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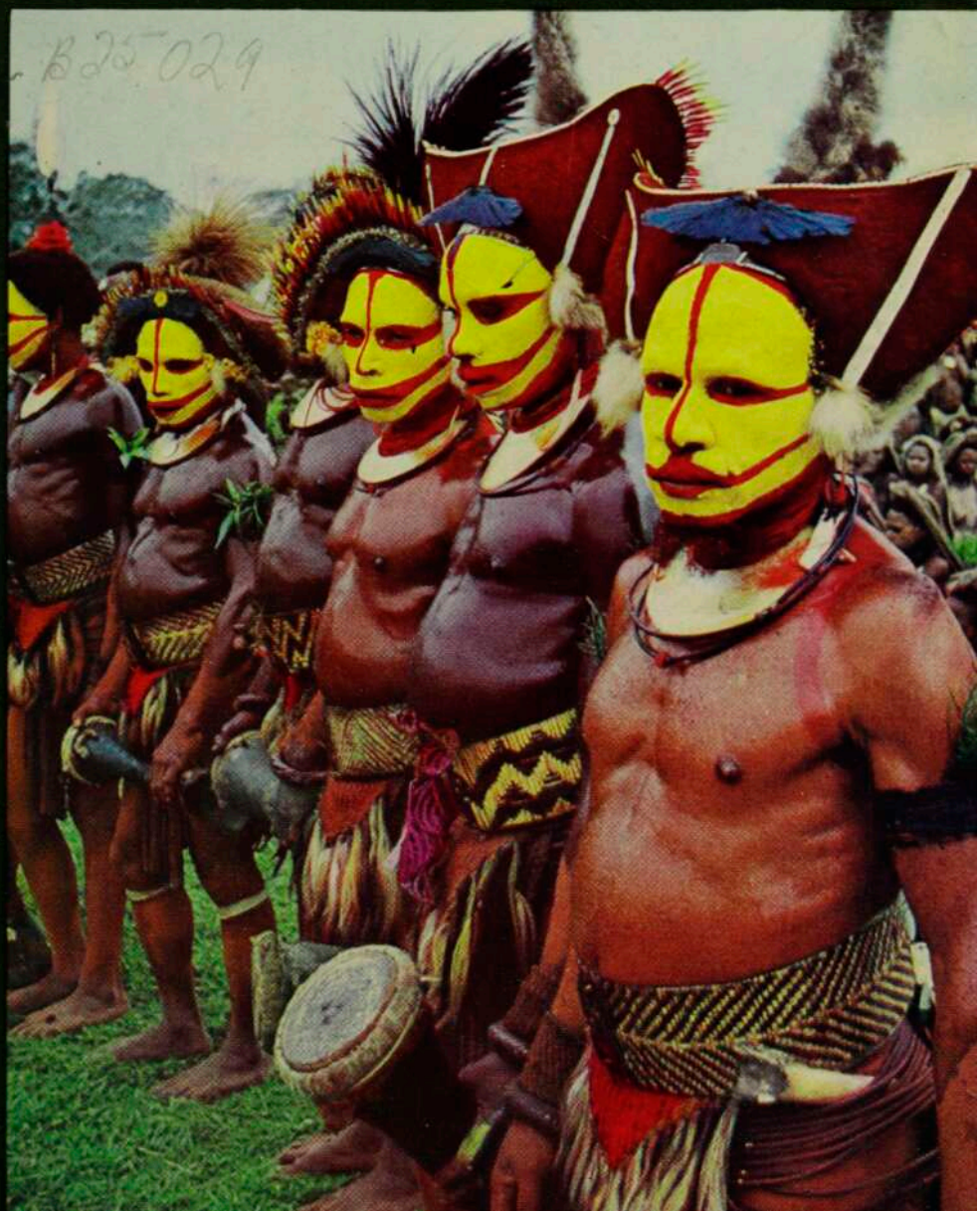

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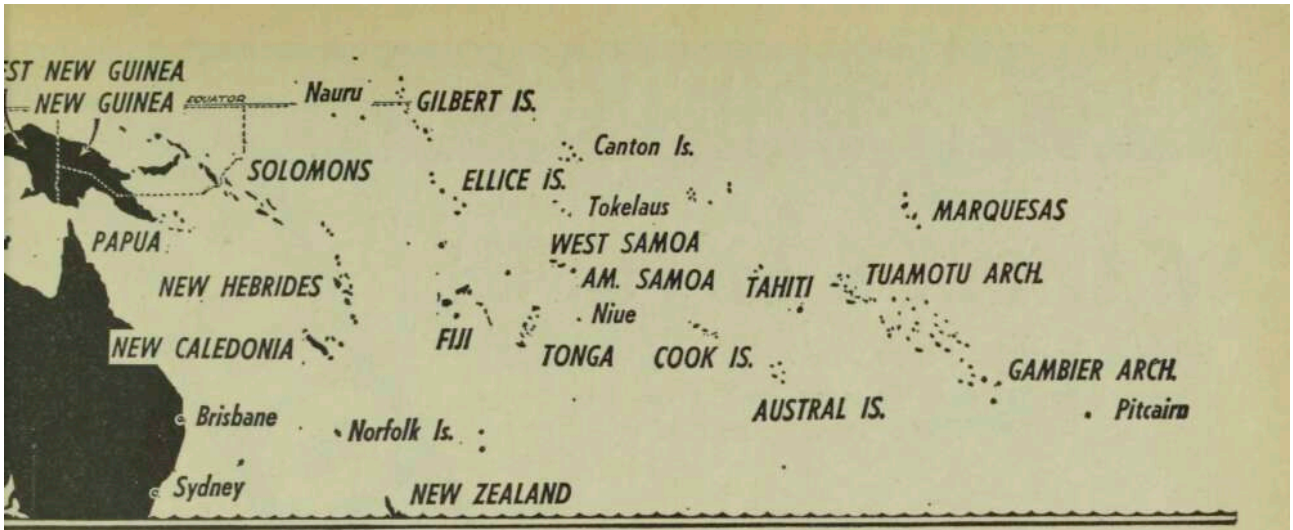

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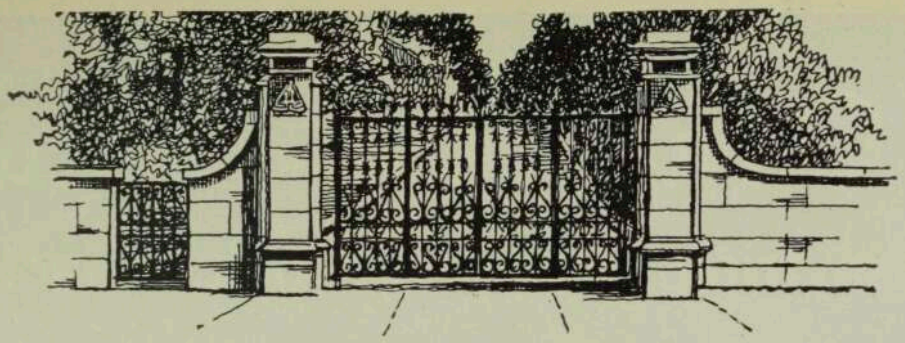

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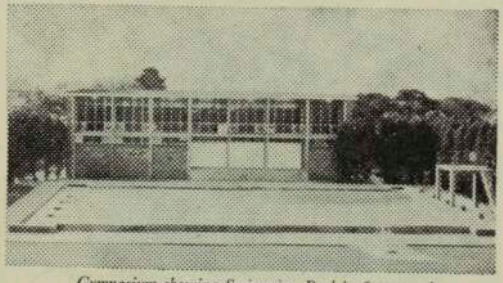

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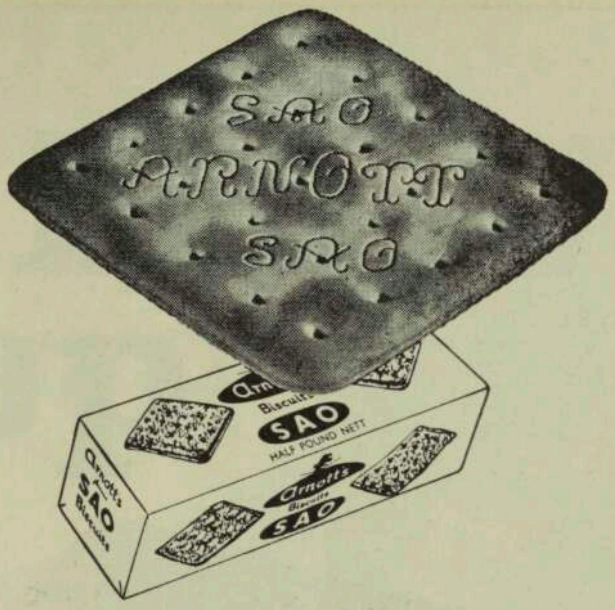

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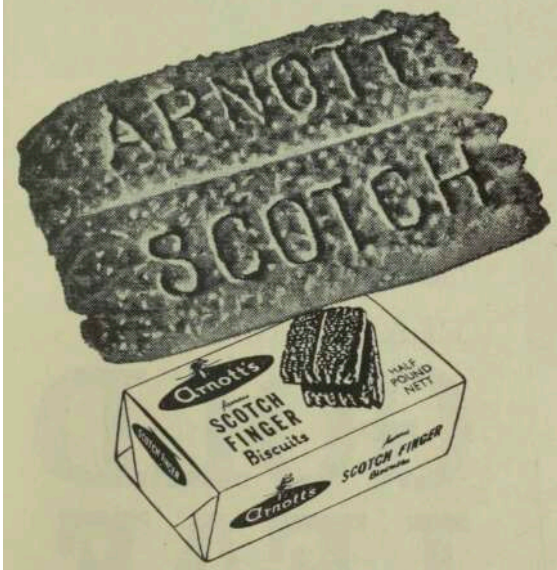

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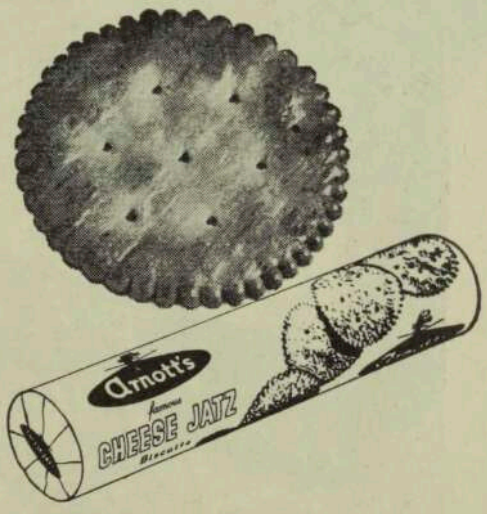

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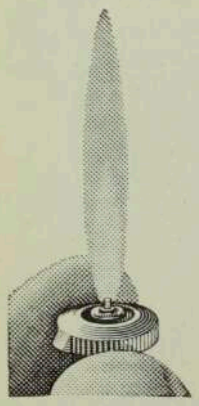

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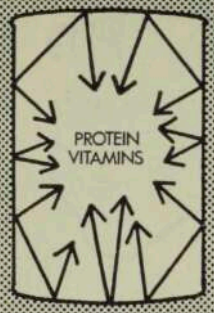

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UP FRONT
with the editor

This business of independence for New Guinea is beginning to get on my G-string. Fair's fair, but you can overdo it. Nobody has yet asked for independence, and I don't see why it should continue to be thrust down everybody's throats.

THE trouble with New Guinea this last year or two (and in the last few months since the general election came into the offing) is that the moderate voices aren't being heard. We hear only the extremists.

This is nonsense, because politically I suspect the New Guinean to be a pretty conservative sort of fellow. If he understood the picture that was being painted of him on the world scene he wouldn't thank anybody for it.

We are getting more than our fair share of extremist Europeans in New Guinea, too; which makes it tough for those uncommitted citizens who are merely trying to understand what is going on.

The two extremes

You know the European types. On the one hand there are those who despise all New Guineans as calculating kanakas plotting to organise a bloodbath just as soon as European restraints are off. They'll tell you in a loud voice that the only thing the New Guinean understands is a clip under the earhole occasionally and firm action at all other times.

The opposite group loves Brown Brother to death. They are constantly apologising to the New Guinean for being there; they take offence on behalf of New Guineans for imagined slights by other white men; and assume out loud that we can hardly expect New Guineans not to hate us, considering the terrible things we've done to them in the past.

Well, a plague on both their houses. These people are getting too much attention at the expense of the moderates.

And because the moderate view is just not being heard these days, I think there is real danger that normal progress **towards** self-government, or dependence, or whatever, will get of hand.

It's already getting so much t way that anybody who dares co out with a moderate view is label a reactionary. If you happen to th that New Guinea is moving too politically, then don't say so. You obviously been there too long; you a paternalist.

Don't say so

If you happen to think that Blow, the Member for Ramu, is Bighead and a menace, then do say so. Obviously you're a wh supremicist.

You're not to be constructiv critical in New Guinea these days,

OUR COVER

Those extraordinary-looking fellows are New Guinea Highlanders, dressed for a sing-sing. In Highlands fashion they have made startling use of body paints. Men like these were seen at the Mt. Hagen Show in August. The colour photograph was taken by Wykeham Perry, of Canberra, who also provided PIM's March cover of grassy-green Norfolk Island. As private secretary to the Australian Minister for Territories, Mr. C. E. Barnes, Mr. Perry is a frequent Islands visitor.

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eak from experience, or even use ur commonsense. If you lived ere before the war, don't admit it.

If you don't know which way the untry is heading, then don't let on blicly, or you'll be labelled a fence-er, or a gradualist.

Don't be moderate. Be extreme!

I don't know what the New ineans are supposed to have done us that we are doing this to them, t I think it's time we got our feet the ground again. Certainly a little s political hysteria in New Guinea needed, please. More work at the ss roots, and a little less yap.

We get enough wordage from the ofessional political opportunists in UN these days without putting our own smokescreen and being t behind it.

Let's hear the moderate majority.

* * *

MY account of Tonga's coronation in the August issue gets a nding this month (p. 61) from a lney correspondent who is dis-ointed in me. I won't comment it, because Mr. Booth is entitled his interpretation of my material, I only wish more readers would what they think more often. It noteworthy that Mr. Booth lives Sydney, for it is my experience t Islanders are reluctant letter ters, both in their personal lives in the public prints.

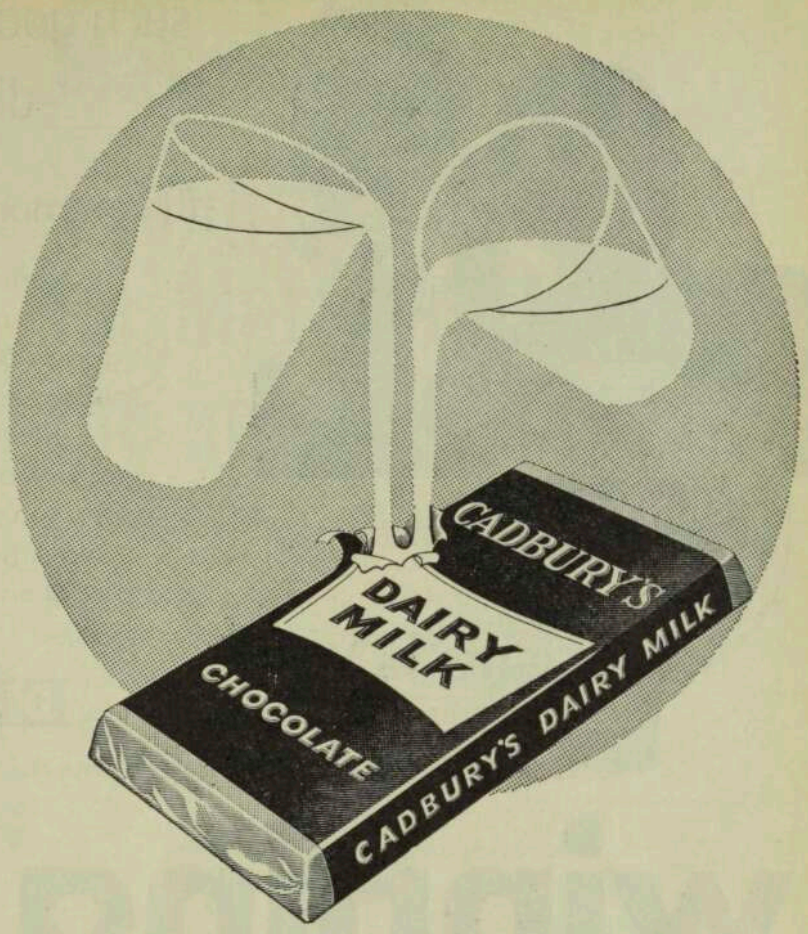
However, I do want to defend my ow Pressmen at the coronation inst Mr. Booth's charge that some nded the Royal Kava ceremony ired in gaudy shorts and T-shirts". loesn't happen to be true.

Raised temperatures

What helped raise Press tempera-s at that ceremony was the mis-en belief by many visitors that gaudily dressed types wandering ut the areas supposedly reserved the Press were in fact Pressmen.

The accredited correspondents had le a point of being correctly ssed for the kava ceremony, and tested vehemently to palace rds against the ring-ins who were ng them a bad name. On this occasion the guards acted and ily banished one specially oxious character off a visiting ht.

—STUART INDER



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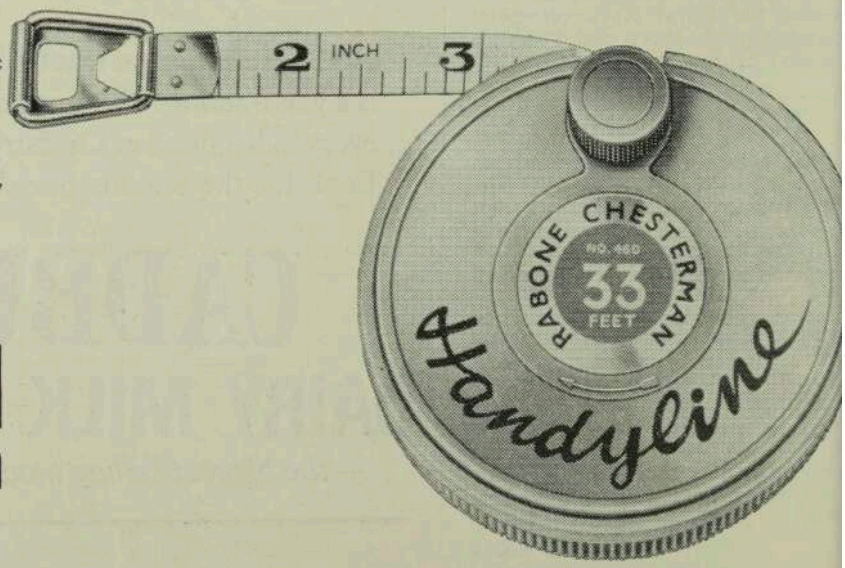

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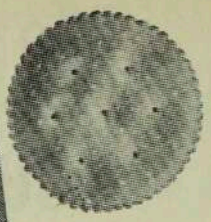

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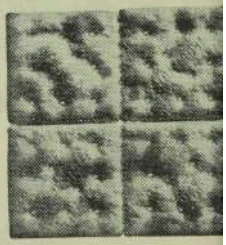

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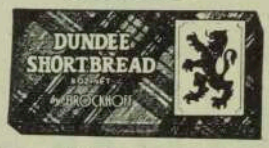

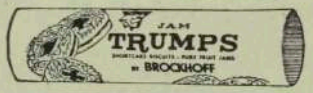

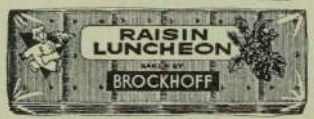

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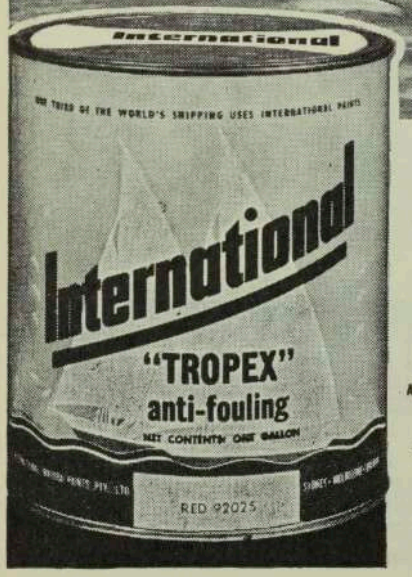

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How Australia can lend a hand in South Seas trade problems

BY R. B. GALL

I think the time has come for a South Pacific Business Co-operation Committee, of the kind which is working very well between Australia and Japan. And I think Australia should take the lead in establishing it.

f we are to have prosperity for the people of the South West cific, then there must be co-eration between the "haves" and ave nots". Australia and New aland are "have" countries, and y have to recognise the needs of "have nots" in this part of the rld. I think this can be done ough such a committee.

t is in everybody's interests, but ticularly in the interests of the nds, that something be got moving n, and I am putting forward a suggestions here in the hope t they might be helpful in getting h a committee started.

Let me explain first how the Aus-ia-Japan Business Co-operation mmittee was established and how works.

The committee was set up following visit to Australia in 1961 of the n Prime Minister of Japan, Mr. da, in connection with a proposed de agreement.

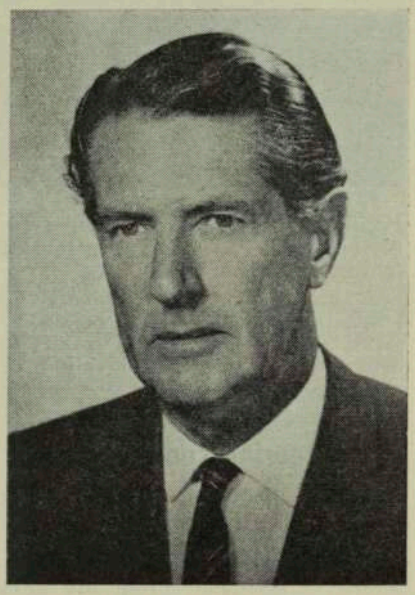
Need for co-operation

t became obvious to both sides ing the discussions that Mr. Ikeda in Australia that there were ny opportunities for increased de between the two countries, and t problems could be ironed out ter on the business level than the ernmental level.

There was need simply for closer operation between the leading inessmen of Australia and Japan. e businessmen themselves could ng to the attention of the govern-nts those matters which needed cial help for solution.

Further, government representa-s could, if they wanted, be on d to put an official point of view hout their governments being barrassed by the decisions.

The idea was that the committee uld become a catalyst for generat-action, when action was con-ered either desirable or possible. e committee meetings would be ums for the exchange of ideas and nciples; for an appreciation of each other's problems, and thus, through closer understanding, promote trade with a minimum of disagreement.



R. B. GALL is an Australian businessman with wide interests. He is founder and managing director of Camelec Limited, Adelaide electrical manufacturers; chairman of a number of companies, including Islands Electric Pty. Ltd., Suva, and is immediate past president of the National Electrical Manufacturers Association of Australia. He is also a member of the Australia-Japan Business Co-operation Committee, and in this article he puts forward a suggestion for a similar organisation to assist South Pacific business enterprise. PIM supports his proposal, and invites discussion.

The Australia-Japan Business Co-operation Committee was formed with headquarters in Canberra. The Japan-Australia Business Co-operation Committee was formed with headquarters in Tokyo. The first meeting was held in Japan in 1963 and meetings have been held each year since, alternating between Japan and Australia. The fifth meeting was last April, in Tokyo.

Great success

As a member of the Australian committee I can say that the scheme has been a great success. It now seems that this type of approach was rather unique, and other countries have followed our example.

What the committee has shown is that although machinery exists to protect trading interests, fraternisation—rather than legislation—can produce more acceptable results. The committee has no legal powers, and needs none.

Of special interest to me has been the fact that although trading problems initially were considered to be the most important matters for discussion, it quickly became apparent that other matters, too, could and were being discussed—such as student and technician exchange schemes, joint ventures in underdeveloped, countries, and cultural matters.

What are some of the successes?

Regular schemes for exchange of students and technicians are now in operation, many of the technicians being accommodated in the industries of member companies. The exchange of English and Japanese teachers has also been promoted, and a scholarship is available for Japanese studies.

A Chair of Japanese Studies has been established at the University of Queensland and there have been recommendations for a cultural agreement between Japan and Australia, like the one that exists between Japan and the UK.

On economic co-operation, the committee has told the Australian Government that it believes Japan should enjoy a taxation agreement which will avoid payment of double taxation.

On the matter of joint ventures, an

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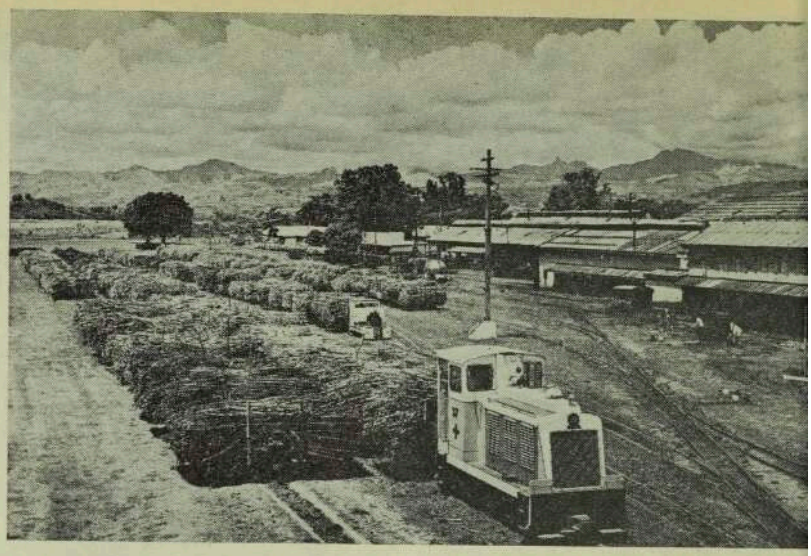
● **Fiji's economy at present depends on sugar (cane is seen here awaiting crushing at the Rarawai mill) but the colony needs to diversify. Because their tropical products are often in competition, the islands of the South Pacific and Australia need to co-operate on trade—and prosperous Australia should take the lead in helping those "have not" territories.**



investigation has been made into establishing a timber processing industry in New Guinea; and the establishment of a joint shipping line, mainly to ship Australian ore to Japan.

