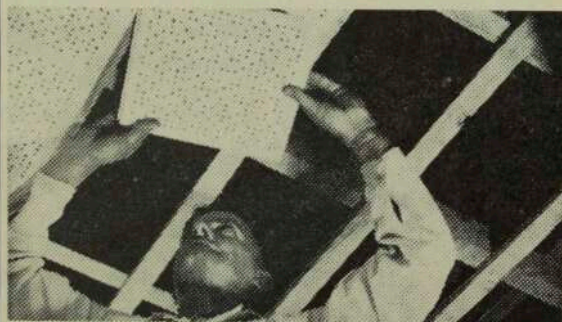
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Air India International . . 116	Daiwa Shipping Line . . 147	Millers Ltd. 63, 100	Southern Pacific Insurance Co. Ltd. . . . 124
Air New Zealand . . . 140	Dewars Scotch Whisky . . 66	Mono Pumps (Aust.) Pty. Ltd. 1	Spartan Paints Pty. Ltd. . . 102
All Soul's School . . . 29	Drumbe Liqueur Co. . . 71	Morris Hedstrom Ltd. . . 14	Stapleton, J. T., Pty. Ltd. . . 129
Amalgamated Dairies Ltd. . . 37	Dunlife Electrical Co. Ltd. . . 36	Moulded Products (A/asia.) Ltd. 83	Steamships Trading Co. Ltd. 77
Apex Belting (Aust.) Pty. Ltd. 75	Ferrier & Dickinson Pty. Ltd. 104	Mungo Scott Pty. Ltd. . . 22	Stephens, F. H., Pty. Ltd. . . 133
Arnott, Wm. Pty. Ltd. . . 4, 5	Fiberglass (A/asia.) Pty. Ltd. 107	Murray Sons & Co. Ltd. . . 94	Stewarts & Lloyds (Dist.) Pty. Ltd. 142
Australian Dairy Produce Board 64	Filmo Depot Ltd. . . . 87	Napier Bros. Ltd. 134	Sullivan (Export) Ltd. . . 156
Aust. International Travel Centre Pty. Ltd. . . . 127	Fisher & Co. 68	Nederland Line & Royal Rotterdam Lloyd 122	Swire & Yuill Pty. Ltd. . . 81
Bank of N.S.W. 121	Ford Tractor Division . . 38, 39	Nelson & Robertson Pty. Ltd. 131	T.A.A. cov. ii
Bethell, Gwyn & Co. Ltd. 152	Foremost Consolidated Pty. Ltd. 79	Nestle Co. (Aust.), The . . 21, 139	Taikoo Dockyard 108
Bish Limited 111	Frigate Rum 115	Nicholsons Pty. Ltd. . . 124	Tait, W. S. & Co. P/L . . 157
Blackwood Hodge (Aust.) Pty. Ltd. 58, 59	Gilbey, W. & A., Ltd. . . 6	Nissan Motor Co. Ltd. . . 90	Tatham, S. E., & Co. P/L . . 31
Blum, A. J. & G. 127	Gillespie Bros. Pty. Ltd. . . 68	Nixoderm 114	Taubmans Industries Ltd. . . 90
Braybon Bros. Pty. Ltd. 26, 29	Gillespie, R., Pty. Ltd. . . 109	Northern Hotels Ltd. . . 136	Tooth & Co. Ltd. . . . 72
Breckwoldt & Co. Wm. . . 135	Grove, W. H. & Sons Ltd. 74	N.S.W. Timber Industries Pty. Ltd. 110	Toyota Motors Sales Co. Ltd. 23
British, The Oxygen Co. Ltd. 89	Haig, John, & Co. Ltd. . . 110	Ogden Industries Pty. Ltd. . 69	Trans Pacific Marine Ltd. . . 103