How it works

On trading problems I can give a personal example. As president of the National Electrical Manufacturers Association of Australia I voiced the apprehension of Australian electrical manufacturers about the level of Japanese electrical imports into Australia. This led to the matter being referred to the Japan Electric Machine Industry Association.

The Japanese association sent a mission to Australia last December, and the members saw for themselves the extent of electrical manufacturing in Australia, and were given the opportunity to appreciate the reasons for tariff protection in some areas. This helped us.

These brief notes give some idea of the scope of the Japanese committee. Certainly the problems are not all the same in the South Pacific, but there is no doubt in my mind that the highly fragmented South Pacific community must benefit from the operation of a committee formed to discuss common problems.

A great deal of preliminary investigation would need to be undertaken. Organisers would need to determine the general direction of planning.

Steering committee

In my opinion the most important thing to do first is to set up a steering committee to see whether territory businessmen really do think a committee is desirable. From my talks in the Pacific, particularly in Fiji, I think there is support for such a committee.

The steering committee could consist of interested persons from say, Fiji, Tonga, Western Samoa, Australia and New Zealand. This group would recommend permanent representation, and plan the gener direction of the committee's work.

A provisional chairman, depu chairman and executive officer cou be selected to get the idea off t ground. The executive officer wou need to have access to secretari and public relations facilities.

Members of the steering committ should have high standing in t community and some experience international affairs.

For instance, members of t Australia/Japan Committee inclu Sir Edward Warren, as presider Sir Robert Webster, of Bradfo Cotton Mills; Mr. R. W. C. Ande son, Associated Chambers of Man factures of Australia; Mr. J. Bate Australian National Travel Associ tion; Dr. A. Callaghan, Austalia Wheat Board; Sir William Gun Australian Wool Board; Sir The Kelly, Woolworths Ltd.; Sir Arch bald Glenn, of ICI, Sir Ian McLe nan, Broken Hill Pty.; Mr. R. W Norman, Bank of NSW; Sir Jam Vernon, Colonial Sugar Refinin Sir Roland Wilson, Commonweal Banking Corporation; Mr. I. F Seppelt, Australian Wine Board; ar Mr. T. M. Ramsay, Kiwi Polis Company.

Another method of starting wou be to invite representatives from som territories to attend the next meetir of the Australia/Japan Business C operation Committee to see for then selves how it operates.

What territories should be i volved? That's a matter for a steerir committee. But there is no reaso why every territory that is covere by the South Pacific Commissio should not be represented, includir of course the French territories.

Let's kick this ball around. Let start something, for all our sakes.

BIGGER ROLE FOR ISLANDERS IN S.P.C.

ISLANDERS will play a bigger role in determining the work of the South Pacific Commission as a result of new arrangements agreed upon by the participating governments—Australia, France, New Zealand, the United Kingdom, the United States and Western Samoa.

At the seventh South Pacific Conference in Noumea in early October, which was attended by commissioners from the six participating governments, plus one delegate from each of the 18 Island territories in the Pacific, the new arrangements agreed upon were accepted. The delegates said they regarded them as an important step forward.

Under the new arrangements, South Pacific Conferences will be held annually from now on, instead of triennially. These will enable Islands delegates to discuss and make proposals on both the SPC work programme and its budget. Each conference will be followed by a session of the commission.

The purpose of the SPC is to investigate and advise the participating governments on ways of improving the health, economy and social well-being of the people of the 18 South Pacific territories.

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Fiji continues undismayed at Opposition walk-out

From a Suva correspondent

Although Fiji has been without an official Opposition in the Legislative Council since September 1, the world has not yet noticed it. Nor in fact has the colony.

HE Opposition, of nine members lead by Mr. A. D. Patel, walked of the council the day that Fiji's isterial system came into opera- (*PIM*, Oct., p. 19), after an- ncing that last year's constitution, ler which the ministerial system established, was "undemocratic, uitious and unjust" and that they e now calling a halt in their sup- t of it.

Two days later, Fiji's Chief Min- r, Ratu K. K. T. Mara, set off a world tour from which he will return until October 9. From ry report sent back to Suva during absence, it has been a success. He ned something wherever he went. There was a failure in the UN, n Ratu Mara could not sell Fiji's nt of view to the Committee of which wants to send a delegation inquiry to the colony to see why is not getting its independence. u Mara was unable to convince body that the Fiji public does not t its independence. But he did for himself, apparently, that it sn't really matter in some UN les what Fiji wants—the com- tee's pressures were all political.

UN not allowed

lthough the committee has moved a delegation should go to Fiji, s not likely that either Britain or will allow an official visit.

his is bad news for some members the Opposition, who, since their kout, have been addressing many well-attended public meetings to test against the constitution. They e been making house-to-house s.

Ir. K. C. Ramrakha, tipped as to party leadership, explained licly that the Federation Party had nt quite a bit of money getting s of the walkout to the world ss, and radio.

t their public meetings the Fed- ion Party men have said they want ew constitution, and one-man-one- , and have constantly criticised Alliance Government. In this have come off badly, because the government in retaliation has been publishing the detailed history of communications between the Alliance Government and the Federation Party over the 10 months since the elections. This bit of shrewd public relations work has done much to lessen the Opposition's impact.

What will they do?

And what has only now become known, is that the Federation Party had planned the walkout before the Legislative Council sitting. A week, before, the party decided to embark on a campaign of non-co-operation.

What will the homeless Opposition do next? There is talk that some members of the party think the move was badly timed and that they are casting around for a formula which will enable them to go back if the non-co-operation campaign fizzles out. But there are certainly no signs that they aim to do anything to return immediately.

They could stay away for the next two meetings of the council so their seats could be declared vacant and by-elections would follow. There is little doubt they could win the by-elections and thus triumphantly walk back into the Council Chamber, having made their protest, and having lost no face.

Axiom

An alternative would be to attend the opening of each meeting of the council, have their attendance recorded then walk out again.

Meanwhile, the Alliance Government is hardly likely to be forced into resigning because it hasn't got an Opposition. It is a political axiom that Oppositions are there to be ignored, and as the Government has already said: "It is regrettable that our friends of the Opposition have walked out, but we will continue to govern without them until they see fit to return."

The Opposition really could have made its point more usefully by standing firm and battering the Government and its policies—and the constitution — from the Opposition benches. It was, in fact, beginning to make itself felt this way before the events of September 1.

Time running out for Nauruans on early independence

Despite prolonged discussions in Canberra, by early October the Australian Government had not formally committed itself to the granting of independence to Nauru by January 31. The Nauruan delegation in Canberra was concerned at the delay, as an agreement would have to be ratified by Federal Parliament, which will rise on November 3.

Nevertheless the Nauruan delegation was continuing work on the constitution details in expectation of agreement.

The Nauruans have asked for full independence, and want to establish a presidential system. The UN has supported them. Nauru has a separate phosphate economy.

W. R. CARPENTER SHIP RUNS AGROUND ON FIJI COAST

The 8,000-ton passenger-cargo vessel "Lakemba", with 80 passengers aboard and a cargo of lumber and pulp, went aground on Vatulele Is., 20 miles south-east of Sigatoka, Viti Levu, at night on October 4.

No one was injured and the British cable-laying ship "Retriever" transferred the passengers to Suva.

The "Lakemba" is the last of W. R. Carpenter and Company's trans-Pacific ships, being owned by a Carpenter subsidiary, Pacific Shipowners Limited. She was built soon after World War II.

When she went aground she was on a trip from the west coast of North America to Sydney. She had left Suva to round the south of Viti Levu to make a call at Lautoka before sailing direct for Sydney.

On October 9 the wreck was reported missing from the reef, believed sunk.

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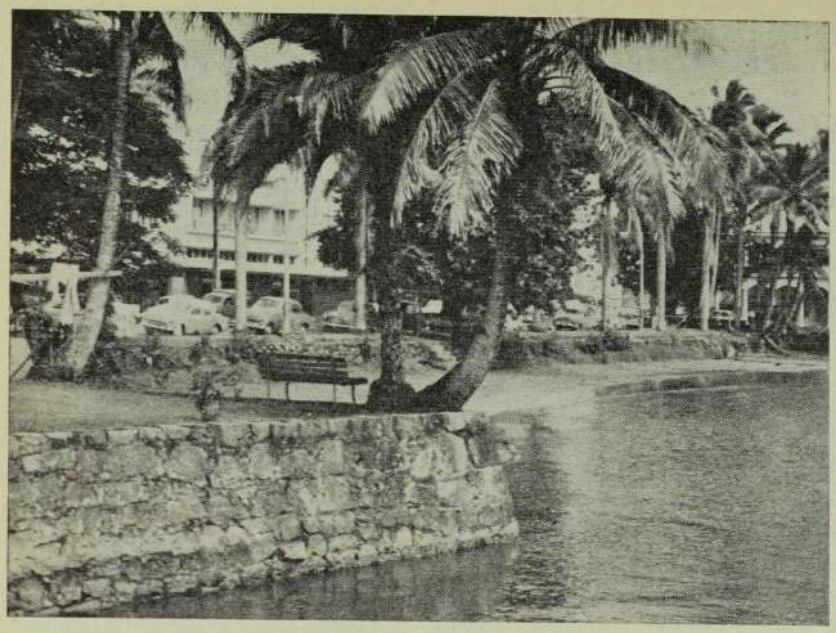
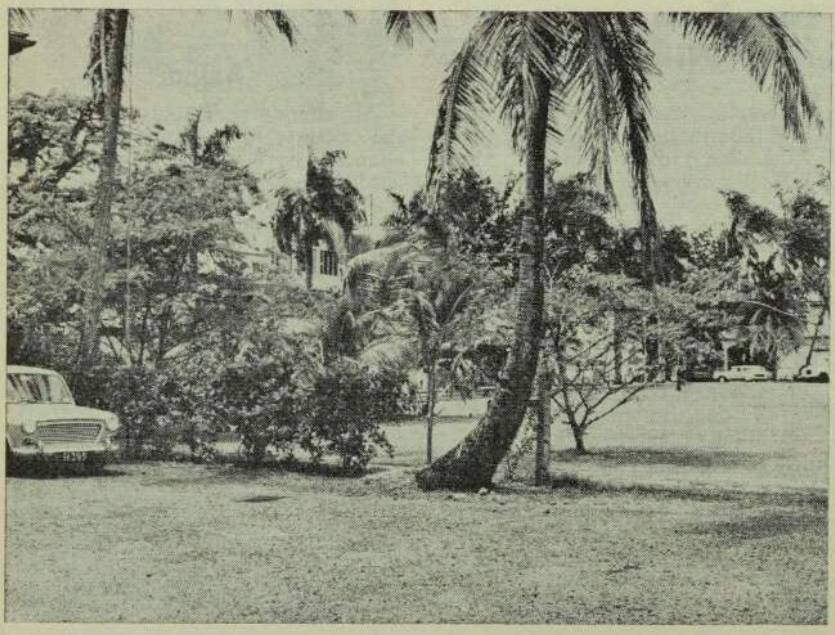


They mow lawns where fish jumped

In early 1959 the city of Suva sported a small beach. It extended from the fire station to the Cable and Wireless building, facing the Club Hotel, and from it fishermen made their boat journeys, dogs splashed in the waves, tourists searched for shells, and sometimes passengers embarked from it on to a small float plane. Then came the city council's reclamation plan for the entire waterfront. Today green lawns and trees decorate an area where fish once jumped. Rob Wright took both these photographs from the same spot.



Banabans boycott phosphate talks in Wellington

The Banabans of Oce Island, who have become i creasingly truculent in the pa couple of years over their sha of the proceeds from phospha mined on their island, boycott talks in Wellington in mi September on the distribution phosphate monies.

THE talks were attended by deleg tions from Britain, Australia a New Zealand, which jointly explo Ocean Island's phosphate as t British Phosphate Commissioners.

The Banabans claimed that as t landowners of Ocean Island, it w their right to speak directly to t BPC governments instead of simp attending as advisers to the Briti delegation.

They told the British delegatio in Auckland that if they could n exercise their right, they would n attend the conference as sile advisers. The British rejected the claim.

The Banaban party included t Rev. Tebuke Rotan and Councill Tepeke Anterea. The Fiji-India political leader and barrister, Mr. A D. Patel, acted as their legal advise

They may go to U.N.

The Banabans now plan to ho a meeting in the near future wit their legal adviser and econom advisers (Philip Shrapnel and Co., Sydney) to determine what their ne move should be.

One possibility is that they ma decide to try to bring their case t the attention of the United Nation

The essence of their case is tha the proceeds from Ocean Islan phosphate are unfairly divided be tween themselves and the Gilbert an Ellice Islands Colony, of whic Ocean Island is a part. The preser distribution is 7/- a ton for th Banabans and 40/1 for the GEIC The Banabans say that they shoul get about two-thirds of the proceed

The Banabans' plan for the futur will partly depend on the outcom of the talks in Wellington, where th sale price of phosphate was expecte to be the chief item on the agenda

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TRONG VOTE FOR UTONOMY IN ENCH POLYNESIA

Elections in French Polynesia September 10 for a new rritorial Assembly (parliant) have given the lie to the nmonly held notion that iiti is such an earthly paradise t nobody wants any change.

VO parties which campaigned vigorously for internal self-rnment gained 16 of the 30 seats he Assembly, and six other seats t to independent candidates, some whom will probably side with n.

he two most successful parties Te E'a Api no Polynesia ghly, the New Ways Party of nesia), which is headed by Mr. cis Sanford; and the Pupu Here (Patriots' Party), of which Mr. Teariki is the leader.

r. Sanford, whose American dfather settled in Tahiti years is French Polynesia's present esentative in the French Chamber eputies.

r. Teariki, a chief of Moorea, ti's sister island, was the deputy Mr. Sanford defeated him by ndful of votes out of the 27,000 in elections held on March 19 *M*, May, p. 32).

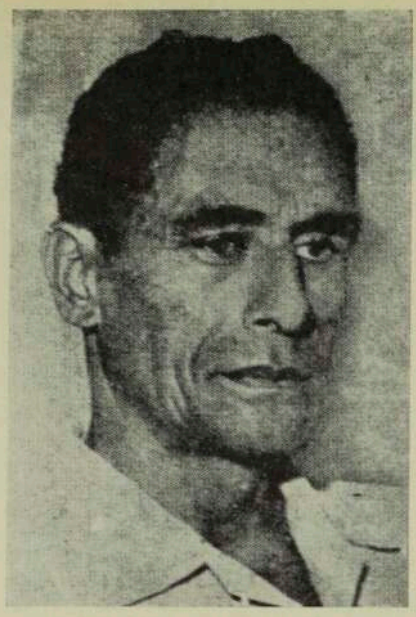
Personality battle

e March election was a battle ersonalities, as the platforms of wo men were virtually identical. same can be said about the mbly election just held.

sides campaigning for internal government, both the Sanford Teariki parties advocated a r deal for the large Polynesian ent of the population.

r. Teariki's party also urged the plete cessation of the nuclear g programme at Mururoa Atoll, stated that it was a matter for regret that the previous mbly had ceded Mururoa to ce.

one stage during the election paign, Mr. Sanford, asked the nch Prime Minister, Mr. pidou, if a referendum on the government issue could be com- with the election. However, Prime Minister replied that self-



John Teariki.

government would be a matter for the incoming Assembly to discuss.

For the purpose of Assembly elections, French Polynesia is divided into five electorates: Iles du Vent (Windward Islands), Iles sous le Vent (Leeward Islands), Tuamotu-Gambier Islands, Marquesas, and Austral Islands.

The Iles du Vent, which comprise Tahiti, neighbouring Moorea, the now-exhausted phosphate island of Makatea, and the small island of Maiao, elect 16 candidates.

The Iles sous le Vent, comprising Bora Bora, Huahine, Raiatea, Tahaa and other islands in the leeward of the Society Group, elect six.

Of the remaining eight seats, four go to the Tuamotu-Gambiers, and two each to the Marquesas and Australs.

Pro-French

No less than 33 political parties, or groupings, contested the election—18 of them vying for the favour of electors in the Iles du Vent.

Of the 36,897 voters on the rolls, 24,858 (or about 67 per cent.) voted.

The results of the election were: Te E'a Api no Polynesia (nine seats), Pupu Here A'a (seven), UT-UNR (five), Union Tahitienne Democratique (three) and independents (six).

The UT-UNR, which is a combination of the Union Tahitienne and the Union pour la Nouvelle Republique, is led by Rudy Bambridge. It is emphatically in favour of maintaining strong links between French Polynesia and France.

So is the Union Tahitienne Democratique (UTD), which is led by Mr. Alfred Poroi, French Polynesia's representative in the French Senate since 1962 and Mayor of Papeete for 24 years until his defeat in October last year.

The six independents, on the other hand, seem to be pro-Polynesian rather than pro-French. So the next year or two will probably see some important changes in the constitutional framework of French Polynesia—if the more radical members coalesce solidly against the conservatives.

A notable feature of the election was the eclipse of a number of well-known figures on the Tahiti political scene who were regarded as virtually irremovable from the Assembly.

Old identities go

They include J. B. Ceran-Jerusalemy, Charles Lehartel, Jacques Tauraa (president of the outgoing Assembly), Gerald Coppenrath, Rose Raoulx and Celine Oopa.

Twenty of the successful candidates were not members of the old Assembly. The newcomers include Mr. Sanford.

The total votes polled by the four major parties were: Te E'a Api no Polynesia, 5,027; Pupu Here Ai'a, 4,161; UT-UNR, 2,390; UTD, 1,699.

Mr. Teariki's party was the only one to put up candidates in all electorates. Mr. Sanford's contested all but the Australs. The other two major parties were each represented in three.

Those elected for the various parties are:

TE E'A API NO POLYNESIA: Francis Sanford, Jean Millaud, Anthelme Buillard, Eugene Haereraaroa, Daniel Millaud, Adolphe Agnieray (Iles du Vent); Roger Amiot (Iles sous le Vent); Guy Rauzy (Marquesas); and Francois Tinomano (Tuamotu-Gambiers).

PUPU HERE AI'A: John Teariki, Yannick Amaru, Francois Bordes, Henri Bouvier (Iles du Vent); William Tcheng, Adolphe Bohl (Iles sous le Vent); Pierre Hunter (Austral Islands).

UT-UNR: Rudy Bambridge, Nedo Salmon, Gaston Flosse (Iles du Vent); Tetuanui Ehu (Iles sous le Vent); Henri Marere OR Germain Levy (Tuamotu-Gambiers). The result in the Tuamotu-Gambier seat was still in doubt when "PIM" went to press.

UTD: Alfred Poroi (Iles du Vent); Marcel Hart, Taratua Teriirere (Iles sous le Vent).

INDEPENDENTS: Frantz Vanizette, Charles Taufa (Iles du Vent); Andre Teikitutoua (Marquesas); Tetuarua Oputu (Austral Islands); Andre Porlier (Tuamotu-Gambiers).

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Diversification: That was the key to shrewd RB's success

A tribute by R. W. ROBSON

The sudden—but not unexpected—death in Sydney, on October 3, of Randolph Bolton Carpenter has removed from the top group of Australian finance directors one of its shrewdest minds and most remarkable personalities.

IT also deprives the Carpenter group of companies of a chairman who guided it, with great success, through a period of phenomenal growth.

"R.B.", as he was generally known, was a very modest and retiring man, and few people knew him intimately. But all who did know him well admired his great ability as a director of his companies' affairs, and held his qualities as a private citizen in high esteem. He was a tough manager and director; but, privately, a very loveable and generous man.

My own friendship with him extended over 40 years, from the days when "old Walter" sat in his modest little office in O'Connell Street, watching every detail of development in his newly-founded corporation (W. R. Carpenter & Co. Ltd.) and grimly planning and covering his desk-pad—the only thing ever on his tidy desk—with endless calculations.

Tireless promoter

Always beside that tireless promoter were his two young sons, "Ranji" and "Wick"—R. B. Carpenter, born in 1900, and C. H. V. Carpenter, born 1902. They were with him in every move that he made, as he built up the Carpenter concern from copra-buying and storekeeping in New Guinea until, within a couple of decades, it owned and operated plantations, a shipping line, an insurance company, a wholesaling organisation, copra mills, dockyards, and an air freighting company—and heaven knows what besides. There was no end to their enterprise and their thrust.

Three of Walter's brothers entered the firm, and gave it weight and substance and a lot of genius; but old Walter remained the guiding force until he died; and, always, his right hand was "Ranji" and his left hand was "Wick".

Quite naturally, when Sir Walter Carpenter passed on, R.B. became chairman, and C.H. became vice-chairman, in 1954; and since then the growth of the Carpenter organisation has been even more remarkable than in the previous 30 years. "Diversification" seemed to be the main idea behind R.B.'s planning; with the result that Carpenter interests now are found in very many of the soundest industries in Australia, and in most of the territories of the South Pacific.

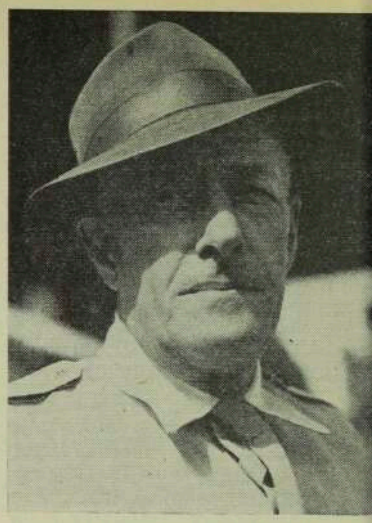
The modest corporation that Sir Walter established nearly 50 years ago now is valued by the stock exchanges at many millions, and the annual turn-over of all the companies in which Carpenters have an interest reaches a fabulous amount.

Backed his judgments

"R.B." kept a remarkably well-informed watch over every development, economic and political, in the Pacific Islands; formed his stubborn judgments; and backed his judgments with Carpenter funds. He was rarely wrong.

There was a period when, it is believed, he had a couple of millions ready for investment in new industries in Fiji, but he awaited some assurance from the British Colonial Office about future political developments there. The Colonial Office ignored him; and so the money went elsewhere—much of it probably into that Carpenter tea enterprise in New Guinea.

The future now lies with Mr. C. H. Carpenter, "R.B.'s" brother and very loyal partner during his lifetime; and perhaps with Mr. Randolph Carpenter (son of Mr. C. H. Carpenter, and "R.B.'s" nephew) who has been taking an increasingly important share in the direction of the big corporation in recent years. Mr. R. B. Carpenter married Miss Gladys Harvey in 1925, and they had one daughter.



Tom Ellis.

New job for "King of the Western Highlands"

From a Port Moresby correspondent

Territory-born Tom Ellis h been appointed director of NG's Department of Distr Administration, thus endi months of speculation. He tak over from the colourful J. McCarthy, who retired Septe ber 30. He is 52.

TOM ELLIS, who has been Distr Commissioner of the Weste Highlands since 1959, is probably colourful as McCarthy, and appointment is sure to ruffle so of the Port Moresby bureaucracy.

He is a determined and tough dividual who has earned the repu tion of being "King of the Weste Highlands". He has won more frie than enemies there because of ability to allow others to exerc their own judgment in the field, a yet somehow keep a rein on the Officers have been known to tu white at his criticism.

As a man of strength, drive, capac and rugged individualism, he tracted a kind of love/hate relatic ship.

They tell the story in Mt. Hag about the local airline which h bought four new aircraft, and w allotted the registration numbers

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Let's have education, roads, agriculture first, New Guinean MP's say

By ROBERT LANGDON, reporting on the New Guinea Budget.

If anyone in the United Nations or elsewhere is interested n learning what the native people of Papua-New Guinea really think about Australia's presence in their territory, he hould invest in a copy of Hansard for the P-NG House of Assembly Budget session from August 28 to September 8.

HERE, in black and white for all the world to see, is a clear, unvocal statement that both the uans and New Guineans are most ous for Australians to stay, run invest in their country for many s yet, and that they would er their development to be slow sure rather than anything else.

he native members' speeches dur- the 10-day Budget session re- ted to the point of monotony the three subjects that interest most for the time being are cation, road building and agricul- —in that order.

Give us more schools and teachers, e roads, and show us how to plant more cash crops," was the cry that echoed from speaker to speaker throughout the session.

Constitutional development, political parties, self-government, independence—all these things were unsettling and frightening subjects even to talk about in the view of many native members, and they could wait.

The speeches of the elected European members, on the other hand, suggested that the constant urging by the UN that Australia must give P-NG self-rule as soon as possible is beginning to hamstring Australia's efforts to develop the territory to the satisfaction of the natives.

member of the Assembly who made rous useful contributions to the et session was Mr. Ian Downs, ber for the Highlands (Special) electo- He also announced that he would e a candidate for the new Assembly year. Of the elected members, he he longest unbroken period of service ving been elected to the Legislative Council in 1957.

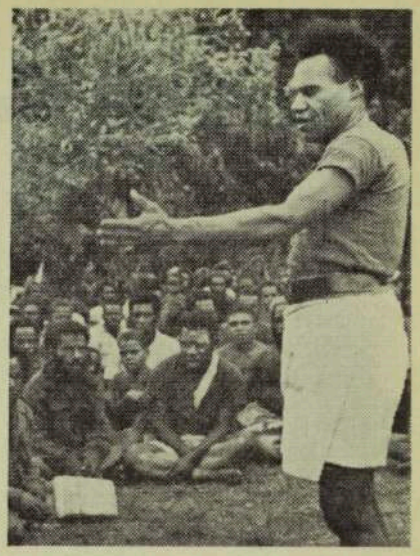
Inefficiency, confusion

Two results of the UN demands were referred to repeatedly by the European elected members. These are:

- That an atmosphere of uncertainty about the future of the territory has been created which has made business people reluctant to invest or reinvest capital in the territory.
- That the Government's decision to abandon the recruitment in Australia of permanent public servants for the territory has resulted in the Public Service degenerating into inefficiency and confusion.

Almost every elected European member spoke of the need for the Government to provide "investment guarantees" to attract capital to the territory; and almost everyone of them complained about the state of the Public Service.

Mr. Barry Holloway (Kainantu, Open) said, for example, that the Public Service was "duplicating its own work in an introverted frenzy in its own compact little cell at Konedobu and in the various district



Among the many native members of the Assembly who expressed the view that Europeans were needed in the territory for a long time yet was Tei Abal, the member for Wabag in the Western Highlands. He is seen here addressing his constituents.

headquarters." Nothing short of "drastic reorganisation" could clean it up. He suggested that a team of overseas consultants should go to New Guinea "to implement a workable system."

Mr. John Stuntz (East Papua, Special) said that although he had always been a proponent of the quickest possible localisation of the Public Service, it had become clear that there were "certain categories of overseas officers who we will need here virtually indefinitely."

This could be seen through projections for the territory's school-leavers and the potential out-turn from universities. He therefore suggested that the Government should examine the question of re-introducing career appointments for those positions where overseas officers seemed to be needed indefinitely.

Mr. Don Barrett (West Gazelle, Special) said that the state of the Public Service was "unsatisfactory in the extreme." He bitterly criticised the Administration's inability to make use of $1¼ million last year and $3½ million the previous year in its Budget allocations for capital works and services.

"This is bad planning, bad programming," he said.

Mr. Barrett also thought the two-

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The Solomons and New Hebrides

Out among the remnants, east of Suez

By JUDY TUDOR

There is a television commercial in Australia that asks: "Are you smoking more but enjoying it less?" and to an extent this can be paraphrased to cover the British, east-of-Suez remnants in the South West Pacific where, superficially, they have never had it so good but where, publicly, they think they have never been more miserable.

RECENTLY, in the course of collecting material for the new edition of the *Pacific Islands Year Book*, I visited the British Solomon Islands Protectorate, the Condominium of the New Hebrides, and New Caledonia, and although my visit was primarily an exercise in extracting statistics and hard facts, it was also one in which the visitor is expected to have some of the local answers.

Answers like what you think should be the future of the Solomons and how best to get its dragging economy off the ground; or how to import more wizards from London who will know how to perform these tricks, but fast.

A large slice of the European community of the Solomons seems to be perpetually exercised over these matters—without coming to any sort of conclusion. It is, more often than not, the opening gambit in any conversation and, after a few days, you, too, become infected and manufacture a repertoire of suitably non-committal answers to fit any problem that you are likely to have to face.

Or you wake, trembling, at night, from a nightmare, in which God has just made you a present of the Solomons and told you to get on with it—or else.

The Solomons problem

But how can one "get on" with the Solomons, stuck as it is in the wrong place, in the wrong century, psychologically handicapped by what I think is the growing distrust in the whole Australasian area of English global politics; and, worst of all, stuck with 140,000 indigenes who for the present want neither revolution nor independence.

Many of the problems of the BSIP could be more easily resolved if the Solomon Islanders were more politically aggressive. But out of shrewdness, commonsense or plain *laissez-faire* they sit blank-faced, inscrutable or dumb, biding their time and watching civil servants invent schemes for promoting more civil servants, and the white minority in private business fulminate against the government.

I travelled from Fiji to Honiara with part of BSIP's problem. It was July and all the other seats in the plane were occupied with kids returning home for the long school holidays.

Aged between 10 and 16, all boys, they had travelled from London via New York and San Francisco, changed planes at Nadi, overnighted in Vila, filled in migration cards in two languages and coped with the exigencies of travel like veter When I was that age, I did noth more adventurous than ride a b to the village school, so surely, would think, the fathers of such k could cope with the problems of Solomons single-handed?

But no. The kids and their junk ings are mere symptoms of the curi disease that afflicts the Solomons. to mix a metaphor, bribes in ever-lasting fight to snare civil s vants to work in this darkest c post of an empire that no lon exists.

The kids get two free trips ho a year (or Mum may go home England instead, on one occasio plus a large contribution to sch fees, while their families are acco modated in varying degrees austerity or splendour on the rid above Honiara.

No less than 40 per cent. of cap expenditure in the Solomons goes government housing—from that senior public servants to someth a great deal simpler for nat labourers. Not only was Honi built from scratch, after the Pac War, but it was built in an a where there were few if any nat villages.

Two years ago when I stood these Honiara ridges I admired new houses, each on its hillock, w sweeping views. Now the houses ha spread rash-like from the hillocks i the hollows, where, in Honiar climate, they must be sweat-boxes.

New Government House

Down on the foreshores, work a new Government House has at l begun and should be completed son time in 1969 at a cost of $270,0 to come out of the local budg Successive High Commissioners ha lived in the picturesque, difficult, creasingly tumbledown, grass-thatch Government House that was left b hind by the Americans and which h reduced more than one First La to tears in its time.

"Non-people" to be registered

Another move to give New Hebrideans civil status was announced at the 14th session of the New Hebrides Advisory Council at the Vila Cultural Centre on September 11 and 12.

In a joint speech to open the council's session, the British and French Resident Commissioners, Messrs. C. H. Allan and J. Mouradian, said that their metropolitan governments had agreed to set up a system for the registration of births, deaths and marriages of New Hebrideans.

This would provide the whole population (which, according to a recent census, now stands at 78,000) with their first civil records.

At the last meeting of the Advisory Council, the Resident Commissioners announced that agreement had been reached on providing a special passport for New Hebrideans travelling abroad. Previously, the New Hebrideans had carried only identity cards.

Under the Anglo-French protocol governing life in the New Hebrides, the New Hebrideans cannot be citizens of either Britain and France; and as there is no such thing as New Hebridean citizenship, the New Hebrideans are virtually non-people.

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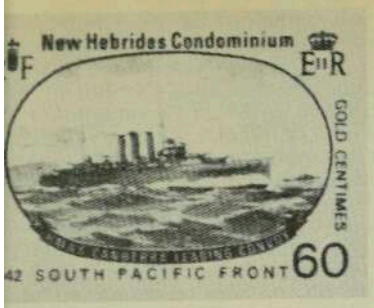


NEW HEBRIDES REMEMBERS

The 25th anniversary of the first battles of the South-West Pacific are now being remembered with special commemorative stamp issues in New Guinea, the Solomons and the New Hebrides. Each territory has brought out its stamps at different times. These two are among four released by the New Hebrides on September 26, in English and French.

Vith true British stiff-upper lip itude, however, the servants' rters of the new estalishment have n completed first and can be sighted all their elegance from the rear he Secretariat building. They have n occupied—by the servants—e last year.

ut despite school fees and holi- flights, despite lavish leave ileges, tempting salaries and wances, there is still not enough lure the learned Britisher from home islands and the attractions only partly successful in luring er fry from Australia or New land. So, in recent months, those have control of these matters e upped the ante.

ublic Service emoluments are le up of salary plus inducement wance, a large slice of the latter g paid by the British taxpayer. BSIP Treasury benefits from in-e-tax paid on salary, but income- paid on that part of the allow-e provided by the United Kingdom s into the UK Treasury. Be-en the two countries this is mere kkeeping and no actual money nvolved.

herefore, when it was announced as a further inducement to spective, short-term, high-quality l servants, tax on the inducement wance would be scrapped gether, and the person in question n a tax-free sum, it was also ed that BSIP revenue would not er in the slightest.

The critics at work

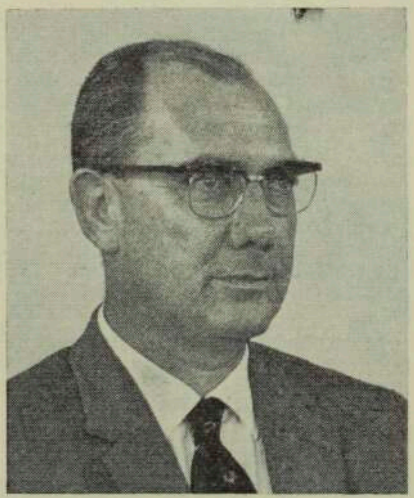
he proposal, however, made non-lic servants in the Protectorate ping mad and in July-August this a red-hot issue. Critics were ous not only because tax-free wances created a privileged section the community (or so it was ged) but because this was the first elation about the bit of book-ping that funnelled off the tax on UK component of the induce-nt-allowance into the UK Treasury. ad been assumed that BSIP revenue the full benefit of it.

Nonetheless, it is agreed by everyone that some sections of the BSIP establishment do need new talent. The Department of Medical Services, for example, is desperately short of medical officers but finds it virtually impossible under existing circumstances to recruit experienced men or women in the United Kingdom, Australia or New Zealand.

But it is arguable whether the means justified the end result in most cases and some aspects of the brain-drive are, to say the least, peculiar.

Among the trivia on government notice boards in August was one from the local Public Service Association, rejoicing, naturally enough, in the new tax-free allowance which, it said, would allow people with better qualifications to be recruited. But—the notice went on—in view of the greatly increased cost involved it was the duty of each and every officer to instruct indigenes quickly and to make himself REDUNDANT in the fastest time possible.

It conjured up a vision of a Brain, having deposited its tax-free inducement in a London bank, rushing out by jet to Henderson Airfield armed with a large horse-syringe loaded with Knowledge, jamming it into the first Melanesian sighted, pumping the handle, leaping back into the jet and off back Home, mission completed.



Sir Robert Foster, Western Pacific High Commissioner.

But in spite of what my cynical, private enterprise friends in the Solomons say, I don't think that the BSIP Civil Service is composed entirely of ning-nongs who aren't interested in anything but a pension and a cottage in the Home Counties.

From personal, forced acquaintance with the public services of a score of different territories, of half-a-dozen different nationalities, with whom I periodically work closely, none to my knowledge has tried harder than those in the BSIP service to get its territory off the ground. And none has thought more fundamentally about it.

In territories where the economy is assured, the Public Service fades into the background; in places like the Solomons where the economy is a perpetual headache, the Public Service becomes too important for its own good and thus the whipping-boy of the disgruntled.

If the BSIP service now appears to strangle itself in its own red tape it is largely through unhappy circumstance and not through lack of ability or even of good intentions. Fundamentally, there is nothing in the BSIP that a couple of good oil gushers or a mountain of nickel-ore wouldn't fix.

Education strides

Meantime, statistics say that all is not lost in the BSIP. Exports fell in value by over $1 million in 1966, compared with 1965 while value of imports rose by $2 million in 1966 compared with 1965. But although traditional exports are virtually stationary, there is hope that timber will develop and that Guadalcanal Plains Ltd. will come good and produce that rice that the BSIP has been trying to produce since about 1947—in fact, 2,000 tons of it in 1968. The Commonwealth Development Corporation, too, has been experimenting with rice and still is with oil palms.

Great strides have been made in Melanesian education—but still have not gone far enough—and if English children are sent 12,000 miles to

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ANOTHER LA PEROUSE MYSTERY SOLVED?

AFTER the French navigator La Perouse sailed from Sydney early in March, 1788, in his ships *Boussole* and *Astrolabe* to continue his exploration of the South Pacific, where did he go?

It is known that both his ships were wrecked on the reef at Vanikoro, in the Santa Cruz group of the Solomons, and that none of his men was seen again by Europeans.

But where did he go before that?

In one of his last letters home to Paris from Botany Bay, La Perouse said that he intended to visit Tonga and New Caledonia before heading for home. But Pacific historians have never been able to establish whether he did, in fact, visit either of those places before his ships came to grief at Vanikoro.

Now, however, the French Navy believes it has found proof that the celebrated navigator did at least visit New Caledonia.

Several weeks ago, the French naval vessel *L'Orientaise* paid a visit to Vanikoro, where divers recovered a number of coloured stones from the wreck of the *Boussole*, which Vila's handyman Reece Discombe discovered several years ago.

The stones are thought to have been from a collection which La Perouse's scientists were making in the Pacific. An analysis of the stones in Paris appears to indicate that they came from New Caledonia.

number of the brightest Solomon Islanders are sent to secondary, technical and tertiary institutions in Australia, New Zealand and Fiji, while an increasing number are educated at home.

Estimated revenue for 1967 is $1 million up on 1966; Honiara has got its second bank, there is bigger business turnover, the Mendana Hotel has built more bathrooms, a patio and 15 new rooms overlooking the sea and when the new Fiji Airways turbo-prop jet goes into operation in October, it may even get some tourists. The Guadalcanal Club has new premises complete with swimming pool.

BRITISH civil servants tell you in Vila, New Hebrides, that although they appear to be swamped by the French in the towns, the British prevail "in the bush".

This I have yet to see, but they are right about the towns. Vila is as French a town as you are likely to see outside the Mediterranean. The French Tricolor waves from modern buildings on the top-most hill; the British characteristically occupy a lower-level, inhabiting buildings that were probably built about 1914 at the same time as the Protocol that rules everything in the Condominium.

The British civil servants take their dogs to work and have racks of their favourite pipes on their desks and play golf at weekends in the British paddock.

The French flock out to the airstrip in great droves to farewell or welcome friends, with terrifying animation. At noon and at night the two hotels are crowded—with Frenchmen, or French-speaking Melanesians, with scarcely an English voice to break the machine-gun rapidity of Gallic noise.

This is life, Condominium style, with the neutrals sitting on the fence, taking pot-shots at both sides, predicting doom, or that Australia will take over from the British, or that the French will finally prevail.

The French prevail

For all practical purposes the French have already prevailed. Most of the enterprise comes from the French, and where it does not, it is Australian or New Zealand and certainly not English. Commercial life is guided by the Chamber of Commerce which is French style, virtually an adjunct to government and not the British version of a C of C; the Advisory Council is partly elected from Chamber of Commerce rolls; the business hours are French and the only bank is French.

But the continued British presence has one great value to the French. Although both national governments go their own ways, each partner in the Condominimum pays half the cost of Condominium government and thus half the cost of capital development.

Most large-scale development is financed by overseas funds—thus if the French come up with a bridge, financed by their FIDES, the British are expected to reciprocate with, perhaps, a minor airstrip, financed by CD&W Funds. In most cases, however, large projects are done jointly, each side paying 50 per cent. of the bill.

Nonetheless, in spite of the diffe ence in the British and French outlo in general and in the NH in particul and the fact that the British voi appears to be in the minor key, li even in official Vila seems to reasonably tranquil in comparison wi the soul-searching, back-biting Honiara—possibly because agair the complicated, triple-headed ty of government perpetuated in the 19 agreement between the French a British, nothing seems quite real n as important as it might in a mo rational type of colonial enterprise

Non-persons

Not only does self-governme seem an even more distant go than it does in the BSIP, large because of the French factor a because the famous Protocol left t New Hebridean virtually a no person, without any national statu but no one seems to care. Furthe more, economically the Ne New Hebrides is doing much bett than its big half-sister, in spi of a large and expensive labo problem.

In 1966, it had a very favou able trade-balance—exporting the tune of £Stg.3,721,100 and i porting only £Stg.2,822,721 wor of goods. It has prospects with beef industry—there are alreac two small canneries in operatio and manganese mining and froze tuna are already contributing han somely to the economy.

Tourism, too, may become factor and heaven knows, t Hebrides has something unique offer. Where else can the amate sociologist compare so favourab the solid British virtues of dog pipe-smoking and going home dinner, with French joie de vivr cheap red plonk and eating out?

The owner of the Vate Hotel already building a tourist resort o on the lagoon near Vila and in t meantime the downtown Vate itse is getting its quota of travellers– Australians mostly, but an occasion American to sit wide-eyed in t snack bar, beneath the square yar of art with which it is decorate

The two (?) Corsicans who pr side; the unhappy-looking Ne Hebridean waiter who speaks Pidgi and French; the juke-box tha howls its head off; the clients fro the street who play pin-ball machine and drink thin red wine out of bi plastic bottles; the unexpected foo (unexpected because there are n menus), may not be Paris but t the average tourist it all surely different.

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Mr. Marshall.

Warning, reassurance for Cook Islands

From a Rarotonga correspondent

The visit to the Cook Islands late August by New Zealand's eputy Prime Minister, Mr. J. Marshall, has brought the f-governing Cook Islands up--date with the latest New aland attitudes. The Cooks ve received both reassurance d a warning.

R. MARSHALL, who was accompanied by a parliamentary egation, made the following points an address to the Cook Islands gislative Assembly:

- New Zealand had promised to p the Cooks to the maximum, but finance would have to be used maximum advantage, and NZ uld want to know how the money s being spent. The amount of NZ ancial help for the Cooks over the t three years was now being mined.
- NZ would not be happy to e government money applied omatically to wage increases for Cook Islands Public Service in same way as Public Service inases in NZ. The conditions of the increases were not connected with ok Islands conditions. A cost of ng index for the Cooks was being

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Anglicans seek answers to major P-NG problems

From SUSAN YOUNG in Port Moresby

Native clergy and laity of the Anglican Church in Papua-New Guinea had their first taste of what it will be like one day to run their own affairs when they attended the first Diocesan Conference at Dogura recently.

IF the way in which they participated at the conference is anything to go by, they have every reason to feel confident about the future.

They spoke up vigorously from the start and showed a lively interest even when, during the first few days, the proceedings got bogged down in the sort of wearying technicalities that seem to be an inevitable feature of most large Western-style meetings.

It was a refreshingly honest meeting, with little time spent on self-congratulation. Delegates from the start recognised that the Church was facing prodigious problems and thereafter settled down to try to thrash out at least some of the answers.

They divided into six commissions charged with discussing the affairs and policies of the Church in detail.

The education commission returned to tell the conference bluntly that the Church would probably have to start closing some outstation schools and reducing the number of children in others because of a teacher shortage.

School fees likely

And it also seems likely as a result of a commission recommendation that the Anglicans will start charging school fees, though confirmation of this is still awaited.

Another commission suggestion was for an intensified teacher recruiting campaign, both in Australia and the territory; and a full-time Diocesan Director of Education is to be appointed to help tackle the formidable array of educational problems.

It was the "Church in the Nation" Commission, however, under the chairmanship of Canon Ian Stuart, Rector of Port Moresby, which produced the most impressive list of recommendations and statements.

They began by cautioning all Anglicans to exercise "the greatest care" in choosing their candidates in next year's House of Assembly elections.

In effect, the commission told churchmen that they should look for men who would work hard in the House especially for the following objects:

- A greater sense of national unity and a breaking down of the barriers which divide the people of the Territory.
- An extension of education to give as many children as possible an adequate schooling.
- The encouragement in every way possible of fast economic development.
- Orderly political development with greater use of Papuans and New Guineans in the executive side of government.

Natural pace urged

The commission declared that eventual independence was the "natural right and destiny of the people" of Papua-New Guinea.

They called for political progress, which, on one hand, would not be so slow as to provoke a frustrated people into rebellion and on the other not so fast as to lead to chaos and civil war.

Of the emerging political parties, the commission said they were a natural development. But on no account should the Church identify itself with any one party. Christians should feel free to join, or not join, any party as they wished.

Then the commission turned to segregation and discrimination. These were on the wane, it said, but added that the economic gulf which separated overseas and local people was still a source of much envy, resentment and possible conflict.

The commission noted that there was little social mixing of the races and suggested more to encourage greater understanding and goodwill.

Next, the commission made what to many is surely a debatable recommendation—that the Church should invest in territory industries and real estate, to help both itself and the people.

It was also suggested that the

(continued on p. 135)

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Economically speaking, it looks brighter in West Samoa

From an Apia correspontent

The first week of September was marked by a number of favourable developments on the economic front in Western Samoa.

THE first toilet soap produced at Western Samoa Trust Estates' ultra-modern soap factory at Vailele went on sale. A larger cake than the imported product, lathering well, with a choice of perfume, and cheaper, the new soap sold well. The factory started producing laundry soap earlier this year and with toilet soap production now under way factory manager G. Werner said that he hoped the factory would soon be supplying all of Samoa's soap requirements, which amounted to some $S112,000 last year.

In the same week the local tourist industry notched several records as the tourist boom started to roll.

The increasing stream of tourists, helped by brief visits from over 100 Ford dealers from Australia, and the Labour Day holiday in American Samoa, resulted in Polynesian Airlines making a record number of flights and carrying a record number of passengers over the first seven days of September. There were 40 flights, with 632 passengers, compared with a normal weekly schedule of 14 flights.

Second DC4?

The spectacular increase in airline traffic led Polynesian's commercial manager I. Rumsey to predict that the airline would need a second DC4 next year and would be operating short haul jets within three years.

In line with increased tourism, the Handicrafts Corporation made record sales during the same week. Corporation manager J. Hunter said that visitors were buying a wide variety of handicrafts. In addition to local sales the corporation now exports about $3,000 worth of handicrafts every month. The corporation is having no difficulty in getting village producers to satisfy the demand.

Following a brief visit to Hawaii in early September for talks with the Hawaii Visitors Bureau, Director of Economic Development A. Gerakas announced that with substantial assistance from the bureau, Western Samoa would start a promotion campaign in North America and Hawaii in November.

Eight seminars specifically promoting Western Samoa will be held during November on the west coast of the United States and in Hawaii. These will be attended by about 800 key travel agents.

Tourist drive

In addition a special "Report on Western Samoa" is being prepared for inclusion in three issues of *Travel Weekly*.

Sales kits on Samoa are to be mailed to 2,000 travel agents and 50,000 copies of a four-colour brochure on Samoa prepared with the help of the Hawaii Visitors Bureau are to be printed for distribution to prospective visitors.

Mr. Uttam S. Rana (above) will arrive in Port Moresby in late October as new director of the UN Information Centre in the territory. He succeeds Mr. Franklin Kozik, who goes to Bogota, Colombia. Mr. Rana comes from Nepal and has worked as a journalist in Nepal and London.

West Samoan marathon win

Western Samoa's hopes for a gold medal at the Port Moresby South Pacific Games in 1969 were reinforced by the performance of Danny Schuster in the annual marathon which was run from Leulumoegatuai to Apia Park in early September.

Schuster, who won a silver medal in the 5,000 metres at the Noumea Games (16m 19.1s), and who won the Samoan marathon last year, won again this time by a five minute margin. He ran the 20 miles in two hours, nine minutes.

The first contingent of 90 U.S. Peace Corps volunteers will arrive in Apia about October 10 according to head of Peace Corps operations Western Samoa David Ziegenhagen. Mr. Ziegenhagen visited the Peace Corps training centre on Molokai in Hawaii at the end of August and said on his return that the calibre of the group was unusually high and he was sure the volunteers would make substantial contributions to Government programmes in Western Samoa.

Peace Corps plans

Most of the group will be working in rural areas as public health and sanitation aides. In addition to the rural health workers, all of whom have university degrees, the group includes five registered nurses, a hematologist, a micro-biologist, a dentist, a pharmacist, two engineers, three architects, several economists and other highly qualified personnel.

Each volunteer will receive a monthly living allowance of about $20 paid by the Peace Corps. They will serve in Samoa for two years. Another group, mainly to assist in schools, will arrive early next year.

"The Peace Corps considers its commitment of assistance in Western Samoa to be long range," said Mr. Ziegenhagen. "We stand ready to provide replacements for the first volunteers at the end of two years and also to consider additional requests from the Government at any time."

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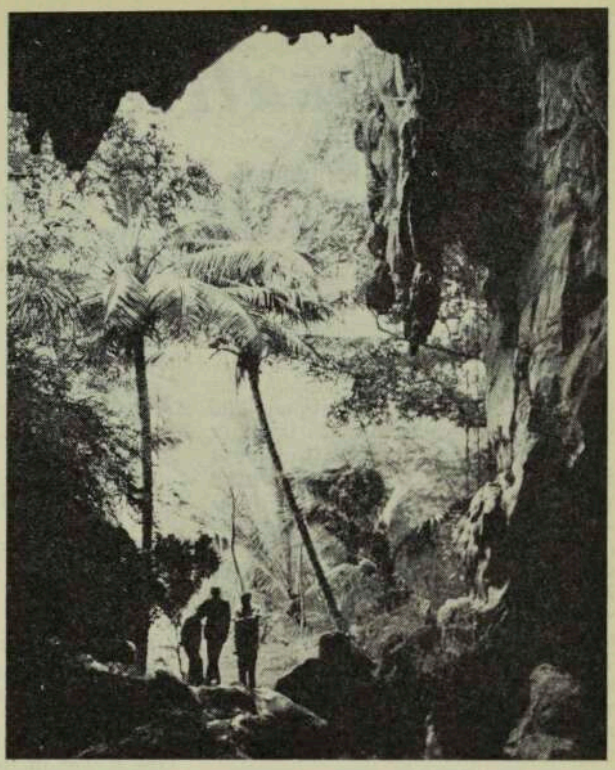

Caves big enough to house radio transmitters, secret or otherse, are to be found in many parts of New Caledonia's east ast. This one is at Hienghene in the north-east of the island.

22 YEARS AFTER THE WAR

APANESE "SPY" RADIO FOUND IN CAVE ON NEW CALEDONIA

From FRED DUNN in Noumea

Two German ex-members of the French Foreign gion, who have taken over a grazing property at ite, on the south-east coast of New Caledonia, ve reported finding a powerful radio transmitter a limestone cave there. Though in an advanced ge of deterioration, the set was easily identifiable being of Japanese manufacture.

HE transmitter obviously has been in the cave for many years and would seem that it was used for ionage purposes.

Before the Japanese attack on rl Harbour in December, 1941, at st two Japanese lived at Yate age, one of them conducting a le store a few hundred yards from ere the transmitter is reported to e been found.

A couple of Japanese also lived ther up the coast, and for some rs the natives had a legend that radio transmitter was hidden newhere in the vicinity.

Invasion plan

The coast around the district of e right down to the port of Goro of upraised coral and is honeynbed with caves. Many of them e never been explored.

The natives are more or less ified to enter some of them bese they are ancient burial sites sites (according to legend) of t cannibal orgies.