British Solomons Trading Co. Ltd. 72	Handi-Works Co. . . . 74	Pacific Lumber Co. Ltd., The . 75	Trinity Grammar School . . 84
Brockhoff's Biscuits Pty. Ltd. 18	Harris, Keith & Co. Ltd. . 160	Pacific Islands Transport Line . 149	Tulloch Ltd. 32
Brownbult Pty. Ltd. . . . 50	Hellaby, R. & W., Ltd. . . 35	Pacific Publications Pty. Ltd. 96	Turners Supply Co. Ltd. . . 71
Brunton & Co. 144	H.M.V. (NZ) Ltd. . . . 128	Pacific Islands Society . . 109	Twiss & Browning & Hallows (Export) Ltd. . . 142
Bryant & May 130	Hutchinson, Robert Ltd. . . 80	P-N.G. Printing Co. Pty. Ltd. 67	Union Steam Ship Co. of N.Z. Ltd. 150
B.P. 3, 67, 136, cov. iii	Hyster Aust. Pty. Ltd. . . 82	Presbyterian Ladies College . 32	Victa Mowers 53
Cadbury-Fry-Pascall Pty. Ltd. 49	I.C.I.A.N.Z. Ltd. 158	Qantas 122	Vi-stim 34
Carlton & United Breweries Ltd. 132	International Harvester Co. . 54	Qld. Insurance Co. Ltd. . . 87	Walpamur Co. (NG) Ltd., The . 70
Carnation Company Pty. Ltd. 114	International Majora Paints Pty. Ltd. 106	Reckitt & Colman Pty. Ltd. 2, 16, 30	Watkins-Dow, Ivan, Ltd. . . 92
Carpenter, W. R. & Co. Ltd. 78, 138, cov. iv	Kerr Bros. Pty. Ltd. . . 109	Rhur Stickstoff, AG 52	Westfield Freezing Co. Ltd. 112
Classified Advertisements . . 155	Kopsen & Co. Pty. Ltd. . . 28	Ronson Products Ltd. . . . 126	Weymark Pty. Ltd. . . . 142
Crammond Radio Co. . . . 92	Kraft Foods Limited . . . 88	Rotomotive Industries (A/asia.) Pty. Ltd. . . 110	Whites Aviation 155
C.S.R. Building Materials . . 46, 159	Lane's Pty. Ltd. 51	Rothmans of Pall Mall (Aust.) Ltd. 24	Wilhelmsen, W., Agency P/L 151
Cystex 114	Marrickville Holdings Ltd. . 137	Sanitarium Health Food Co. . 88	Wunderlich Limited . . . 48
	Melbourne University Press . 98	Scotts Detergents (A/asia.) Pty. Ltd. 113	Yorkshire Insurance Co. Ltd. 34
			Young, J. H. Boats Ltd. . . 109
			Zeiss, Carl, Pty. Ltd. . . 125

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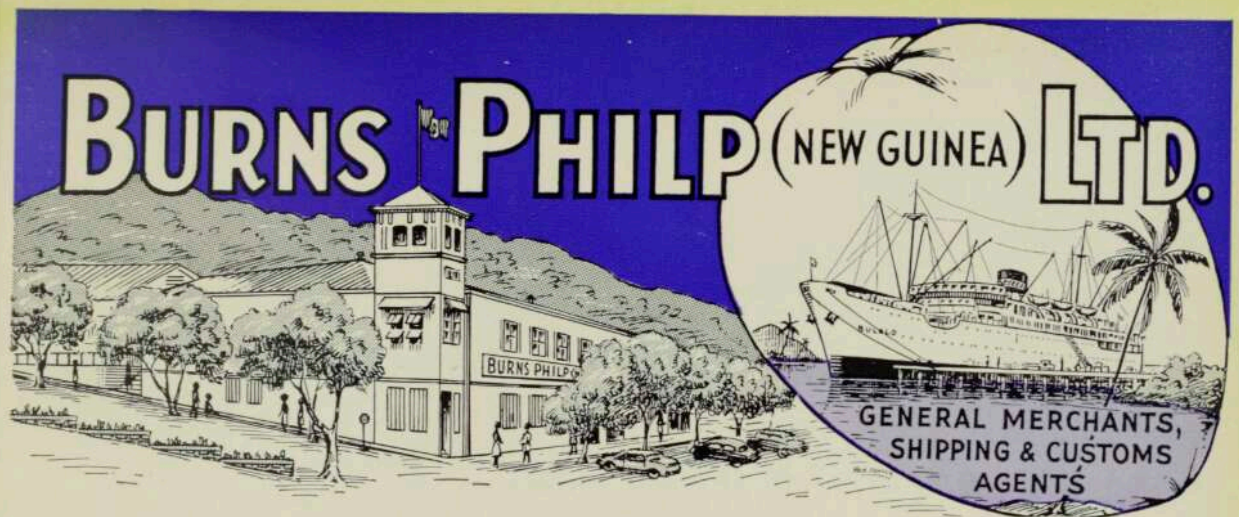
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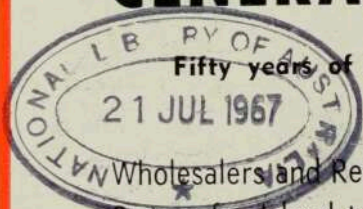
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