The Japanese plan of invasion of w Caledonia in 1942 was based the idea that action would be centrated in the south around umea.

A landing on the south-eastern st could not have been opposed. The Japanese had built the port at Goro, where they held iron ore concessions. The iron ore was shipped in considerable quantities over about two years, apparently for the nickel it contained.

If troops had landed at Goro, which is situated right on Havannah Passage, Noumea's back entrance, they could have reached Noumea within hours. How long they might have taken to occupy the town is another matter.

There were at that period no roads in the area—the Plain of Lakes—but the Japanese never seemed to worry about the lack of roads in their campaigns.

The existence of the two big lakes which give the extreme southern end of New Caledonia its name could have been used by the Japanese for sea planes.

The biggest lake, Grand Lake, is of considerable depth. The second lake is of considerable area, but is believed to be no more than six feet in depth.

Most New Caledonians have never seen these lakes, although they are only a few miles from Noumea.

The strategic importance of the Plain of Lakes is now recognised by the military authorities. Annual army manoeuvres are invariably held in that region, the most recent being last month.

It's 75 years since the GEIC became British

A series of postage stamps to mark (a) the 75th anniversary of the raising of the Union Jack in the Gilbert and Ellice Islands Colony, and (b) the introduction of a new constitution in the colony (*PIM*, Aug., p. 39) went on sale at post offices on Tarawa on September 1. The stamps will be on sale for three months.

The series consists of three stamps of three cents, 10 cents and 35 cents. The first depicts HMS *Royalist* from which Captain E. H. M. Davis, RN, raised the Union Jack at Butaritari in 1892. The second, depicting a tranquil island scene, symbolises the law and order that followed the raising of the flag. The third stamp depicts an Islands couple and their children, looking—according to the official GEIC newssheet—"hopefully to the future".

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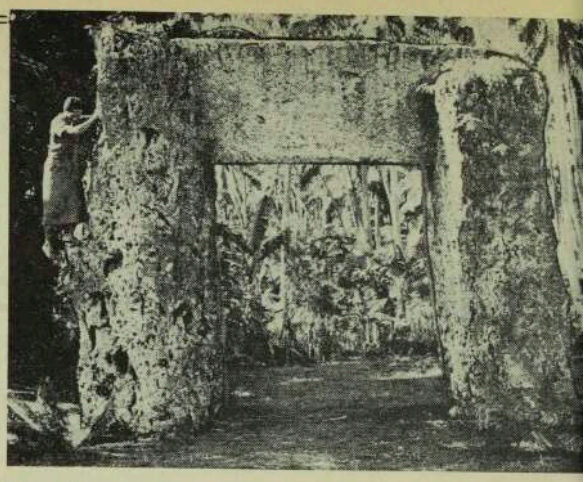
Tropicalities

The article in September *PIM* (p. 56) by assistant editor Robert Langdon on Tonga's ancient trilithon, the Ha'amonga, proved of particular interest to Tonga's King Taufa'ahau Tupou IV.



A recent picture of the Ha'amonga.

LANGDON'S article was built around the king's seemingly correct theory that the trilithon was originally built to determine the seasons in Tonga in ancient times.

This prompted Langdon to say in his article that if the king's theory was, in fact, correct (and he, himself, thought the theory was a good one), why was it that there was no such structure anywhere else in Polynesia? He also wanted to know whether the ancient Tongans brought their astronomical knowledge to Tonga from somewhere else, whether someone brought it to them, or whether they worked out such things as summer solstices and equinoxes for themselves.

King Taufa'ahau suggested answers to these questions in an article published in the Tongan newspaper, *Chronicle*, on September 22.

On the first question, he said, in effect, that Tonga, in ancient times, was the only group where the king ing, etc. In most of Polynesia, these fore it was only there that a priest who wanted a trilithon to gain astronomical knowledge had the power to get one built.

High priest's functions

The king said that throughout ancient Polynesia, the functions of a high priest included consultation with the gods to decide important matters in the everyday life of the people, such as good times for fish drives, the planting of crops, harvesting, etc. In most of Polynesia, these functions were carried out by a priest who was a separate individual from the chief.

However, in Tonga, the two functions became united under the ancient Tu'i Tongas, the first of whom, 'Aho'eitu, was descended from the Samoan high priest, 'Eitumatupu'a —*eitu* meaning "of supernatural powers" in the Samoan language.

The king said that, as priest and king, 'Aho'eitu [or, we assume, one of his descendants] could demand that his people build the Ha'amonga, from the top of which the rising of the sun could be observed and bearings could be marked on the crosspiece to assist him in his priestly functions of predicting the seasons.

In support of this theory, the king referred to the custom of *'inasi* in which the first harvest of crops is presented to the king.

In ancient times, the king said, the *'inasi* was presented to the priest as a reward for predicting the right time to plant and harvest, etc., but now it was in the nature of a tribute rather than for services rendered.

The king said that over the countless years since the time of 'Aho'eitu [about 950 AD] the original purpose of the Ha'amonga had become lost, and so the power of the Tu'i Tonga line of kings gradually declined until it was eventually overthrown by the Tu'i Kanukupolu.

On the question of where the ancient Tongans obtained their astronomical knowledge, the king thought that this would have come about by observation. He said the Polynesians were well known for their knowledge of navigation, and they must have acquired this by close observation of nature.

We are, of course, grateful to King Taufa'ahau for taking the trouble to give his views on the questions raised in our last month's issue.

Now, in the light of his further views, all we'd like to know is: Why is the trilithon called Ha'amonga-'a-Maui (meaning "burden of the Polynesian god Maui") if the builder of it was 'Aho'eitu, or one of the other Tu'i Tongas?

Footnote: Sightings at the Ha'amonga at sunrise on September 23 (the equinox) gave further support to the king's theory. The king mounted to a special stand at the top of the trilithon and saw the sun rise from the sea at the exact point indicated by ancient markings on the crosspiece.

It's a diprotodon, they think

THE first bones of a diprotodo ever found in New Guinea ma have been turned up recently b workers on a new airstrip for th Pureni Mission Station, west c Mendi, in the Southern Highlands.

Diprotodons were ungainly, wom bat-like marsupials, as large a rhinoceroses, which roamed th earth 40,000 to a million years ag

Their remains have been turnin up in Australia since the 1820's; an those of a close cousin, called noto theriums, have been found on bot the Australian continent and in Ne Guinea.

Both animals were vegetarian which lumbered about the rai forests in the Pleistocene Age.

The remains found in New Guine recently were a skull and leg bones They were taken to the Papua-Ne Guinea Museum in Port Moresby where officials said they could b those of a diprotodon, according t the local Press.

Mr. H. O. Fletcher, retire palaeontologist at the Australia Museum, Sydney, told us that if th bones were positively indentified a those of a diprotodon it woul strengthen the theory that Ne Guinea was joined to Australia b a land bridge in former times.

"Marsupials such as tree kangaroos wallabies and others have been found on both sides of Torres Strait before", he said.

"This indicates that at one time there was land communication between Australia and New Guinea.

"I think the coming of the aborigines about 25,000 years ag spelled the end of the giant marsupials. Giants like the diprotodons

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id nototheriums went from Aus-alia to New Guinea, not vice versa.

"The Australian gold rushes in the iddle of last century and wide-read mining activities ever since ought many traces of diprotodons light and new finds are very com-onplace.

"This is certainly the first one und in New Guinea. But it really ly confirms what scientists thought l along—that New Guinea, Aus-alia and Tasmania were all joined some stage."

ecognition for Breadfruit" Bligh

WILLIAM BLIGH, of *Bounty* fame, who has received scant cognition for his discovery and curate charting of many of the ji islands, is to be the subject of set of postage stamps that the Fiji st Office will issue on December to commemorate the 150th an-versary of his death.

A 4d stamp will show Bligh in tline behind his ship HMS *Pro-dence*, in which he visited Fiji in 92.

On a 1/- stamp Bligh and his loyal *unty* crewmen will be shown sail-through Fiji waters in the *unty's* longboat after the famous tiny off the Tongan island of Tofua 1789. The stamp will show the ngboat being pursued by Fijian r canoes, as recorded in Bligh's of his journey from Tonga to mor. The scene will be superim-sed on a contemporary chart of area.

A 2/6 stamp will show Bligh's nb in London with his admiral's t and glass.

It is not generally known that igh was the major discoverer of Fiji Islands, and that for some ars Fiji was known as Bligh's ands.

The only explorers who preceded n in the Fiji Group were Abel sman in 1642, and Captain Cook, o saw only the small island of toa in the southern Lau Islands, 1774.

Bligh was in Fiji on two occasions. e first was in the *Bounty's* long-at. The second was in the *Pro-dence* after he had been to Tahiti second time to collect breadfruit the West Indies.

On his two visits, he saw and ghly charted no less than 39 nds—19 in the Lau Group, eight central Fiji, and 12, including the in island of Viti Levu, in the st.

Ironically, there are only two butes to Bligh's achievements on dern maps.

One is Bligh Water—the sea north of Viti Levu—over which Bligh was, as far as is known, the first European to sail. The other is Bounty Boat Passage, a recent (mid-1962) addition.

Bounty Boat Passage, through which Bligh entered Fiji waters, is in the Lau Group between the islands of Moce and Komo in the north, and Namuka and the Yaqasa cluster in the south.

Footnote: A series of stamps depicting the world-famous fire-walkers at Beqa Island will be issued by the Fiji Post Office on October 19 to coincide with the Pacific Area Tourist Conference at the Korolevu Beach Hotel.

That's what happened to Johnson

SOME people will remember Ronald Johnson—street photographer, disposals merchant and, most of all, sailor extraordinary of extraordinary craft.

He used to occur in *PIM* a great deal between that time, in 1947, when he drifted and sailed in *SC671* (later the *Tovata*) from Honolulu to Fiji, and when, in March, 1956, with much publicity he sailed out of Sydney Harbour in a junk.

The junk was wrecked in a wild storm that same night, north of Broken Bay. Johnson lost everything but his life, clawed his way ashore, climbed the steep cliffs and, to an extent, out of our lives. The Pacific has not been quite the same since.

We were surprised therefore to lift up the phone one night recently and hear a voice at the other end say: "My name's Johnson. I picked up a book in the library today and saw my picture in it!"

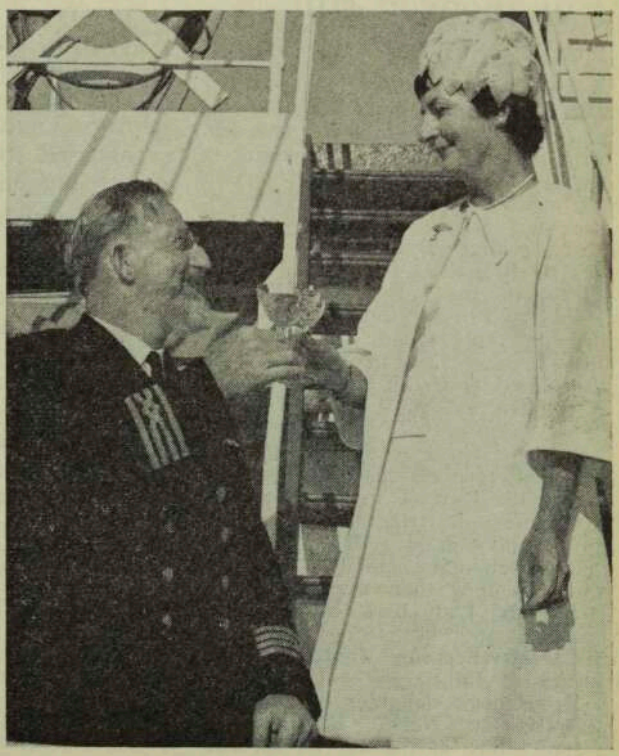
The book he was referring to was *Many a Green Isle* by Judy Tudor who, among other things, tells the story of Johnson and *Tovata*, ex-*Purple Sea*, ex-*SC671*.

Johnson was telephoning from Gosford, which isn't far from where his junk was wrecked, and he was, in a way, he said, still in the disposals business—although, he explained, "disposals stuff wouldn't buy morning tea. It's all new although the disposals sign brings them in—some people even think the Japanese toys are ex-Army!"

Johnson-like, he was in the middle of selling out, "with enough stock left over to fill three shops". But he hadn't forsaken boats altogether and was also in the middle of organising the Hawkesbury River Cruising Club around his 41-ft motor-cruiser nostalgically named *Island Trader*. In it he hopes to take parties of up

A CAPTAIN'S TOAST TO HIS BRIDE

One of the South-west Pacific's best-known master mariners, Captain Brett Hilder, of the Burns Philp flagship "Bulolo", married Mrs. Jane Robertson in Brisbane in September—aboard ship. The Rev. R. E. Pashen officiated at the ceremony in the "Bulolo's" music room. There were more than 250 guests. The best man, Captain John Ealey, took over command when captain and Mrs. Hilder went off to Fiji, Tonga and Samoa on their honeymoon. Mrs. Hilder was born in Suva, the daughter of the late Mr. Arthur Freeman.



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to 20 cruising anywhere they like around the Hawkesbury waters, at $4 a day each. Or they can hire it by the week, with skipper supplied.

It seems a far cry from adventure on the high seas but even for the Ronald Johnsons of the world 20 years bring changes.

"I might sell everything up and take off in the boat," he says, playing with the old dream, and then continues: "I've become the owner of five waterfront blocks and several others including 10 acres up the Hawkesbury, so if I get wrecked again at least I'll have some place to go."

She's well-equipped for delivery!

FIJI'S latest ship, the *Alta*, expected to go into service in a few months, was apparently used as a hospital ship of sorts by her previous owners, a Norwegian company.

According to *The Fiji Times* there is room for 30 first class passengers in 13 "two-birth" cabins, two single cabins and a "two-birth" suite.

In second class there will be accommodation for a further 27 in nine "three-birth" cabins.

With so many multiple births one can image the Colony's population exploding at an almost disastrous rate.

Fiji pioneer still going strong at 96

MR. P. A. SNOW, formerly a District Commissioner in Fiji and magistrate in many districts, has written to us from his home in Rugby, Warwickshire, about a visit he made recently to Mrs. A. B. Brewster, whose memories of Fiji go back some 70 years.

Mrs. Brewster, who is 96, is the widow of the author of *The Hill Tribes of Fiji* and other books. Mr. Brewster (his name was originally Joske) was Commissioner of the Colo districts of Fiji at the beginning of the century.

Mr. Snow tells us that Mrs. Brewster is still mentally alert and has vivid recollections of life in Fiji before the turn of the century.

On his visit to her, he took with him a photograph of her husband and herself (Mr. and Mrs. Adolph Joske as they then were) with Sir Henry and Lady Berkeley, amid the boulders and bush of Nadarivatu. Sir Henry Berkeley was then Chief Justice of Fiji.

Sir Henry's daughter, Alice, died recently at North Kilworth in Warwickshire at the age of 86, and Mr. Snow, who was a near neighbour, was among those who attended her funeral.

Mr. Snow says that another daughter of Sir Henry is still going strong at 84.

PORT MORESBY PERSONALITY

Dot Gunther, wife of the vice-chancellor of the University of Papua and New Guinea, Dr. John Gunther, has lived in Port Moresby for 20 years. She came from Victoria and has been married for 24 years. She has a family of three girls and a boy. Dot was a nurse before marriage. She is a keen worker for charity and her relaxation is gardening, an interest shared with her husband. They are planning a new home in Port Moresby, but in September the Gunthers flew to America for a tour of universities which will last several months. — *Sibyl Lloyd.*

Cultures merge at GEIC wedding

THE recent marriage of Mis Tabei Uriam, of the Ellic Islands, and Mr. Euta Toma, of th Gilbert Islands, at the Protestar Church, Betio, was not an event c great social importance, but th manner in which it was carried ot was significant. It was a merging c Gilbertese, Ellice and Europea tradition.

The marriage, according t Gilbertese custom, was not a lov match, something still frowned upo by the old Gilbertese. Mr. Tom wrote to the cook of his old schoc at Rongorongo, requesting that sh should find him a wife among th pupils there. Miss Uriam was ap proached, and, as her famil approved of the match, she agreec

During the engagement, the bride to-be spent a week with her futur husband's family, to give them chance to know her. She followe Gilbertese tradition closely by wash ing her feet before entering thei home. Mr. Toma performed tha same small ritual before enterin his future parents-in-laws' home fo a week's stay.

The marriage service was per formed in European style, althoug the bridegroom's relatives made an paid for the bride and her attendants dresses, while the bride's famil provided the groom and his best ma with their lounge suits. A few rela tives were invited to the church fo the service, although the parents o both the bride and the groom wer not present, because of Gilbertes custom, which stipulates that whil the couple are being married th parents must be preparing th celebration feast.

After the wedding, the newl married couple proceeded to th bride's home, where they change into traditional Ellice costume for th feast, in their honour, prepared b both families, held in the main Betic *Maneaba* (meeting-house).

The feast itself was traditionally both Gilbertese and Ellice, and com prised the customary roast pigs chickens, babai, fish and other islanc dishes. Yet, even there Europear civilisation made its mark. A weddin cake, to be cut by the bride anc groom, lay next to a roast pig, anc after the feast, coffee and cake were served.

Some weeks later, at a traditiona three-day farewell party, guests were doused with water if they showec any inclination to sleep!

For a picture of the bridal party see p. 118.

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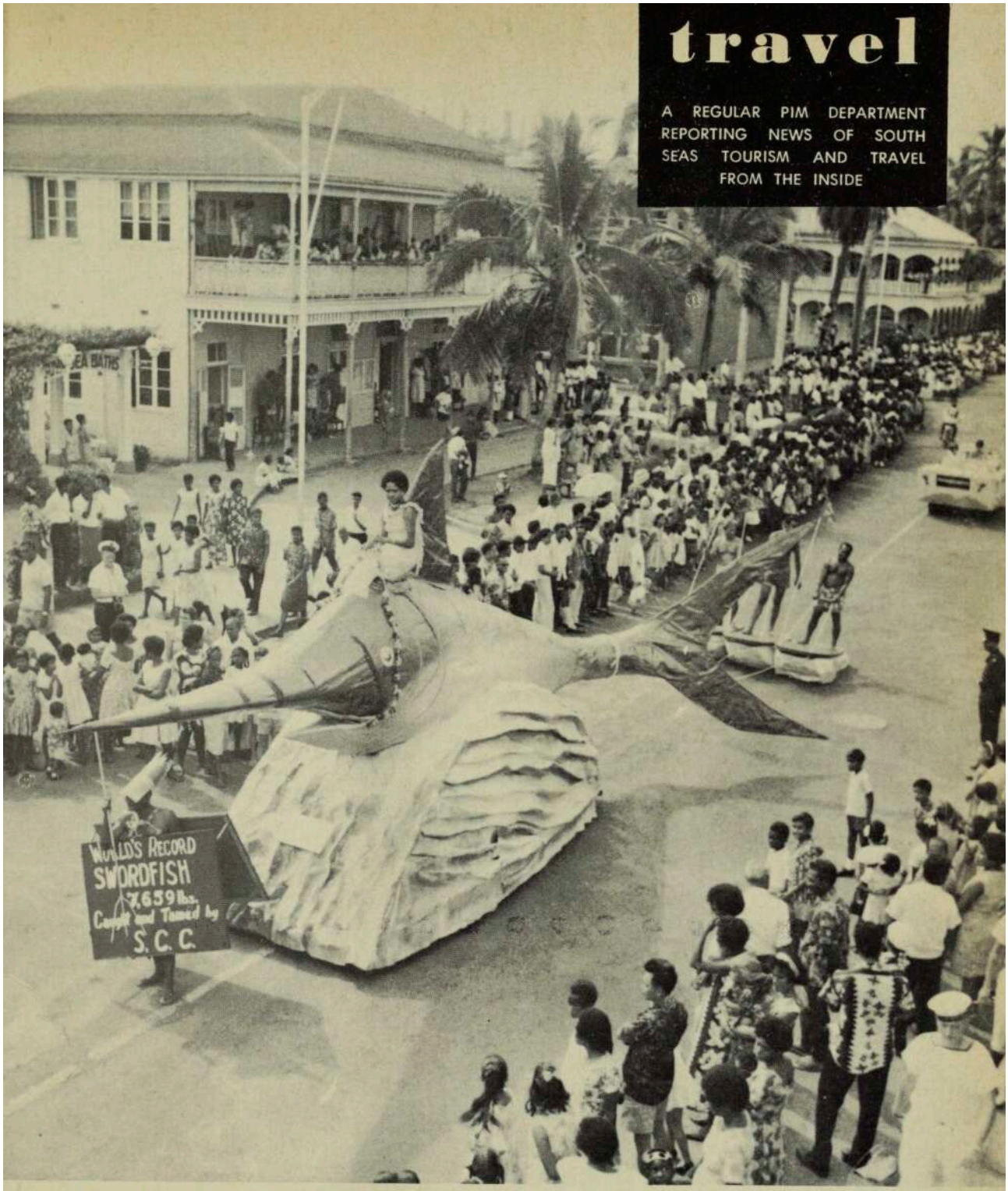
travel

A REGULAR PIM DEPARTMENT REPORTING NEWS OF SOUTH SEAS TOURISM AND TRAVEL FROM THE INSIDE



Suva's annual Hibiscus Festival attracts more visitors to the Fiji capital every year, and this year's week of festivities, culminating in a procession of floats on September 23, was no exception. The winning float was the Suva City Council's swordfish, with three Fijians riding surfboards behind, and pretty Miss Taina Waqa holding the reins up top. More pictures on the next page.

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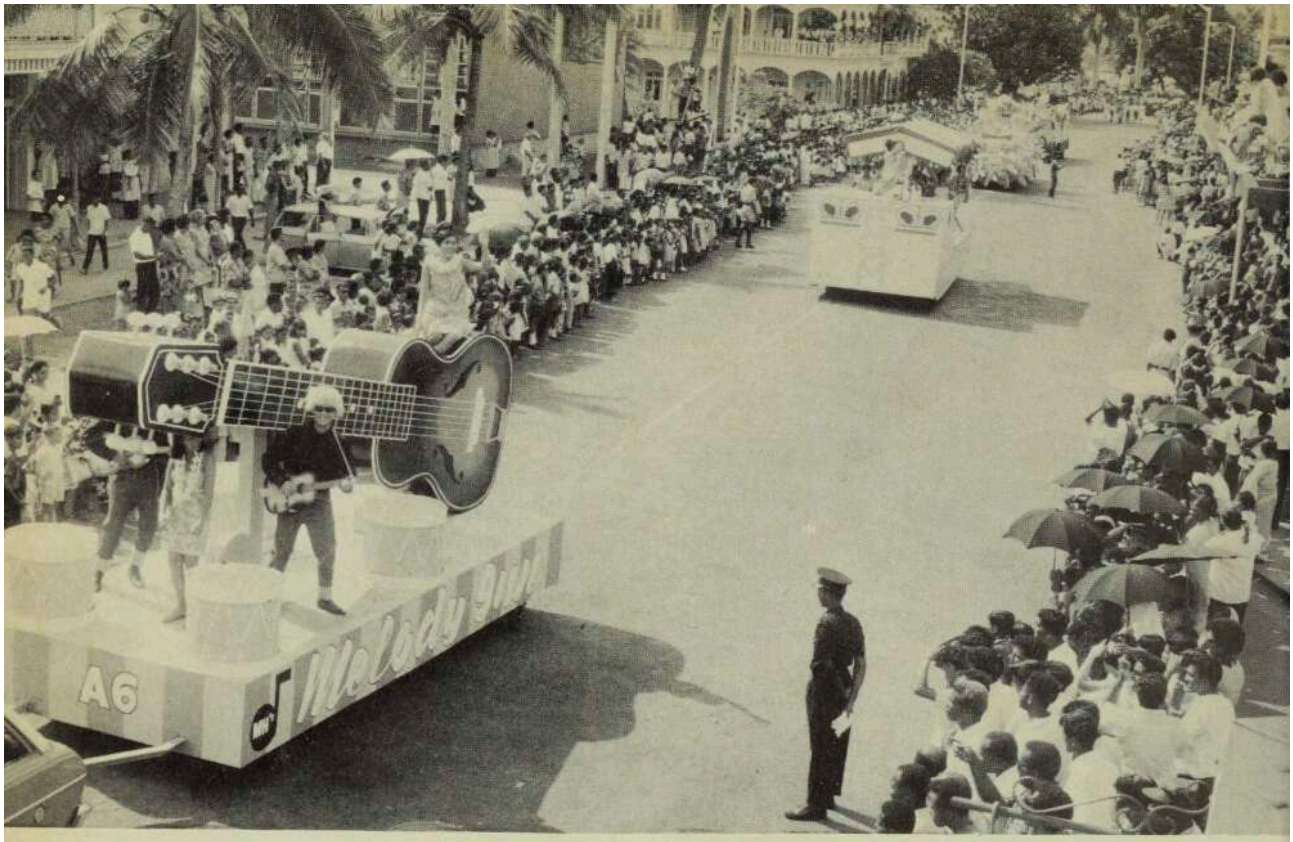

A giant guitar was the theme of the Melody Inn's float at Suva's Hibiscus procession in September. The Suva firm of Millers showed off its Miss Hibiscus entrant Miss Helen Cheer, with the aid of a smoke-belching missile, and the legend "Millers Miss-Isle". Miss Cheer won the crown of the Charity Queen for collecting the most votes at 3d each. She got 15,108 votes. The contest, run in conjunction with the Miss Hibiscus quest, raised about £1,000 for the festival's charity chest.

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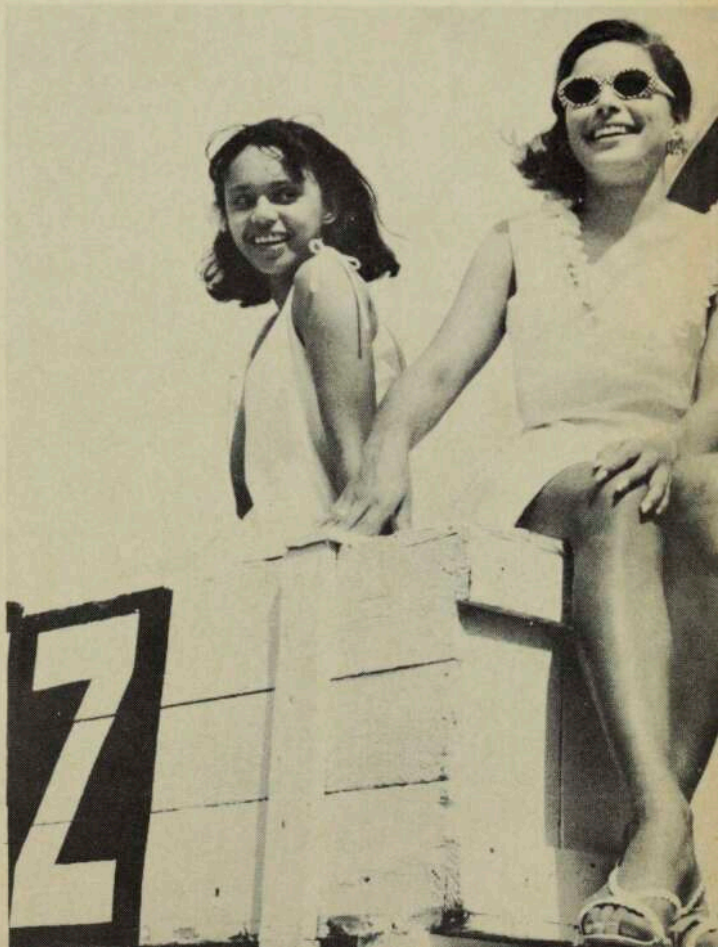
MOST coveted crown in Fiji is that of Miss Hibiscus. And Miss Hibiscus 967 is pretty Annette Lepper, 21, daughter f Mr. and Mrs. Robbie Lepper, of Savu-avu, on Fiji's Vanua Levu. She is the first irl from outside Suva to win the Miss ibiscus crown since the festival began ore than 10 years ago. Annette was spon-ored by the Fiji Hotel Association, and her ajor prize is a trip by UTA to Tahiti and os Angeles. Above, the crowned Miss ibiscus waves her thanks with runners-up alita Kissun, second (left), and Mary ickering, third. At right is a more casual, ut just as pretty, Miss Hibiscus (in glasses) n the New Zealand Trade Fair float at the arade, before her win was announced. Vith her is fellow contestant Miss Sandra 'Costa.



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Moresby in September. At right is Fairfax Harbour, with the main town areas on the isthmus, and below is the spreading suburbia of Boroko, Taurama and Hohola.

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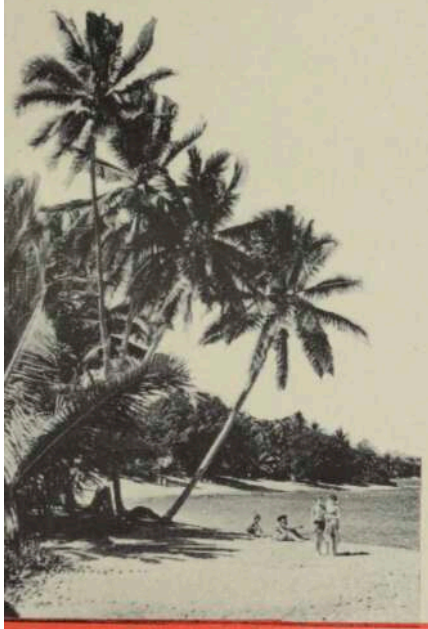

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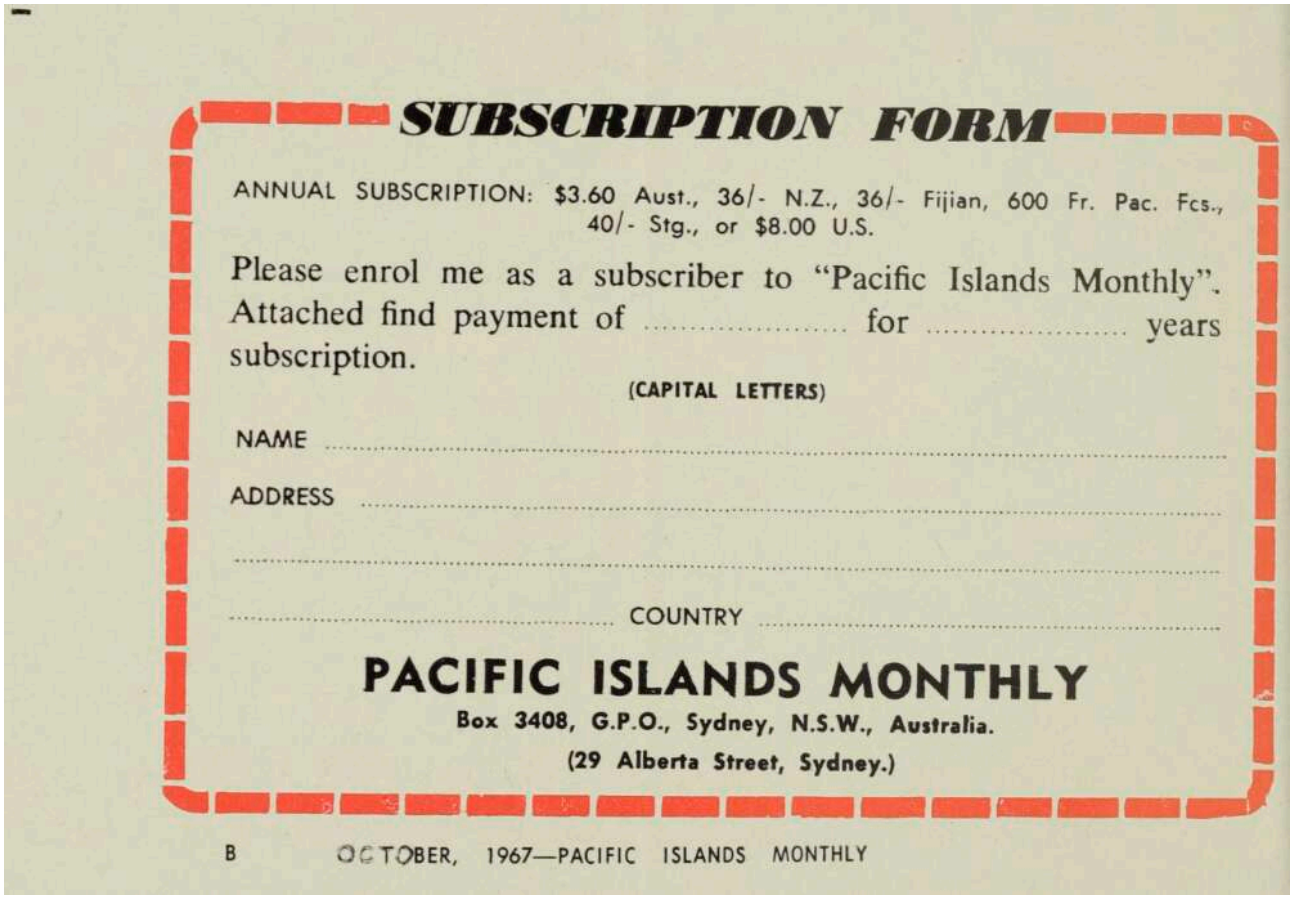

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NEW GUINEA—ASIA AIR LINK CREATES NEW AIR PATTERNS

By a Staff Writer

When Qantas linked Papua-New Guinea with South-East Asia on September 14 after a five-year absence from the territory, the welcome at Port Moresby's Jacksons Airport was reminiscent of Tahiti or Rarotonga rather than of Papua.

LANDS beauties with flashing smiles greeted aircraft passengers placing leis about their shoulders, l farewelled them with gifts of w Guinea wood carvings. A pical downpour at the key moments e the occasion local colour rather n a dampening down.

The Papuan girls, selected for their glish as well as their looks, were m Port Moresby. The girls invited h through-passenger, "to come k again". The reception was anged by the recently established NG Tourist Board, which made no ret of the fact it is delighted that w Guinea is now on the world rist route to stay.

Qantas last operated through New inea in July, 1962, using old Super nstellations on a weekly service ing Sydney, Port Moresby, Manila Hong Kong. Qantas was not per-ted to pick up or set down sengers between Port Moresby and stralia, and the service was ndoned because it wasn't popular ugh with through passengers, who ld get faster service on other ntas aircraft. Port Moresby at time could not take large jets.

Deplored the loss

New Guinea people deplored the of their outlet to and from the t, especially traders who were inning to make good use of air-ght, but there was nothing they ld do about it. Qantas has fought way back into the New Guinea rice against the apathy of Aus-ian Government planners, who e moved slowly in upgrading Port resby airport and who once en-ained a bid by Ansett-ANA for ompetitive service to Manila.

The reinstated service is still not ctly what Qantas wants, but the ine's view seems to be better a loaf than no bread at all. ng the larger Boeing 707 338c's, service operates Sydney-Port resby-Manila-Hong Kong on rsdays and returns on Saturdays. nila is of little traffic interest and Qantas will probably delete it when Port Moresby is brought up to full operational use.

Jacksons Airport is now 6,800 ft with over-runs of 200 ft at each end. Although, oddly, the small Qantas 707 138B Boeings cannot operate on this length, the larger Boeings can, if they restrict themselves northbound to 260,000 lb take-off weight, compared with their maximum of 316,000 lb.

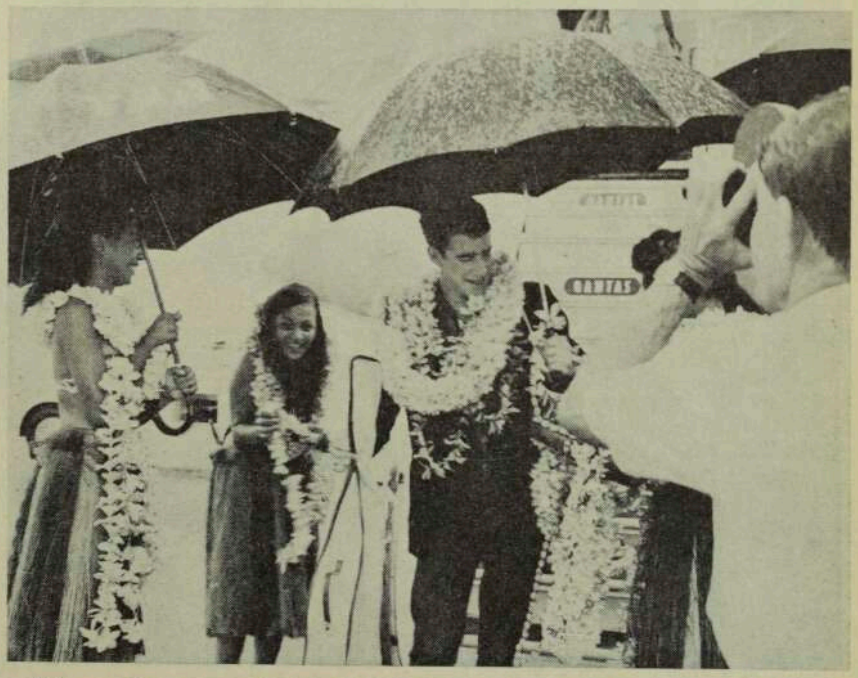
They can carry a 31,000 lb payload between Port Moresby-Manila, compared with the maximum of 46,000 lb. This enables them to carry full passenger loadings, plus baggage and mail, but restricts cargo. There are no problems southbound because of the decreasing fuel load.

Jacksons Airport will be lengthened to about 8,500 ft including over-runs, and be strengthened, thus allowing full direct services between Port Moresby and Hong Kong, with Manila omitted. Tokyo may then be added to the route and the services increased to two a week.

travel

In the meantime work has started on improving the terminal building at Port Moresby, making it easier to handle the extra passengers the big jet services will carry. Until this has been completed P-NG Customs has agreed to process passengers at the Gateway Hotel, just opened right at the airport. The Gateway is the first luxury hotel built in the territory and a big improvement on the general hotel standard there (see p. 43). Others will follow.

The Gateway was planned with increased air travel in mind, for the



This was the scene at Jacksons Airport, Port Moresby, on September 14, when the new Qantas 707 service to Hong Kong set down. Rain did not detract from the welcome given to passengers by pretty Papuan girls.

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travel

v Qantas service will in fact turn t Moresby into an aerial gateway.

t has coincided with the arrival Fiji of Fiji Airways' new turbo- p Hawker Siddeley 748. This air- ft carries 40 passengers and will lace the eight-passenger Herons on inter-island services linking Fiji n the New Hebrides and the omons in the west, the Gilbert Ellice Islands in the north, and nga in the east.

n Honiara, capital of the Solomons, HS748 service will connect with TAA Fokker Friendship service Port Moresby, thus making it pos- e for travellers to travel from ng Kong to Fiji on fast comfort- aircraft, without touching Aus- ia. From Fiji they can also travel Hong Kong the same way, stop- g en route at Vila, Honiara, aul, Lae and Port Moresby.

Qantas plans

antas plans to get some of this eased traffic, as well as some of traffic originating within the terri- . On the northbound run from t Moresby it has full rights, but hbound it cannot carry territory engers to the Australian mainland ss they have started their journey ide the territory or are complet- it outside Australia.

can, for instance, take passengers Australia who have originated r trip in the Solomons, and it can New Guinea passengers who t to go through Australia to, say, Zealand or Africa; just as long hey buy a Qantas through ticket.

ut the big market is obviously ween New Guinea, Hong Kong Japan, and already the projected enger loadings look healthy. The gural service carried more than economy class passengers north n Port Moresby.

he flight is a daylight one, clear ss the entire island of New Guinea, sing the West Irian northern t near Biak. Mostly there are d build-ups on the high mountain tbone over which the aircraft but passengers lucky enough have a clear day should get nificent panoramas of parts of Guinea not hitherto traversed commercial flights. There are nibals down in some of those eys.

antas is going all out to build our parties to New Guinea from north, particularly from Japan. y New Guinea people already include Hong Kong in their leave itineraries, travelling by ship.

It is unfortunate that the new service has coincided with recent bomb incidents in Hong Kong, which has had an effect on the tourist influx into that colony.

The Hong Kong scene

A *PIM* staff writer who spent several days in Hong Kong on the first flight through Port Moresby in September found accommodation was easy to get in Hong Kong although the colony is now in what is usually its peak tourist period. Many tour parties had cancelled tours there, and the Hong Kong travel industry was launching a campaign aimed at re-storing confidence in Hong Kong as a tourist centre.

Certainly visitors should have no apprehensions. It is business as usual in the thriving colony, and there is no tension. The *PIM* man found the atmosphere the same as it was on his last trip three years ago, but there has been much more build-ing, particularly of hotels, in the intervening period.

Nobody in the colony believes China is seriously attempting to take over Hong Kong. It is still in China's interest to use Hong Kong as a valuable trading link with the West. Large quantities of foodstuffs daily cross the Chinese border into Hong Kong for sale, and trading of all sorts continues.

Experienced newspaper observers in Hong Kong believe that the re-cent bomb scares may have been locally engineered by the Kwantung Province, the Chinese province closest to Hong Kong, as an em-barrassment to the Peking Govern-ment. Traditionally this province has always needled central authority. There is a strong opinion that Peking wants to avoid any clashes with the West in Hong Kong.

One bomb which killed two small Chinese children in Hong Kong re-cently caused a strong revulsion against the would-be terrorists among all sections of the Hong Kong popu-lation. There is little support for the dissentients, and many big Red China-owned businesses in the colony have been quietly boycotted by shoppers.

New Pacific plans

Meanwhile, the new Port Moresby gateway services will generally help intensify the whole South Pacific travel picture. There are several new developments, with more on the way.

Air New Zealand goes back to Tahiti in November, leaving Auck-land on November 12, and inaugurat-ing at the same time the Papeete-Los Angeles service. DC8's are be-ing used. Air New Zealand has a

Plenty of custom for new Moresby hotel

PORT MORESBY'S newly-opened Gateway Hotel at Jacksons Airport is already proving so popular that plans to build a new wing with additional accommodation will probably be put into effect before long. There are also plans to build a swimming pool.

At present, the hotel has 34 twin rooms, one single suite and one de-luxe double suite, The hotel took its first guests on July 1.

At the end of August, all the rooms were booked out, and there were heavy bookings for several weeks ahead.

Tariffs for the twin rooms, including breakfast, are: $14 a day, single occupancy; $20 a day, double. There is a smorgasbord luncheon each day at $2.50 per head; dinner is a la carte.

The hotel is air-conditioned throughout. All rooms have telephones, radio, three music channels, shower recess, wash basin, and toilet.

Besides being popular with visitors, the hotel's four public bars—the Owen Stanley, Flight Deck, Club, and International Jet Bar—are attracting plenty of local custom. The Flight Deck Bar commands a view of the comings and goings at the airport.

The Gateway is owned by Tourist Development Pty. Ltd., a wholly-owned subsidiary of Papuan Airlines Pty. Ltd. The manager of Tourist Development is Mr. P. W. Chandler, who is also commercial manager of Papuan Airlines.

The hotel manager is Mr. Duncan Ferrie, whose mother and father own the Pine Lodge Hotel at Bulolo.

The total European staff of 28 have been brought from Australia. There are also 40 New Guinean employees.

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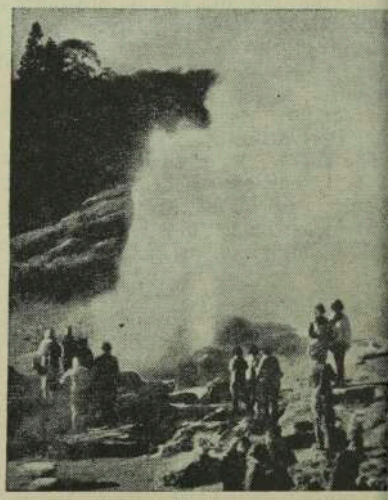

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o learn all about Fiji Airways' new Hawker Siddeley 748, three of the airline's ilots recently attended a training course at the Hawker Siddeley Aviation raining school at Woodford, in Cheshire, England. From left, they are: Captain . G. Heyen; Captain Neil Ganley, chief pilot; and Captain Gordon Shearer, eputy chief pilot. Mr. G. Flannigan, an instructor, has his back to the camera. The 748 arrived in Suva on September 21.

e in West Samoa's Polynesian lines, as well as a share in Fiji ways. Thus the airline is right k on the Coral Route that it heered.

Vith its Los Angeles service in ration, Air New Zealand will be g to the USA, Hawaii, Fiji, erican Samoa, New Caledonia, folk Island and Tahiti besides its e across the Tasman to Australia on to Hong Kong. It will be g back into the Cook Islands in a year, possibly through a operated by Polynesian.

Vith its Hawker Siddeley, Fiji ways may develop new routes, in- ing a link between Tarawa, in GEIC, and Majuro, in the shall Islands of the US Trust itory. Such a service was re- mended recently in a report on GEIC's tourist potential by a sh firm (*PIM*, September, p 53), obviously Fiji Airways will want e sort of subsidy.

n American has interests in the Trust Territory. It has recently a bigger shareholding in Micro- n Air Pacific, to be formed in mber.

Sydney in September there was that PanAm might be interested perating a service between Syd- Guam and Tokyo, but shortage ircraft might prevent anything further on this. PanAm uses a lot of equipment for Vietnam.

The South Pacific has yet to hear which additional American airline is to be allowed to operate through the South Pacific. There are many contenders. Eastern Airlines recently established an Australian office.

WITH Noumea getting more popular as an Australian holiday resort, Qantas and UTA French Airlines are increasing Sydney-Noumea flights from three to five a week each way.

UTA started its additional service with Caravelle jets on September 10 and Qantas will follow suit on December 4 with Boeing 707's.

CHARTER flights provided by a DC-3 aircraft of Polynesian Airlines have been proving popular recently with Tongans interested in "going for a flip" for the first time and in seeing a bit of Tonga from the air. One group was so thrilled with their experience that they are planning a second charter flight later in the year.

STATISTICS of visitors to Fiji in recent years have proved that the 20-29 age group outnumbers all others from Australia and New Zealand, whereas the over-50's make up most UK and US visitors.

travel

FIJI WOOS AUSTRALIAN VISITORS

By a staff writer

An intensive campaign to boost the flow of Australian visitors to Fiji got off to a good start in September with a 13-day promotion tour to Australia by 17 of Fiji's tourist industry representatives.

HEADED by Mr. Roderick (Rory) J. Scott, managing director of the Fiji Visitors Bureau, the Fiji team staged seminars on Fiji in Sydney, Melbourne, Adelaide and Brisbane and paid dozens of personal calls on travel agents in those cities. The tour, which was sponsored by the bureau and by Qantas, attracted a good Press and television coverage.

Mr. Scott told travel agents in Sydney that if trends continued, by the end of this year there would be more Australians visiting Fiji than any other nationality.

He asked agents to promote Fiji as the "In" holiday spot for Australians. Fiji's climate, the friendliness of its people, its food, its good hotels, made it the top tourist centre of the South Seas.

Mr. Scott also pointed out that Fiji's relative political stability made it ideal for overseas investment.

Package deal tours were largely responsible for the increasing number of tourists arriving in Fiji by air.

Fare reductions wanted

"We think these package deals are very good but we would also like reductions in normal air fares in the South Pacific," Mr. Scott said in Sydney. "At next year's IATA conference we hope the Fiji Government will bring more pressure on international airlines to lower basic fare rates."

The Fiji Government, which admitted it was disappointed when basic fares weren't reduced at last year's IATA conference, is expected to press strongly for these air fare cuts.

Scott, a 31-year-old good-looking Englishman, was appointed boss of the Fiji Visitors Bureau in July last year after more than five years as a District Officer at Nausori and then

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ıdi. Earlier he had been in the itish Cameroons, West Africa.

He has travelled to most parts of colony, seen all its hotels, attended ıny travel meetings and flown about 000 miles to places like Hawaii, hiti, the United States and Aus- lasia in the past 14 months to ɔmote Fiji.

Under his guidance, the Australian ır went off well in a polished, pro- sional fashion. So far so good— v Fiji itself has to follow it up. lot of Australians will be going re for the first time in the next months and first impressions ınt quite a bit.

FTER having had temporary head- quarters at out-of-town Boroko a couple of months, Papua-New inea's newly-formed Tourist Board opened an office in what is bably the most logical place for it Cuthbertson Street, Port Moresby.

The board at present has a full-time f of two—the executive director, S. A. Moore, and a typist.

Mr. Moore, who has been in New nea since mid-year, was previously ɔloyed as a tourist officer with the d Coast City Council and the e Mountains City Council.

The board has a $50,000 grant n the Administration for 1967-68, it hopes to receive contributions ards its work from various organ- ions in the territory interested in rism.

Mr. Moore told *PIM* in late August one of the board's first jobs was ncourage the formation of regional rist associations in the territory.

our such associations—the Papuan rist Association in Port Moresby, New Britain Tourist Association Rabaul, the Madang Tourist Asso- ion and the Eastern Highlands rist Association — have already ı formed.

is hoped that others will soon formed in Lae and the Sepik rict.

he associations are to be asked establish information bureaus in r areas. These will be subsidised the Tourist Board, and native ɔle will be employed where pos- e. Initially, the bureaus will prob- be in stores or hotels. But the is that they will form the nucleus a string of information centres ughout the territory. Native arts crafts will be used in promotion k.

The next thing will be to get

Mr. Rory Scott, managing director of the Fiji Visitors Bureau.

representation outside the territory," Mr. Moore says.

Mr. Moore will attend a conference in Vila on October 4 and 5 on the possibility of the various Melanesian territories promoting tourism jointly. The conference has been sponsored by the New Hebrides Chamber of Commerce, Industry and Agriculture, which has taken a keen interest in the development of tourism in the New Hebrides in the last couple of years.

Mr. Moore expects to attend the annual conference of Tourist Bureau directors of Australia and New Zealand.

A NEW Mark IIIB Drover from Australia arrived in Vila, New Hebrides recently, to replace a Drover of Air Melanesia which had been in service in the New Hebrides since September, 1965.

The old Drover, which has been flown to Australia to be sold, had 1,600 flying hours to its credit and had carried more than 11,000 passengers.

WORK on the provision of an airstrip on Niue Island is "to proceed", according to the New Zealand magazine, *Whites Aviation*.

The magazine quoted the NZ Department of Island Territories as saying the work would be done by local interests in conjunction with New Zealand authorities. The department said that it was negotiating for a Grumman Mallard amphibian to serve Niue and the Tokelau Islands from Fiji, probably operated by Air Pacific under contract.

They have been talking about building an airstrip on Niue for over 20 years. A plan to build one came to nothing in 1947. Interest was revived in the early 1960's and in 1964 Niue's Assembly asked the NZ Minister for Island Territories to consider building it again.

WESTERN Samoa's Polynesian Airlines Limited's two-plane fleet of DC3 aircraft was halved at the end of September when the licence of the older DC3 expired and the plane was returned to New Zealand.

With PAL's DC4 on order from the United States not due to arrive until mid-November at the earliest, the airline will operate with only one plane for about six weeks.

In an interview with the *Apia Advertiser*, PAL's commercial manager, Mr. I. Ramsey, said PAL would need another DC4 next year and would be operating with short-haul jets by 1970 because passengers were increasing "so rapidly".

BRITISH United Airlines, Britain's largest independent airline, has applied to the UK Air Transport Licensing Board for permission to operate new services in the South Pacific, from South America to Australasia.

The airline at present flys VC10 jet airliners from London to Santiago, Chile. It wants to extend its South American route to include Lima, Peru, next year, and in 1970 to fly VC10's from either Lima or Santiago to Auckland, via Easter Island and Tahiti.

In 1971, BUA wants a more direct route from London to Lima, over the Caribbean, and an extension of the South Pacific route to Sydney.

The South Pacific route would be suitable for supersonic aircraft, the airline believes.

BUA's assistant commercial planning manager, Mr. D. M. Mansfield, told *PIM* its proposed routes were "ripe for development".

"Not unnaturally, we will be facing the sternest opposition at the hearings of these applications but feel confident that, given a fair measure from forward-thinking agencies and people generally, the need for these services can be proved", he said.

With BOAC already on the South Pacific bandwaggon it is hard to see another British carrier being allowed to appear in the South Seas.

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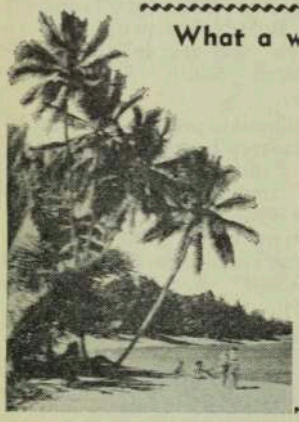

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New ideas to attract tourists to French Polynesia

GOLF COURSE TO BE BUILT ON FAMOUS TAHITI PLANTATION

An 18-hole golf course, com-te with lakes, bunkers, flower ds, etc., is to be built at maono on the south coast of hiti. Atimaono is the only ex-sive area of flat land in the ole of Tahiti.

CENTURY ago it was the site of a grandiose cotton plantation run an Irishman, William Stewart, who orted the forbears of Tahiti's pre-Chinese population as labourers. plantation collapsed at the end he American Civil War when US on plantations got into production in.

An American architect who con-ed the golf course idea for maono arrived in Tahiti a couple months ago to prepare the design it. When completed the course be suitable for international golf rnaments.

Golf-loving tourists may be able camp right beside it, as Eastern lines recently took up an option uild a hotel in the Atimaono dis-t.

Other plans

he golf course is among a number projects announced recently that help to boost French Polynesia's ist industry. Others include:

- The extension of the new air-at Lake Temae, Moorea, from metres to 1,500 metres.
- The construction of an 800-re airport at Huahine, where a ber of ruined *maraes* (ancient nesian places of worship) have ntly been rebuilt under the direc-of Dr. Yoshiko H. Sinoto, of Bishop Museum, Honolulu.
- The building of a bigger air inal at Faaa, Tahiti, by the end 969.
- An inquiry into the feasibility uilding an airstrip at Tubuai in Austral Islands south of Tahiti.

an airstrip at Tubuai is built, vill enable tourists to visit an d that is intimately linked with mutiny of the *Bounty*.

ubuai is the refuge that the mutineers first headed for after the mutiny, and it was there that they began building a massive fortress for their own protection after they had paid a brief visit to Tahiti to obtain livestock and poultry.

The remains of the fortress (which was to have had walls 18 ft thick at the base and 12 ft thick at the top) still exist—or, at least, they did until a few years ago. At that time, a Tubuaian house stood within the ruined walls.

The mutineers began building the fortress at the end of June, 1789, but they abandoned it a couple of months later after disagreements among themselves following Fletcher Christian's refusal to head an armed party to bring Tubuaian women to their camp by force.

Not long afterwards, the *Bounty* returned to Tahiti, where some of the mutineers went ashore. The others sailed on with Christian to Pitcairn Island.

Very few Europeans have ever visited Tubuai, which, before World War II, was a Polynesian reserve.

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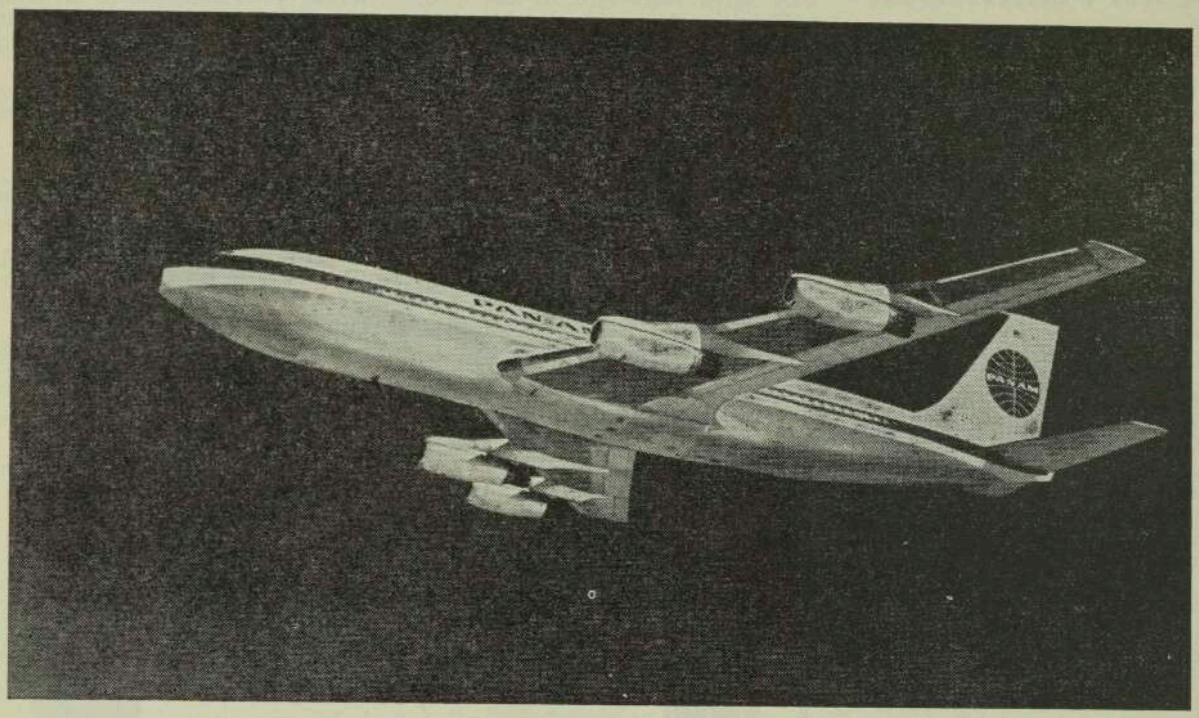

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travel

TONGA AIMS AT ORDERLY DEVELOPMENT OF TOURISM

From a Nukualofa correspondent

In the first six months of 1967, almost as many ɔurists arrived in Tonga as in the whole of 1966. This oes not include the many visitors for the coronation ho arrived later than June 30.

OME of the cruise ships, the *Canberra* among them, are now avelling direct from Auckland to ukualofa, by-passing the super- arkets and duty-free shops of Suva nd consequently giving a boost to ur cottage industries on which the ɔmmon people depend so much.

In the six months the total arrivals, rried by 106 aircraft of Fiji Air- ays and Polynesian Airways, was 313. This is only 105 less than for e whole of 1966, when 1,418 air assengers entered the kingdom. With e coronation figures and the an- cipated expansion of air services uring the next few months, air traffic is year is expected to be double at of 1966.

Every month now we have a good uota of New Zealanders calling here s the "banana boats"; the *Matua* nd *Tofua* always have a full passenger list of round-trippers, approximately 70 each. It is a pleasant trip, calling at Suva, Pago Pago, Apia, Niue, Vava'u or Ha'apai, and Nukualofa. So popular has this trip become that it can be a four to five-year wait for a winter booking.

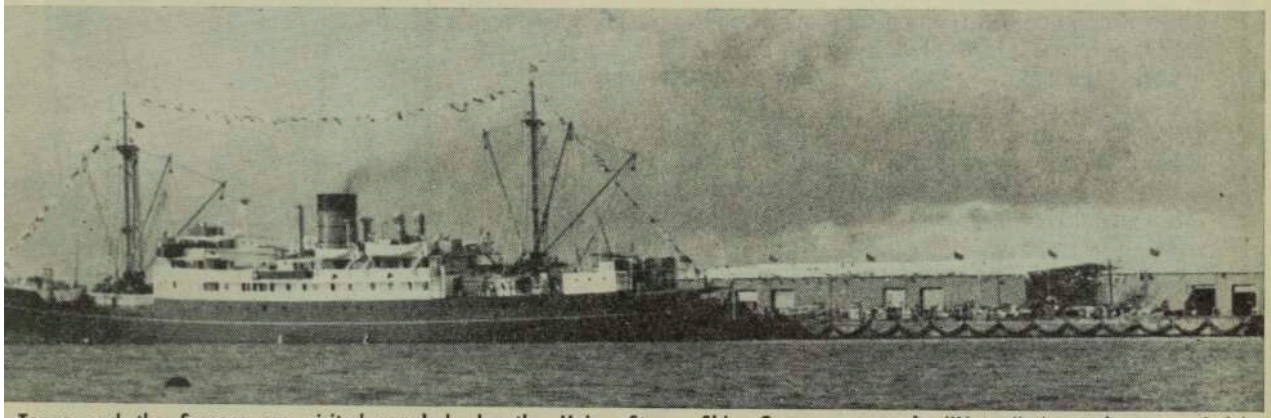
Development plans

Fiji, with her international airport and positioned on the regular sea routes, is a mecca for tourists compared with Tonga and Samoa, but now with the Dateline Hotel established Tonga can supply some measure of sophisticated entertainment that was lacking. As yet there are many needs—a golf course, public swimming pool, bowling greens, water sports and boating, and other facilities for outdoor recreation, for our climate would be second to none in this area.

But these will come. Just now, when the visitor industry is taking shape, Tonga is greatly pre-occupied with her major economic development plan. It is working out well-water and electric power reticulation, the expansion of her postal and communication services, new deep-water wharf soon to be opened, and better health services.

The 10-year coconut replanting scheme has made significant strides

Signs like this one are now appearing in spots of tourist interest on Tonga's main island of Tongatapu. This sign marks the landing place of Captain Cook in 1777.



Tonga and the Samoas are visited regularly by the Union Steam Ship Company vessels "Matua" (seen here at Apia) and "Tofua". It is a pleasant, popular voyage, and there is a long waiting list for winter passages.

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less than two years. The banana
de, too, is receiving constant at-
tion, from the farmer level up
packing and marketing.
Export targets so far this year
ve occasionally been exceeded by
much as double the amount for
corresponding month last year.
ministrators and growers are
imistic about the future.
There is also visible progress, such
improvement to the Fua'amotu
field, a new terminal building with
dern facilities, almost completed,
ew police headquarters and modern
ning school to be ready mid-1968,
several secondary schools add-
new technical blocks and science
gs.

Solid foundation

These are plans that will give a
d foundation to the economy of
country. These are essential to
orderly development of the life
the community; and a happy
gan makes a friendly host to the
tor.
Thus Tonga is safeguarding its own
grity as a people, and gradually
ning her doors to the orderly
ux of the world traveller.
This way she hopes to preserve her
dom and the identity of her in-
nous culture, and retain the
tor magnet of hospitality and true
ndliness.

YOUNG Suva man who has made good is Mr. Neil Brown, owner of the Lofthouse Restaur-, Nassau, Bahamas. He is his own f and among the restaurant's es are Polynesian spare ribs with nd sauce. Neil's father, Roy wn, was Burns Philp manager Apia, and his grandfather was a ner Chief Justice of Tonga.

Problems galore from Norfolk's tourist boom

The September meeting of the Norfolk Island Council was probably the shortest in its history. It met just long enough to move that the Australian Minister for Territories, Mr. C. E. Barnes visit the island for discussions with council, or, if this is not possible, to establish a visit of inquiry by a parliamentary select committee consisting of Government and Opposition members.

AT its August meeting council had agreed to ask the Minister to come to Norfolk for discussions, or, that he be asked to receive a delegation of councillors in Canberra, but this motion was later rescinded.

The appeals to the Minister followed growing dissatisfaction by the councillors of the delays in having Canberra pass legislation they have recommended.

One of the delayed ordinances is for the conversion of leasehold land to freehold, which was approved by a previous council about three years ago.

Another is the Immigration Ordinance, which was re-drafted by council several months ago, and until it becomes law council is unable to control the rush of new settlers in the present boom of prosperity, which has brought many problems.

Neil Brown, formerly of Suva and who now owns the Lofthouse Restaurant, Nassau, relaxes with friends. See item in column one.

travel

In early August there were 172 non-resident mainlanders working on the island and 143 new settlers who intended to stay permanently. These numbers had increased by mid-September.

Many new settlers have opened business and are competing with established shopkeepers. Some of the business people are concerned at the prospect of intensive competition. They say that the number of tourists is not increasing in proportion to the number of shops catering for them. Many more shops are yet to be erected.

The new settlers have problems of their own. Settling in on a small island where land prices are high, living costs high and fresh fruit and vegetables very scarce is not without difficulties. And the occasional notice in the Government Gazette pointing out that the purchase of land, or the transfer of a Crown lease, does not in itself create any right to permanent residency must give some new settlers a feeling of insecurity.

Out-of-date laws

With all these new problems, some of Norfolk's laws are out-of-date. Laws that a few years ago were quite adequate for a few hundred people living quietly and leisurely in an uncompetitive atmosphere need revision to cope with the development taking place today, and the council is well aware of it.

Recently council has received a good deal of criticism from local people, but it is, after all, purely an advisory body, and the Administrator is not obliged to take its advice, though the Norfolk Island Act 1963 states that where the Administrator disagrees with the council's advice, he should refer the matter to the Minister for final ruling.

There have been occasions during the past year when the Administrator, Mr. Reg Marsh, has not followed council's advice and this has resulted in some friction.

A Norfolk correspondent says the answer to the current unrest might well be another change in the island's constitution; preferably one that would restore to the council—or perhaps even augment—the powers it received under the Norfolk Island Act 1957, and the Norfolk Island Council Ordinance 1960, and which were rejected by a former council in 1960.

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FIJI — SAMOA — TONGA

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TO THE POINT

WITH PERCY CHATTERTON

The gang, with engaging frankness, called itself "The Rascals". Their speciality was petty thieving from parked cars. When they were finally rounded up by the police their ages were found to range from eight to 13.

How can we tackle P-NG's growing teenage problem?

N the *"South Pacific Post* I read: "A 15-year-old girl has been re-nded in the custody of a welfare icer in Port Moresby to appear in Children's Court on charges of ving stolen some rings from a veller."

N—— is one of a family of six. s parents are squatters in a shanty tlement, sharing a shanty with ther family. N—— is a drop-out; t is, he left school before com-ting the primary course. His nces of getting a job were there-e fairly slim.

He made his first court appearance the Children's Court on a stealing rge. He was admonished and dis-rged. His next appearance was being drunk—probably on the gs from other drinkers' glasses.

He was now over 16, so could no ger be dealt with in the Children's urt. He went to gaol for a month. s next gaol term was six months: m not sure what it was for that e.

Next he was up for breaking and ering. This time he was luckier; was put on a bond for five years. months have gone by, and he now a job behind the counter of a de store. Will he last out the re-ining four and a half years, I nder? He is still only 19.

He had a certificate

A lad from one of the territory's aller townships came to see me t week. He left his primary school the end of last year, couldn't get ry to a secondary school, and came Port Moresby to look for a job. 's still looking. "It used to be y for a boy from standard six to get ob," he said plaintively, "but now high school boys are getting all jobs".

In the villages of Papua-New inea, the problem of juvenile de-quency is practically non-existent. many villages age-old customs and ctions still regulate behaviour. en where these have broken down, the smallness of the villages means that everyone knows everyone else's business, so no one can "get away" with anything without detection.

The bright boys from the village school go away to secondary boarding schools, and later get jobs in the Administration or with private enterprise, or perhaps go on to tertiary education. Those who show less promise accept the inevitable, perhaps a bit reluctantly at first, and fit back into the village picture, hunting, fishing, gardening, perhaps growing cash crops, and soon their years of schooling are a forgotten irrelevance.

Some, alas, not realising the inadequacy of the schooling they have received, drift into the towns in which they have little hope of securing employment.

In the towns, the very processes which produce matriculants for entry to university turn out misfits as a by-product—and quite a tally of misfits for every tertiary student. In the urban schools the pace is hot, and youngsters who can't keep up are tossed out before they even reach the top of primary school. Both these, and those who do complete their primary education but fail to qualify to go further, find it even more difficult to get jobs as the trickle of leavers from the high schools becomes a spate.

Into the Big Smoke

Then there are the youngsters who started their schooling in the village school, where the pace was leisurely and age-standard norms were not strictly enforced. Dad gets a job in the Big Smoke and the whole family moves into town, only to find that the children can't gain admission to the town schools, where the screws are on and age-standard norms are strictly adhered to. They may find themselves too old at 10.

There are the kids who have never been to school at all, or have engineered themselves out of school by truancy. Nobody knows how many of these there are; but there are certainly more of them than the Department of Education is willing to admit.

Finally there are, as I have already said, the Dick Whittingtons, who have gone through the village school and heard the seductive bells calling them to an urban affluence which they can never attain. Back in the 1950's it sometimes came off; but the Whittington days are over now.

No thorough survey of the size of this problem has yet been made, but it is certainly sizeable, and it will certainly snowball during the next few years unless some very rapid expansion of secondary industry creates work opportunities which are not now apparent.

It's mainly a boys' problem, but not entirely. The problem of the girls is lesser in quantity and more elusive in quality, and tends to be resolved after a few years by marriage, but it is none the less real. When it comes into court, it is generally a matter of rings and other trinkets, or small change left carelessly about.

But mostly it doesn't come into court at all. After all, it isn't prostitution or even soliciting when a girl with a taste for the pretty clothes she can't afford accepts a drive in a car and its sequel. But it can become a habit.

In the villages which Port Moresby is swallowing up, one notices many differences from the old days when

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A farm school may be one answer

they were truly rural. Not the least of these differences is the number of elderly couples who are caring for their "educated" daughters' illegitimate children. The girls seem to take it for granted that that is what the old folks are there for.

Here then is the raw material for delinquency.

Teenagers who in the villages would fit into the rural economy are washed up jobless on the pavements of the town. Many of them have been born and bred in the town and know no other way of life. What else can they do but take to petty thieving and other forms of juvenile crime?

Sooner or later they are found out, and find themselves in the Children's Court. Our children's courts are enlightened and well-conducted. The youngsters get a fair go. But what happens when they are found guilty?

If their offence is not a very serious one, they may be admonished and discharged, or committed to the custody of their parents.

For more serious offences they may be gaoled though this doesn't often happen. They may be fined, which means that dad pays the fine and they are free to start again.

They may be caned. This easy way out (for the magistrate) is less used than it was, which is a good thing. I am not one of those who object on principle to corporal punishment, but it is difficult to see what good it can do to cane a jobless young delinquent and then throw him again on to the jobless streets.

They may be placed in the custody of the Director of Child Welfare, and we are fortunate in having as Director of Child Welfare a most humane and understanding man. But what can he do with his youthful charges?

There is as yet no institution specialising in this field, and no Administration institution, except for the gaols, dealing with it at all. So he has to go cap in hand round the missions trying to find a mission institution which will take them.

The missions are co-operative enough, but they have their problems, too—for example, to what extent are they justified in mixing in young delinquents with children whose parents have entrusted them to the mission's care and perhaps are paying to keep them there?

Moreover, most of these institutions, though they may be located in rural areas, are boarding schools geared to the standard course of academic schooling. So the young delinquent, though he may have benefited by the kindness with which he has been treated and the moral and religious influences brought to bear on him (and these are no small things), may nevertheless emerge little more competent to earn his living in a competitive world than he was before.

True, the number of young people involved is not yet great—only about 150 a year for all the territory's towns. But this may not tell the whole story. The Child Welfare Council, in its latest annual report, surmises that "the current situation may well reflect a reluctance on the part of police officers to charge young offenders".

Be that as it may, it seems clear that sooner or later the build-up of unemployed teenagers in the town, whether they be actual or merely potential delinquents, will have to be tackled by some plan for re-educating and re-orientating them to fit them for the rural life which some of them have never known and others have learned to despise.

Percentiles?

One way in which this could be tackled would be by the establishment of a farm school, conducted either by the Administration or by a mission or other voluntary agency subsidised for the purpose by the Administration. Such a school would provide for the compulsory enrolment of teenagers committed to its care by a Children's Court or by the Director of Child Welfare, and for the voluntary enrolment of school drop-outs and leavers who find that they can't get jobs in town.

At the start there would no doubt be reluctance on the part of the latter group to enrol; but if the setting and life of the school were attractive enough this reluctance might be overcome.

Such a school would have to have a flexible programme unhampered by red tape, and an entrance standard which recognised no qualification but human need. Syllabuses prescribed by Konedobu would be taboo. Percentiles, too.

Until recently I didn't know what a percentile was. They didn't have them at the school I went to. Then one day a lad came to see me from a village I used to know very well indeed. He had completed his primary education in his village school and had come to town with a certificate in his little hot hand. This certificate he had toted round the high school and technical schools of the Bi Smoke and he had been turned awa from every door.

Then, knowing he could pour ou his troubles to me in his place-talk he came to see me. One look at hi certificate told me what the troubl was. (When I was a kid I used t get a belting for failing my exam but in P-NG they give you certificate, which is what he had).

Anyway, I took the lad along t the nearest Boys' Vocational Schoo These are what we used to ca Junior Techs, but they've been give a new look, and I was under the im pression that they had been tailore to give drop-outs another chance The teacher in charge was a nic bloke. "Yes", he said, "I've still go a few vacancies, but I can't take hin unless the District Inspector gives th okay."

So I went to see the District In spector. He scanned the proffere certificate without enthusiasm. "Mus look up his percentile," he said, tak ing out a flat file. A few minute later he looked up. "I couldn possibly let him be enrolled," he sai firmly. "His percentile is too low".

I crept out. I didn't want him t find out that I didn't know what percentile was. Since then I hav tried to find out.

Rat-race mentality

I'm not sure that I've got it righ yet, but if I have, the difference be tween a percentage and a percentil is that a percentage tells you how well (or badly) you have done in a examination, while a percentile tell you how much better (or worse) you fellow examinees have done.

A typical product of our century' rat-race mentality. These nasty littl things must not be allowed in my proposed farm school.

Of course, there will be no gurantee that the young folk who go through this school will take up a rural way of life and not drift back to the bright lights. The most we can do is to be organised to help them settle on the land if they want to.

To carry out such a scheme will cost a lot of money now, money hard to come by in a country obsessed with the primacy of economic development. But at least some of these young people would become assets to the country's economy.

To do nothing about it will cost a lot of money, too—in 10 or 15 years' time. And it will be money poured down the drain; because it will be money spent in maintaining habitual criminals in our gaols.

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The Editors' Mailbag

"BLUE" ALLAN

Sir,—On the off-chance that you ıve not already heard from Mr. Don ırrett, or others associated with ıbaul immediately after World War , I would like to mention that your cellent article in July *PIM* (p. 87), ncerning the late Colonel H. T. lan, contained one slight error. Colonel Allan did return to New ıinea after World War II. He rmed a transport company in rtnership with two of his junior ficers, and traded most successfully the late 40's and early 50's as llan, Barrett and Read." At the ne time the partnership leased ndenhafen Plantation from Burns ilp and Co. Ltd. The three partners ed "on top at Tililigap", enjoying surpassed views of Rabaul and St. eorge's Channel, and I think "Blue" lan returned to Sydney in either 51 of 1952, and from then I lost ıch with him.

J. C. RINDER.
lson & Robertson Pty. Ltd.,
nley Street,
uth Brisbane.

Sir,—I feel I must write and thank u for including in July *PIM* the ituary of "Bluey" Allen.
I have just returned from a six nths' tour of New Guinea, Fiji, nga, Samoa and finally Australia d New Zealand. I retire from thell Gwyn and Co. Ltd., at the d of this month, and whilst I was Australia I did my best to obtain y information I could about lonel Allan.

The late Colonel H. T. ("Blue") Allan.

There is one story which I feel might be new, which he told me last time I saw him, and that was that his boy in New Guinea, who had been in Japanese hands since he left, was able to produce a suitcase full of his personal effects when he returned with the Americans towards the end of the war.

Once again thank you for your article on Bluey Allan.

C. F. DAVIS.
Bethell, Gwyn and Co. Ltd.,
Gravel Lane,
London.

THE ROAD TO NAISERELAGI

Sir,—On going through your July issue I enjoyed reading an article by Jane Gregor in Suva, entitled, "Little known murals of Fiji Church capture essence of countryside". However, the correct distance from Suva to Naiserelagi is some 85 miles (and not 50 as stated). I feel it would be most frustrating information for travellers who set out with only limited time, and who might have to return to Suva to catch a ship.

P. ERBSLEBEN,
Executive Secretary.
Fiji Visitors Bureau,
Suva.

YACHTING IN N.G.

Sir,—We have just completed one of the most interesting and rewarding parts of our trip around the world. The areas along the east and north coasts of New Guinea are beautiful cruising grounds. The natives in out of the way coastal villages are still primitive, friendly, and fascinating. Why are more yachts not coming this way? They are missing an amazing adventure.

Our main ports were: Samarai, Esaala, Amphlett Islands, Trobriand Islands (a beautiful spot, where the people still dress, or rather don't dress, in their primitive style), Lae, Madang Manam Island (an active volcano), the Sepik River, Wewak and Vanimo.

We powered 197 miles up the muddy, log-filled Sepik as far as Pagwi. "Morris", a Sepik native, came from Madang up the Sepik with us as a pilot for this uncharted area. He added much to our enjoyment and gave us a better understanding of the interesting customs,

"La Belle Sole".

art, and music of his people. The colourful *tambaran* houses of Maprik are as beautiful as colourplates in New Guinea books indicate.

We are now in Vanimo harbour, the last port in the Mandated Territory of New Guinea, which is 20 miles from the West Irian border. We leave tomorrow (September 4) for Ceram, Bali, Java, Singapore, Penang, and Ceylon.

La Belle Sole is a bit lower in the water these days. She is loaded with carvings from the Trobriand Islands and from the Sepik District. We were most impressed with the arts of these people.

Please encourage your cruising friends to consider seeing more of New Guinea. It is an unforgettable experience.

There has been no problem in getting the necessary papers and sailing permits for Indonesia. We have no reason to expect trouble.

Our crew is still the same:

Roger Franson, Anne Franson, Keith Franson, 10, Karen Franson, 9, Allan Hare, and Teppy Angermeyer.

ANNE FRANSON
La Belle Sole
(American yacht),
Vanimo, New Guinea.

TONGA'S CORONATION

Sir,—I was very disappointed with Mr. Inder's report of the Tongan coronation (*PIM*, Aug., p. 45) and feel that his report did not reflect the spirit prevailing in Tonga at that time. Lest too many people get the wrong impression of what actually took

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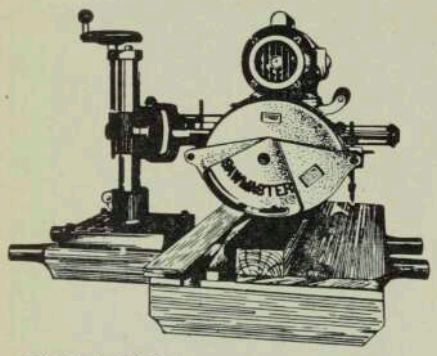

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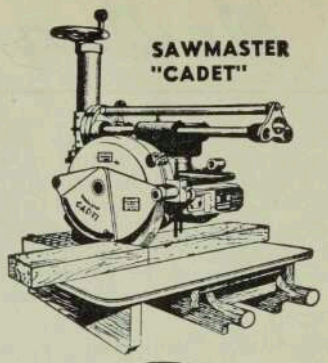

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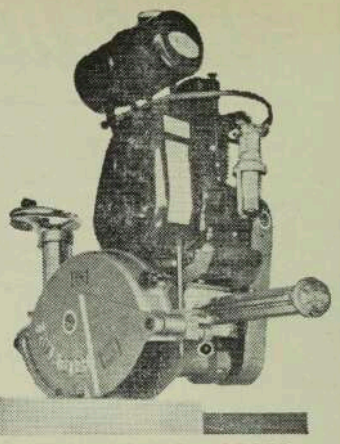

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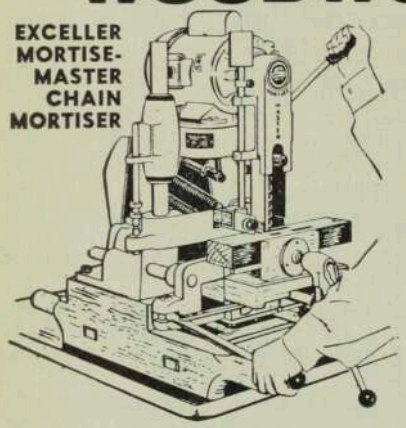

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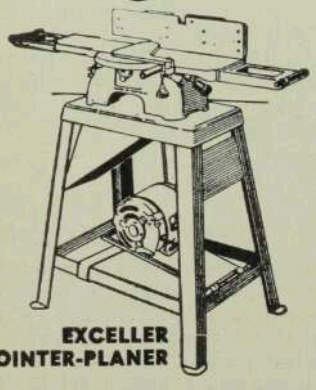

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Letters (cont.)

ace I, as a visitor to Tonga for the ronation, would like to make a few bservations.

Mr. Inder, I feel, did not bring it sufficiently the emotional aspect the coronation; the joy of the Tonn women whose spontaneous dancg and singing added to the colour the scene; the happiness of the ople, many close to tears as the ng appeared in his majesty, and the bilation of the children chanting, nging and waving flags as they arched past.

Mr. Inder also made only passing mments about the feasting, omitting mention the dancing and singing at followed each feast, reflecting the rd work that had gone into the hearsals.

The fact that a great many dancg groups from all over the kingm, each of up to 400 persons, took rt in the most colourful of specles and which were enjoyed by all, s not mentioned.

Also I should have thought that description of the huge quantities food presented at the royal kava emony would have warranted insion.

Shortcomings

Instead, Mr. Inder's article dwelt on the shortcomings of the organtion, many of which I would re. For instance, his constant critim of the treatment of the Press. feel that if some members of the ss had done more homework be coming to Tonga they would ve understood Tongan customs ch more readily.

The fact that so many got bored h the royal kava ceremony points this, and that many never made attempt to understand the cusns and traditions once they were re.

n my view Tongan customs seem hinge around respect for the alty and traditions. The wearing a piece of mat around the waist symbol of respect somewhat equient to a European wearing a tie. when Pressmen arrive at the scene an important ritual such as the al kava ceremony attired in gaudy rts and T-shirts it is not surprising the "stone-faced palace guards the fat police inspectors" get d.

n dealing with those in authority maxim "he that exalteth himself ll be abased, and he that humbleth self shall be exalted" produced best results, for at all times my

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Achieve Springtime Beauty

Margaret Merril
Beauty Skin Care
Consultant

Let spring herald the birth of new loveliness for your complexion. Plan a beauty programme for spring; you'll be surprised at the new loveliness that will emerge from a little simple beauty care. Here are some suggestions that will bring youthful vitality and clarity to your complexion.

Beautify Your Complexion

For sheer loveliness in complexion beauty there is one simple but important rule to follow. Every day, before making up, smooth a film of tropical moist oil over the face and neck to beautify the skin at depth and ease away all trace of wrinkle dryness and ageing lines. Besides beautifying and protecting your skin, oil of Ulan will give your make-up a perfect matt finish and a lovely line-free complexion.

Beautiful Eyes

Reveal the full beauty of your eyes by blending a faint haze of eye shadow that matches the colour of your eyes along the lids. Remember, though, that ideally the skin around your eyes should be as smooth as a child's, so before applying colour pat a film of oil of Ulan gently into the delicate tissues with your fingertips. This moist tropical oil will assist nature in keeping the skin smooth and free from wrinkle-dryness, and it will also enable you to blend eye-shadow colours more successfully, lending the lids a wonderfully dewy look.

Flower-Fresh Skin

GIVE your skin a delightfully toned, clear feeling after cleansing by patting over your face and neck with pure, gentle lemon Delph freshener. The light, tonic effect of Delph is felt immediately because it contains the natural skin refining and cleansing action of lemons. Moisten a pad of cotton wool with this ideal beauty aid and press it lightly to the pores so that the skin is stimulated and blemish-inducing impurities are cleared away. Afterwards, to hold the natural bloom on your complexion, smooth on a film of oil of Ulan.

End Dry Skin

Test your skin for signs of roughness by gliding your fingertips lightly over your face and neck as you apply your daily base of moist oil. Any dry or rough patches which may be evident should be gently massaged with a little extra oil of Ulan to cherish and smooth the skin. This will also insure that your make-up will blend evenly to give your complexion an exquisite, youthful appearance.

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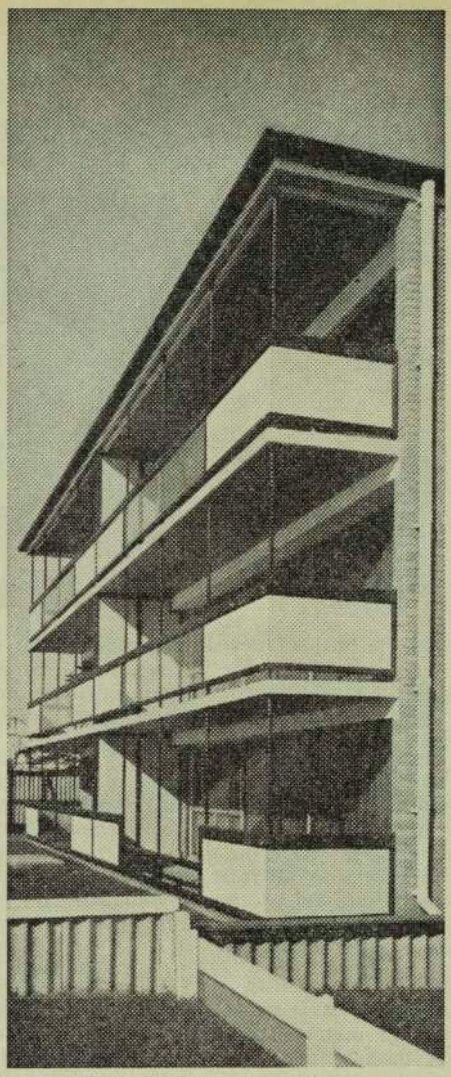

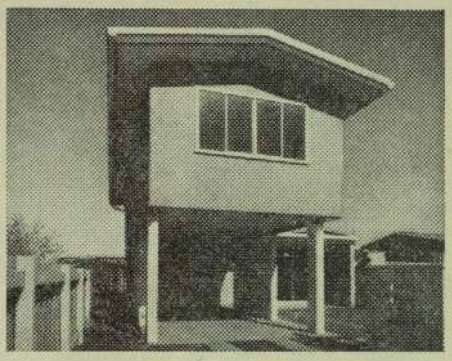

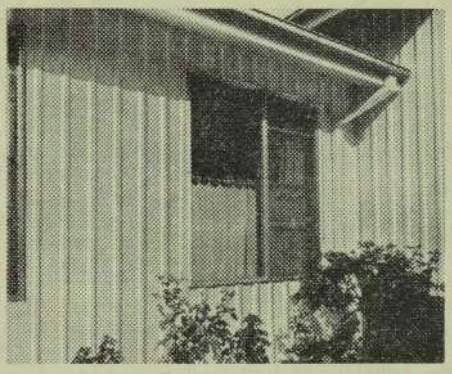

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vife and I were treated courteously nd with the utmost friendliness and onsideration, and often I was disap-ointed to find that we were being rivileged at the expense of the Ton-ans.

Mr. Inder's inability to understand ie Tongan language could easily ave been overcome as we did by aking personal friends of some of ie many English-speaking Tongans hom we found only too glad to elp.

Also I objected to the sly criticism f visitors with "Instamatics and rownies", as though one has to be "professional" to be able to handle iore elaborate equipment. At one of ie instances complained of, that of ie royal group posing at the door of ie palace after the chapel ceremony, should like to point out that we isitors were invited at that juncture y happy, smiling palace guards to o forward and take photographs if e wished.

So in reply to Mr. Inder's opening uestion, the coronation was most efinitely a success, both for Tongans id visitors alike. I feel proud and deed privileged to have been pre-nt for such a memorable ex-rience.

JOHN H. BOOTH

- ANZ Bank
ydney.

PROBLEMS OF THE BSIP COPRA INDUSTRY

Sir,—*PIM* in August (p. 126) fers to comments by the High ommissioner for the Western acific, Sir Robert Foster, at the ening of the eighth session of BSIP egislative Council in July.

In reference to copra, Sir Robert reported as saying, "The experts ll me that the specific reasons for e decline elude them, but being a mple soul, I would imagine that d all the nuts which were on the ound been collected we should ve done rather better than we did".

Sir Robert is to be commiserated th on the inexpertness of his perts in this matter. Any planta-n man could tell him in a very w words what is wrong with the pra industry.

The trouble is the 15 per cent. port duty on copra levied on the oss income after allowing overseas ight only as a deduction, plus a rther percentage deduction to the pra Board's agents for performing at is nothing else but an un-mplicated stevedoring operation, s taken the profit out of the in-stry.

With rice now selling at £95 per n in Honiara (or 1/3 per lb retail)

Sir Robert Foster.

it is a better proposition for a native producer to eat his coconuts or feed them as a supplementary ration to his pigs rather than produce copra. He gets only approximately 2½d per lb for "green" copra, or about 4½d per lb for dry copra.

Did Sir Robert's experts tell him that ripe nuts were not being picked up, or was this just an inspired guess on his part? Could not over-age palms slowly slipping out of production have something to do with it? How many places are becoming sub-marginal because of rising costs and shrinking production?

The manager of the largest BSIP plantation company, at a meeting of the Planters and Farmers' Association last December, stated in answer to direct questions that, in his opinion, in these Solomon Islands it would neither pay to plant up new areas nor to re-plant over-age plantations. Some day Government may get the message.

Vicious export duties on primary products are the surest way to frighten off investment capital. Such export taxes are also a method of imposing income taxation on people who would otherwise be exempt by reason of standard taxation exemptions on low incomes. Furthermore, export taxes introduce the vicious principle of discriminatory taxation, and, in most cases have the effect of a stab in the back to industries which really merit a shot in the arm.

I can assure Sir Robert and his team of experts that, if all the coconuts had been planted in the years gone by which would have been planted had there been no export tax on copra to milk the profits away, the industry—and the country generally—would have done a hell of a lot better than it has done. Fine buildings are a very poor substitute for full bellies.

J. BRYAN

Rere Plantation,
via Honiara,
BSIP

Letters (cont.)

BOOK REVIEWS

Sir,—If no one else ever read any of my books it would still be worth the effort of writing them just to get one of Judy Tudor's reviews. I must admit that I had a sneaky feeling she might rather like *Serpents in Paradise* (*PIM*, July), knowing she has a sense of humour and a healthy attitude towards Experts, not to mention her knowledge of the area. All the same, I was surprised and delighted at the space spared for the review.

NANCY PHELAN.

Mosman,
Sydney.

Sir,—I might have cavilled at the words "lugubrious" and "beef-steak pudding" in the review of my book, *Time Expired* (*PIM*, July), if I had not accepted "lugubrious" in its sad and not in its lumbering meaning; and if I had not accepted "beef-steak pudding" as a solid and nourishing meal, rather than an indigestible one.

As the reviewer [Judy Tudor] so succintly illustrated, *Time Expired* is a story of losers, of men caught and not yet able to escape their tragic circumstances; but nevertheless *Time Expired* is also a satisfying bite at the real New Guinea, a fact the reviewer records in her comment on the Administrative aspects of the book.

I conclude therefore with my thanks for the review.

GUS O'DONNELL.

Woollahra,
Sydney.

PACIFIC TOURISM

Sir,—The articles on Pacific tourism (*PIM*, July, p. 45) were a valuable review of the problems and aspirations of the various island groups in their joint and separate quests for overseas funds in exchange for recreational services, rather than minerals and produce.

It is encouraging to learn that nearly all Islands leaders are coming to the view that the dictates of the future require them to embrace

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More letters from readers

tourism as one support of Islands economy. Questions of how to proceed effectively are vital, and a number were well discussed in the issue. It seems to me that two important problems were overlooked.

One is the question of high trans-Pacific fares. I once spoke to a travel agent about a ticket to Tahiti. He replied that he would sell me a ticket if I insisted, but that he could put me over the Pole to Europe for the same price, and into almost any arbitrary number of airports on the other side as part of the package.

Even with the reduction in rates, the round-trip fare for a family to travel from California to Auckland or Sydney is frightening, and simply prohibitive for many an American who fairly aches to go down-under.

Would it make economic sense for airlines based in the South Pacific to fight for fare reduction, even at the cost of government subsidy? Once an American gets to the South Pacific, would he spend more than enough time and money to offset the loss on fares?

High tariffs

A second severe problem is the question of the type of accommodations provided. At the moment, several South Pacific areas seem determined to price themselves out of all but the luxury American trade.

To me, this makes no sense, except perhaps in the case of a small place like Pago Pago, which may very well assume that only a limited number of visitors can be handled, and these few might as well be as affluent as possible. Certainly the rates in the new hotel are simply over the heads of most American families. On a regional basis, this kind of thinking loses force in my mind.

Why not seek the kind of tourists whose more modest resources would lead them to be content with less prestigious settings? Why not build modest structures, tasteful but less costly? Why not rely more heavily on local foods?

There are twice as many people in the west coast states alone than in Australia and New Zealand combined. A large proportion take their vacation-planning seriously, but only a small proportion think in the grandiose terms that many people in the South Pacific appear to take as the norm for Americans.

I think it is fair to say they have seen precious few normal American tourists, because that breed can't afford to travel there under present conditions!

WILLIAM R. DICKINSON
Menlo Park,
California

Sir,—It was very interesting to read your July articles concerning the promotion of tourism in both Samoas and Tonga. One finds that the conference has ignored, whether purposely I don't know, a very important factor in tourism. This is the impossibility of pleasing the tourists and maintaining the dignity of the Islands people at the same time.

The seven points emphasised by Governor Lee are all in favour of the tourists. "Don't exploit the tourists. Protect them and their interests, etc." The question is, what about the Islanders? The seventh point put forward by the promoters was the only one that deals with the welfare of the Islanders, and for this I say thank you very much.

However, to be able to please the tourist and maintain the dignity of the Islander, is to me a paradox —the paradox of tourism. One is not thinking of the respectable and dignified tourists, for these people are welcome at all times. They are the cream of the world. They make the world a worthy and interesting place in which to live.

Unfortunately tourism in the Islands has come to mean exploitation. One often reads news and advertisements with these words, "unspoiled Polynesian life". Certain articles refer to Islands life as being spoiled by the coming of European civilisation.

What do they mean? Do they mean the coming of the motor car, tractor or aeroplane? Or is it the penetrating influence of modern thoughts in regard to atheism, agnosticism and many other isms? There may be a point here, but one hardly thinks that this is all. Half of the story lies within the evils of modern civilisation.

Have the tourist promoters ignored the fact that only a handful of pure Hawaiians are now living in a small island by themselves? Take a look at the main island of Tahiti. Isn't there evidence to support the fact that pure Tahitians are decreasing in number?

I am not advocating superiority of races, even though they do exist. I'm simply talking of the evil that is often associated with tourism—the ruthless, lawless elements in it, I mean. There is evil within the Islanders themselves. This is bad enough, but, ignition from outside will drive the Islanders to the extreme.

History testifies to the fact that the evils of Western civilisation are often taken one step further by Islanders with little education and limited experience. They drink excessively, not only beer but methylated spirit. They learn to smoke, but furthermore chew bitter, dirty tobacco.

Tourism may solve the economic problems but it will increase the moral problem. It brings wealth but

TAHITIAN BONUS

Sir,—*PIM* recently photographed "my" Tahitian girls at Nausori Airport after they had danced at my Bastille Day cocktail party, July 14 (see *PIM*, Aug., p. 115). I am forwarding some photographs so you can see them in the "flesh".

R. M. MICHAEL
Manager for Fiji,
UTA French Airlines,
Suva.

● *Thanks. We're sharing Lola above.*

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SIXTH SHARK VICTIM

A killer shark, which is believed to have killed five other people off the coast of New Ireland, claimed a sixth victim on September 6.

This time it killed a village fisherman spearfishing in 12 feet of water only 10 yards from the shore at Lambom Island, on the southern tip of New Ireland.

The five other shark victims, all children, were killed between August and November last year.

also brings breweries, illegitimate rths (legitimate soon?), night clubs d low morality. One day it will ing LSD.

To please this ruthless, lawless ement in tourism certain laws must relaxed. If not, a compromise ust be arrived at, or tourists will nply cross over to Tahiti and awaii. The Samoan Legislative Assembly has moved towards this in gard to immigration laws. Watch e next step!

My country is by no means an eal one and I hope tourism will lp eradicate some of the customs at are holding back her progress. evertheless I do want the tourist omoters to bear in mind some of e risks that tourism can bring and ll bring.

UALESI TUNI JEROME
(A Samoan student)
ondale College,
oranbong,
SW, Australia

BLIGH RELICS

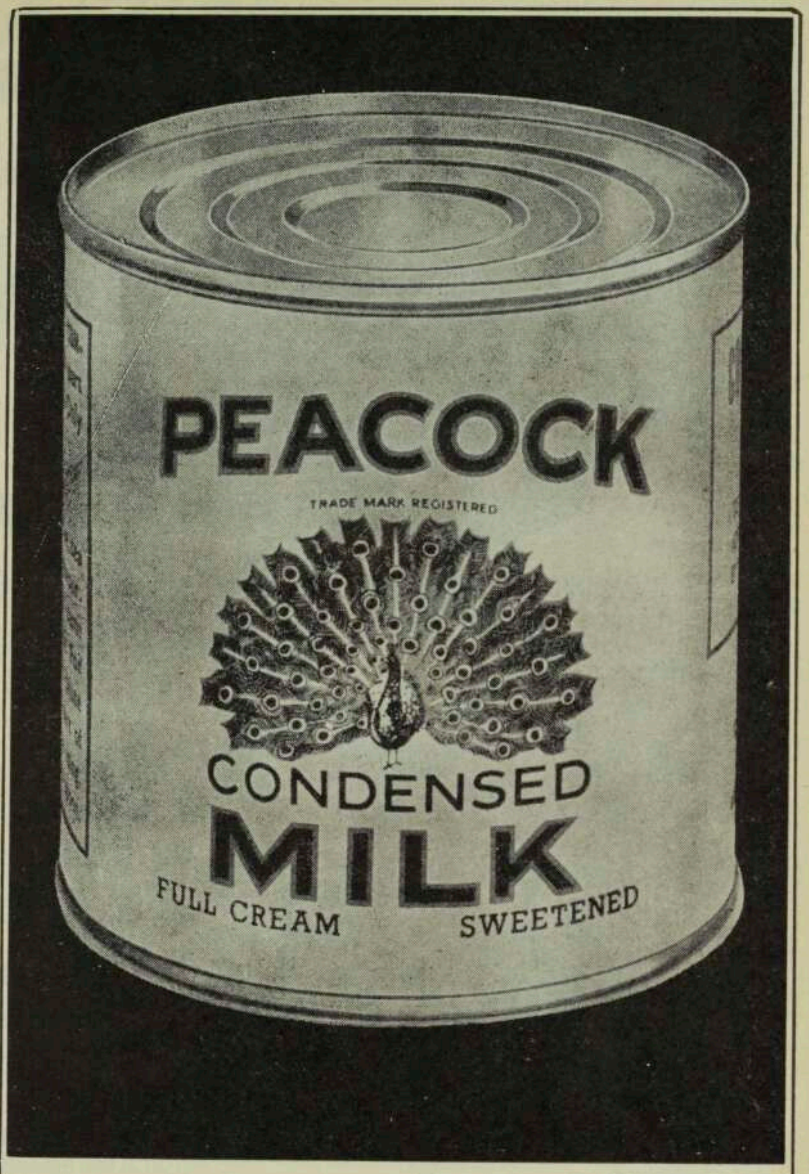
The relics of Captain Bligh re- red to in July *PIM* (p. 89) are present held by Mr. G. R. B. tting, of "Ngawaha", Longbush, asterton, New Zealand. They are actly as described in the article Robert Langdon.

Mr. Nutting is the grandson of Dr. S. Nutting, of Inglewood.

I have discussed the lending of se relics to the Mitchell Library h Mr. Nutting, as I feel that they unique, and it would be a great y to have them destroyed in a fire some other disaster.

D. H. S. IRWIN.
es Chermettes",
artherston, NZ.

● *The relics are the bowl, cup, llet weight and compass which ptain Bligh used during his open at voyage from Tonga to Timor 1789. Mr. Nutting's relationship Dr. Nutting makes him Bligh's at-great-great-grandson.*



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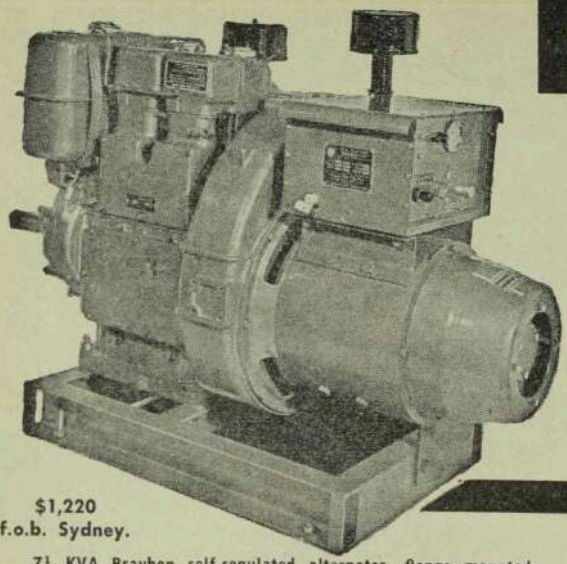

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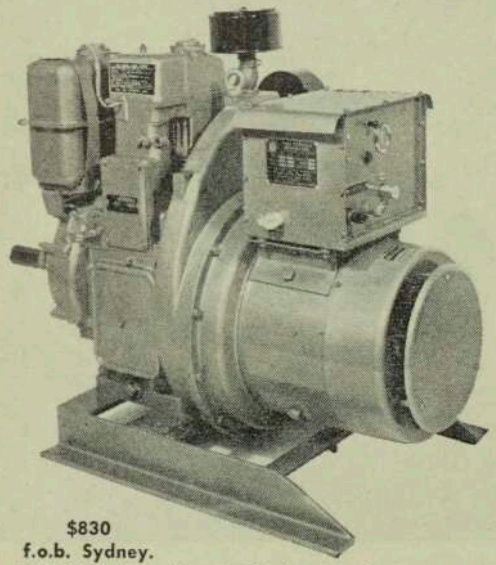

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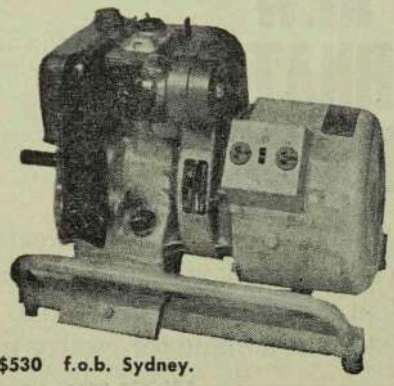

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A Mau Mau hunter (and rhino huntee) holes up in Suva

From JOHN CARTER, in Suva

It's a far cry from the branches of a tree in Northern Rhodesia with an angry rhino beneath, to the comparative quiet of running a private hotel in Fiji, but Gordon Innes of the South Seas Private Hotel at Suva has made the trek, taking in some gold-prospecting and murderer-catching on the way.

Gordon and Eileen Innes, in Suva.

GORDON in his time has collected enough material for several books. The first could be on India, and what life was like for a small boy in Calcutta, his birthplace, where his father was a company director.

Schooling in England wouldn't bring many chapters, but itching feet came when he was 18, and off Gordon went to Kenya to learn coffee planting. He was enjoying that until a depression hit the industry in the early 1930s, so he went gold mining at Kakamega (Kenya).

He even had his own gold mine but the jackpot eluded him. When his mine petered out after two years Gordon went after copper on the borders of Northern Rhodesia and the Congo.

Enter Hitler

Hitler brought the next change. Gordon joined the East Africa Army Service Corps, and helped chase the Italians out of Ethiopia and Italian Somaliland. Then he went to Burma and fought the Japanese.

It was back to Kenya after the war, and in 1948 he met the matron of Kidoret High School, Eileen, from Liverpool, England, and married her.

They tried farming. But it wasn't the humdrum stuff. The farm was on the edge of the Mau Mau country and a rifle was part of the farming equipment.

There was additional excitement because farming had its off-season, and Gordon joined a tourist venture, an exciting one, Safari Land Ltd., and became a white hunter.

His job was to take out parties of tourists hunting big game.

"This was the best job I ever had," says Gordon. "Each client paid £100 a day and I got half, and each safari lasted for from two weeks to a month."

It might have been good pay but it was a risky living.

"Being treed by a charging rhinoceros is no joke," Gordon says. "It happened often. The rhino comes on at 40 miles an hour and the only trees are thorn trees. You shin up them fast, and what a relief it is to get to the top. But when old rhino has taken himself off, there comes the worst part, getting down. It takes hours to pick the thorns out!"

But there have been many occasions when there wasn't a handy tree and Gordon has had to stand his ground with a rhino or a buffalo.

"You hope for the best and let fly, and thank heaven I never had a misfire. But we always felt superior to the beast. Who wouldn't with a young cannon like a .450 rifle in your hand?"

Gordon has a souvenir of those days—a bronze badge which he has had fixed to his reception desk at the South Seas Hotel. The badge is that of the East Africa White Hunters' Association, and there aren't many of them in the world.

In between farming and safaris, he undertook another kind of hunting—Mau Mau hunting.

"I joined the Special Police and went on night patrol three times a week. We often had a useful bag of captured Mau Mau.

"But the situation in Kenya became untenable, and we moved off to Canada."

Off to Canada

In Canada, where they spent six years, it was quiet. Yet once adventure sought him out even there. That was when he found a gaol escapee, a convicted murderer, in the bathroom. Gordon held him up with a rifle, and his wife telephoned for the Mounties. They got a big spread for that in the Canadian papers.

In 1961 they went to New Zealand and Gordon tried his hand at deer hunting—"I found it too tough compared with Kenya".

And so here they are in Fiji. Gordon is once again entertaining tourists, but he hasn't had to shin up any thorn trees.

EDUCATIONAL TV COMES TO MASSACRE BAY

Governor Owen S. Aspinall and other top officials in American Samoa travelled in the Coast Guard cutter "Cape Providence" from Pago Pago to the village of Asu, on the north-west coast of Tutuila, on September 2 for the dedication of a new school where the children will be taught by television.

Asu is famous in the history of the South Pacific as the place where Captain de Langle and 11 other members of the French expedition of La Perouse were massacred when they went ashore for water in December, 1787. The bay on which the village is situated has since been known as Massacre Bay.

Although Asu is only 4½ miles from Pago Pago as the crow flies, the mountains between it and Pago Pago are so precipitous that communication between it and the capital, or anywhere else on Tutuila, is still virtually impossible except by sea. This is why it has had to wait nearly three years for its ETV.

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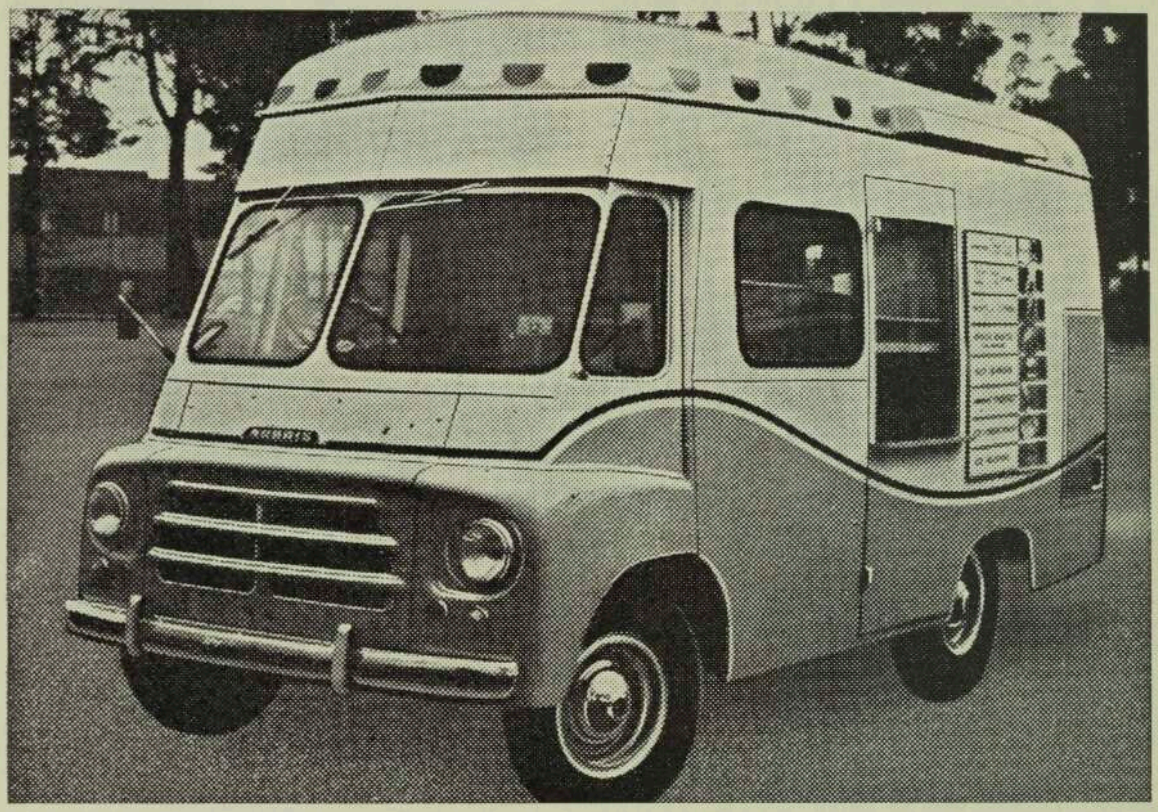

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WORK TO BEGIN SOON ON 1969 GAMES SITE

Preparations for the Third South Pacific Games, to be held in Port Moresby in 1969, are now well advanced, and work will begin soon on the laying of the running track on the Hubert Murray Reserve, which will be the main Games venue.

THE Reserve is an ample stretch of reclaimed land on the waterfront between the commercial centre of Port Moresby and the administrative centre at Konedobu. Reclamation work has been going on there for many years.

Mr. Don Barrett, chairman of the South Pacific Games Council, which is the governing body for the conduct of the Games, outlined the latest developments on Games preparations at a Press conference in Port Moresby in September.

"The design is now well in hand for the main arena area, which will comprise an Olympic standard running track in the main stadium and a warm-up track, parking area and spectator facilities," Mr. Barrett said.

"An accurate survey for the running track is about to begin, as the works committee considers that the Hubert Murray Reserve is now sufficiently consolidated to allow work to begin.

"When the survey and design are complete, work will begin on filling and levelling, followed by top-dressing and grassing.

Before wet season

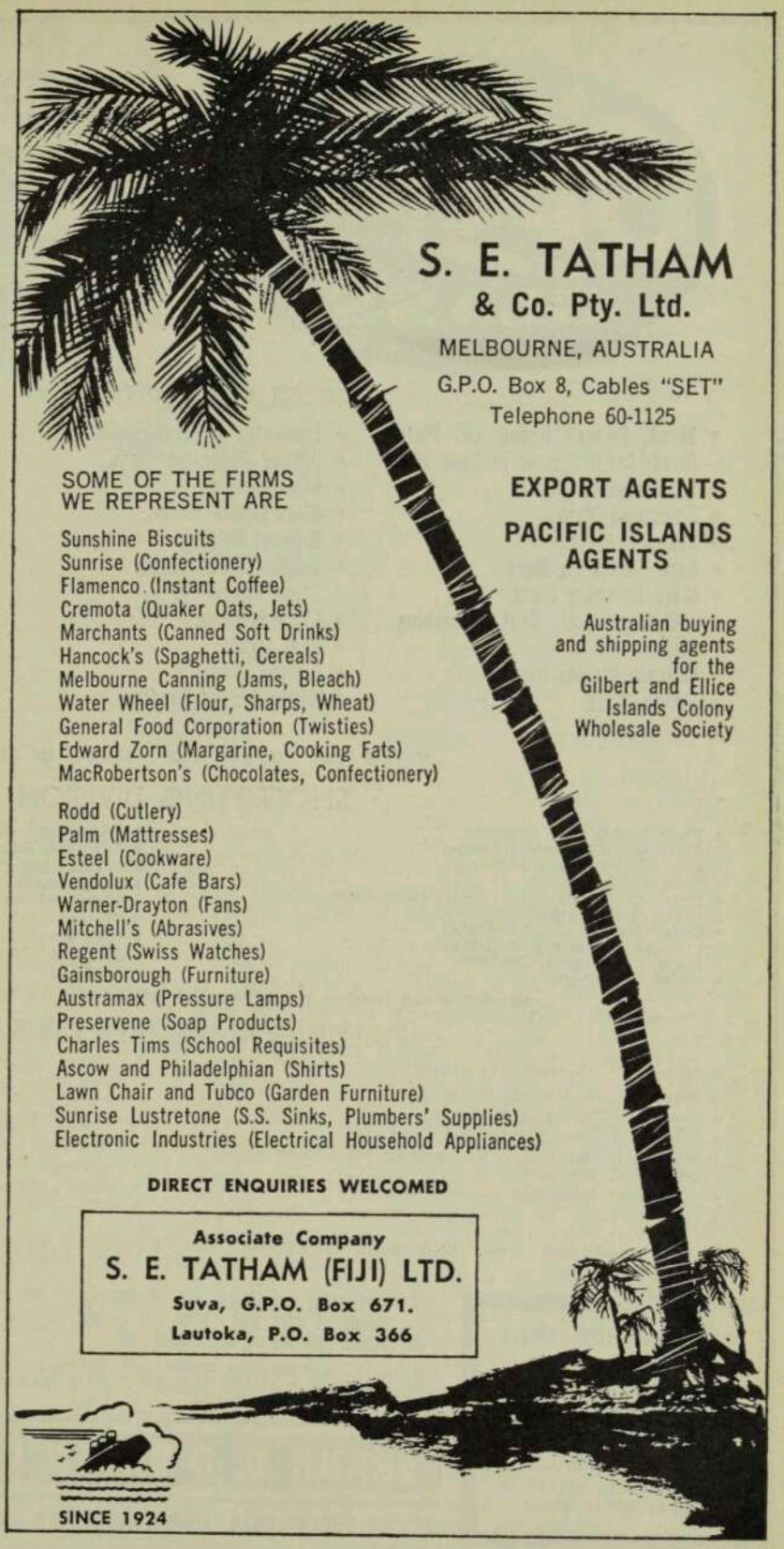
"This work will be carried out before the onset of the next wet season in December so that we will have the advantage of two wet seasons in the preparation of the ground.

"We intend to build one stand with change rooms for the athletes. But there will also be a number of temporary stands of the tubular steel type used at Davis Cup matches.

"The arena will be floodlit so that contests can be held at night.

"The permanent and temporary stands will accommodate about 2,000 spectators, and we hope to have a mound that will accommodate about 5,000 more.

"Quite a lot of trees to beautify the site have already been planted at



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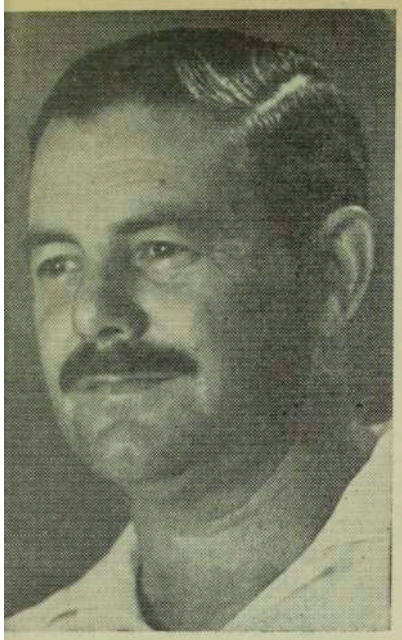

Mr. Barrett.

ae and at Brown's River for trans-lanting."

Mr. Barrett said that the other ain Games arena to be built was a vimming pool. This would be of lympic standard, with eight 50-metre nes, change rooms and facilities r electronic timing.

It would be built on a seven-acre te on the Taurama Road, five to x miles out of the main commercial entre.

The design would include provision r a diving pool, wading pool d picnic ground to be built in the ture.

"No money will be spent on any cilities that will not be available to e general public after the Games," r. Barrett said.

"We hope to be able to go to tender the pool late this year. The cost ill be contingent on the final de-gn."

Outdoor boxing

Mr. Barrett said work would be ne on other sporting facilities in rt Moresby to bring them up to ames standard. These included gby Union and soccer grounds, and sketball, tennis, and netball courts.

"We hope to stage the boxing events tdoors," Mr. Barrett said, "as we not think there is likely to be a ilding in Port Moresby by 1969 in ich boxing could be staged.

"The boxing could be held in the ain Games arena or on Ela Beach serve; but wherever it is, we feel

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PACIFIC Island homes are continually confronted by the irritating menace of flies, mosquitoes, cockroaches and innumerable other insects, which invade the home to present a dangerous threat to your family's good health. It is in the interests of Public Health to ensure that homes are effectively proofed against disease-carrying insect pests.

Flies are recognised by leading entomologists as the carriers of such dread diseases as typhoid, dysentry, tuberculosis, cholera and possibly hepatitis. Their favourite haunts are fresh manure heaps and garbage cans, and the germs of these diseases may be carried into your home on their hairy bodies or through their digestive systems. Simply by walking over a surface or using the proboscis like a straw, a fly

deposits or transfers bacteria onto uncovered food or drink.

The mosquito is another very prevalent pest. Although the male is generally harmless, the female of the various species is known throughout the world for spreading malaria, yellow fever, dengue and other diseases. Because mosquitoes are particularly active in hot weather, Territorian householders should take steps to ensure that there are no likely breeding spots in or around the yard, such as tree hollows, old cans, in fact

anything filled with stagnant water, all are favoured by the mosquito.

Fortunately, the discomforts of insect invasion can now be safely controlled and eliminated, thanks to the accidental discovery made by a dedicated young scientist some years ago. His experiments were to reveal that a particular powder, although quite harmless to humans, was a powerful killer of all types of insects and of great value in 'insect-proofing' premises over long periods.

When sprinkled into drawers, cupboards and other areas where cockroaches may be lurking, Pea-Beu cockroach powder is the safe, quick and easy method of destroying the roach population in your home.

Continued chemical research by A.N.I. Laboratories in England, America and Australia in the insecticide field resulted in the development of a powerful liquid spray with a unique 'umbrella-spreading' action which penetrates every nook and cranny. Because this insecticide does not contain poisons such as DDT, BHC, and Chlordane, it cannot harm the lungs and has been classified by authorities in countries where the laws governing insecticides are strict as a 'safe' insecticide. Because Pea-Beu aerosol spray is safe and non-poisonous, it can be used in the house with complete safety even with young children and food in the same room. Flies, mosquitoes, cockroaches, bugs and other insect pests are quickly eliminated with safe Pea-Beu aerosol spray and it is proving of immense value to Pacific Island householders. Regular spraying with safe, fresh, pleasantly perfumed Pea-Beu aerosol, which is now obtainable from chemists and stores, will combat the Pacific Islands' pest invasion.

** Condensed from a recent report issued by A.N.I. Chemical Research, England, Australia, U.S.A. and Africa.*

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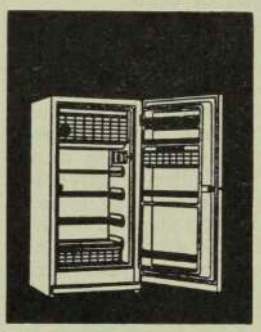

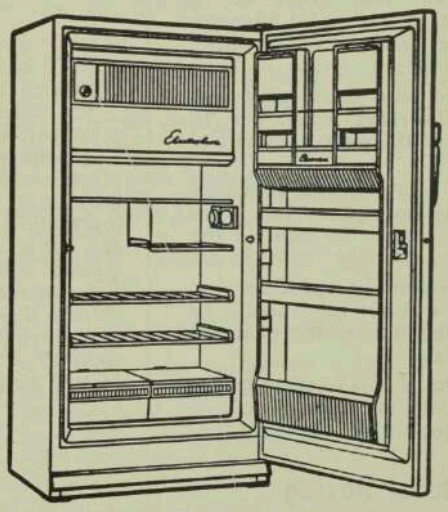

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GAMES NEWSLETTER TO BE PUBLISHED

A regular newsletter, edited by Mr. Dennis Bradney, publicity officer of the South Pacific Games Association, is to begin publication soon to keep all the South Pacific territories in touch with preparations for the 1969 Games in Port Moresby.

The newsletter will be published in English and French.

Mr. Bradney, whose address is c/- the Commonwealth Department of Works, Konedobu, Port Moresby, Papua, hopes to publish news from other territories on track and swimming trials and field events so that all competitors will know what they are up against.

Mr. Bradney said in September that the closing date for the design competition for an emblem for the Games in Port Moresby had been extended from September 30 to October 31 to give entrants in the more distant territories more time to submit their entries.

ure that it will be very popular and ill draw big crowds."

Mr. Barrett said that, generally peaking, his committee would be iming to provide better accommodaon and training facilities for the ompetitors than were provided at he last Games in Noumea, although he main arenas would not be on the nonumental scale of Noumea.

"The athletes will be accommoated in schools and other instituons," Mr. Barrett said, "and we will e paying great attention to such hings as diet. We will be seeking the dvice and co-operation of officials rom the French-speaking countries n the diet question.

"We also aim to provide a good nterpreter service. We already have nucleus of five Port Moresby people ho are either of French birth or escent and who are fluent French peakers; and we will invite the parcipation of the French-speaking ountries.

"We think our training facilities ill be quite fantastic. The Army has greed to place all of its facilities—wimming pool, basketball courts, inoor gymnasiums and other sporting renas at our disposal; and various porting bodies have made similar ffers.

"As far as officials are concerned, e will also seek assistance from ther countries. We already have ome offers from Australia on this core."

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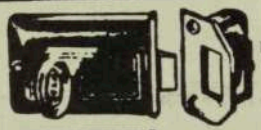

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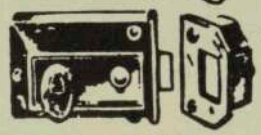

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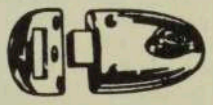

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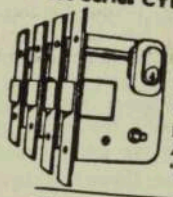

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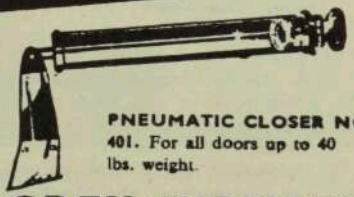

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From the Islands Press

FEARS that the opening soon of a second movie theatre in Apia might provide a disruptive cultural influence were laid to rest last week.

Mr. Ralph Carter, Pacific manager of American International Pictures, here to advise the new company, was reported as saying that the new threatre would "continue to provide a diet of costume dramas, Westerns and horror movies".—**Columnist in the "Apia Advertiser", Western Samoa.**

THE well-known Tongan whaling family of Messrs. Walter Cook and Sons harpooned their first whale for the 1967 season last week. The whale, a 32 ft humpback (or right whale) was harpooned 18 miles north-east of Tongatapu near the island of Tau.

Commenting on the activity of whales this year, a member of the Cook family said that prior to their catch there had been very little activity in the area.—**News item in "The Chronicle", Nukualofa.**

PROMINENCE has been given to yet another disturbance at Port Moresby Rugby Union fixtures.

Rugby Union has long been considered as the "gentleman's game", but that certainly isn't the way it is played here. Players and spectators misbehaving seems the order of the day, rather than the exception.

It's high time Union officials took a long, hard look at ways and means of controlling these disturbances.

On present standards, it would hardly appear that the high standards of sportsmanship demanded of international competition are being adhered to on the local scene. Soccer had plenty of trouble last year. They took drastic steps, and now they enjoy comparatively trouble-free weekends. —**Editorial in the "South Pacific Post", Port Moresby.**

OLD fears die hard but it would seem from the new trend among local businessmen towards big plate-glass windows that the fears of riots during the Mau of 40 years ago, and insurrection following independence, have finally been put to rest.

Burns Philp started the trend a couple of years back when the shutters were removed from the windows at night. Since then the tiny grubby show windows of half-a-dozen businesses have given way to large windows filled with inviting displays of goods that make the town look ready for business rather than under a state of siege.—**Columnist in "Apia Advertiser", Apia.**

THE news that the Government has decided to plan a new road between Suva and Nadi, and a reconditioning of the stretch between Nadi and Lautoka, will be welcomed in the colony and overseas.

For years, the Queen's Road has been one of the main grumbles of the people of Viti Levu and the butt of the comedian. Now we have a definite target, a new sealed 50 mph road in five years' time.

A tourist boom is coming in the South Pacific. That is agreed by all the international airlines and the experts in the industry. A new road between Fiji's capital city and Nadi Airport is a necessity if Fiji is to obtain maximum benefit from the boom.

But the benefits to be derived by tourism must not overshadow the other benefits which could accrue and which could make a new Queen's Road the Road to Riches . . .

A first-class road usually brings in its train an increase in agricultural and industrial activity, the utilisation of more land, more tributary roads and more incentive to trade.—**Editorial in "The Fiji Times", Suva.**

A POLICEMAN was hurt after fighting with a snake in Rabaul. The policeman was in a small police car when he saw the snake moving across the road on Namanula Hill in Rabaul. The policeman tried to run over the snake and kill it. But the snake jumped into the car and coiled around the policeman. The policeman and snake fell out of the car. The policeman fell on his arm and hurt it. Other policemen killed the fighting snake.—**News item in simple English paper "Our News", Port Moresby.**

THERE is a strong tendency for Pacific Island art nowadays to be commercialised and devalued in artistic quality. This is especially true of our dances.

However, the Solomon Islander is not as "rootless" and "lost" as he is currently being made out to be. The young Solomon Islander is beginning to see through the clouds of the material world, and has his sights on the world he understands and knows. The world of his forefathers is not lost; it is merely clouded . . .

The more forceful and advantageous culture cannot spare the time to examine itself. No wonder some Solomon Islanders think that "civilisation" is big buildings, big motor cars, the hippy-hippy shake, long stockings or beer-drinking . . .

No, the young Solomon Islander should know where he belongs—at the heart of his own way of life, its arts, its traditions, its culture. He knows if he gets to the top of his own world first then he can see clearly the top of any other culture, and be respected.—**Letter from Francis Bugotu, of Kukum, Guadalcanal, in the "BSIP News Sheet", Honiara.**

I THINK it is about time that something was done to restrict the growing danger [of the increasing dog population] to our children and stock, not mentioning the danger to health.

I know some homes that have five or six dogs and puppies living, either with the main household or in the kitchens.

The packs of dogs snarling, barking, fighting and roaming around at all hours of the day and night have been rapidly increasing.

There must be some way of controlling the dog population . . . Licensing of all dogs or restricting the number of dogs per home might solve this problem.—**Letter from M. Sword in the "Cook Islands News".**

AT least nine policemen are guilty of brutality, but only one of them has been discharged, according to findings of [American Samoa's] Legislative Special Joint Committee on Government Operations . . .

Its report said in part: "The evidence before the committee convinces us that there has been considerable brutality practised by a number of policemen engaged in arresting Samoans and upon them after arrest.

"Samoans have been beaten and kicked and at least two of them so severely that it was necessary to send them to the hospital for treatment . . .

"There was evidence before your committee that at least eight other policemen, including two lieutenants and a sergeant, had wrongfully beaten arrested persons whom they intended to charge with criminal offences."—**News item in the "News Bulletin", Pago Pago.**

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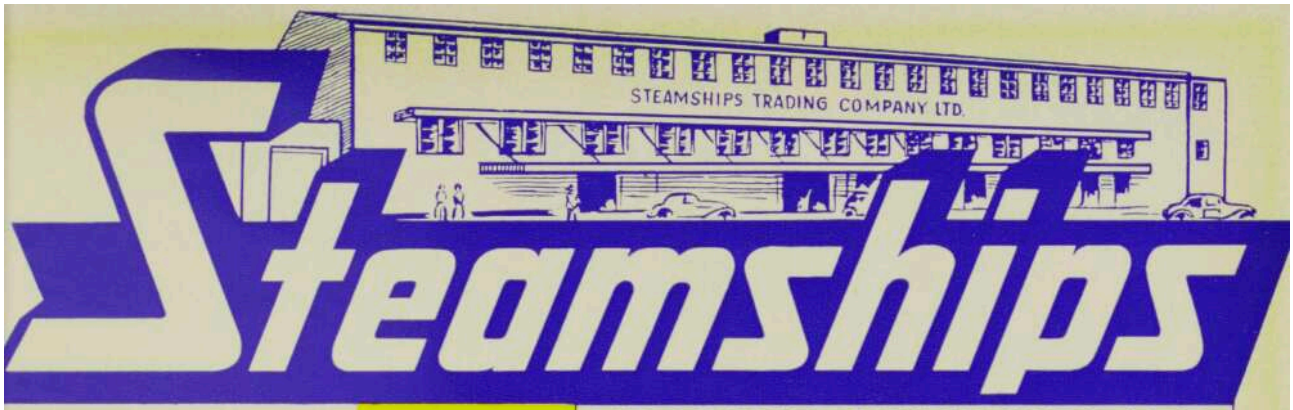

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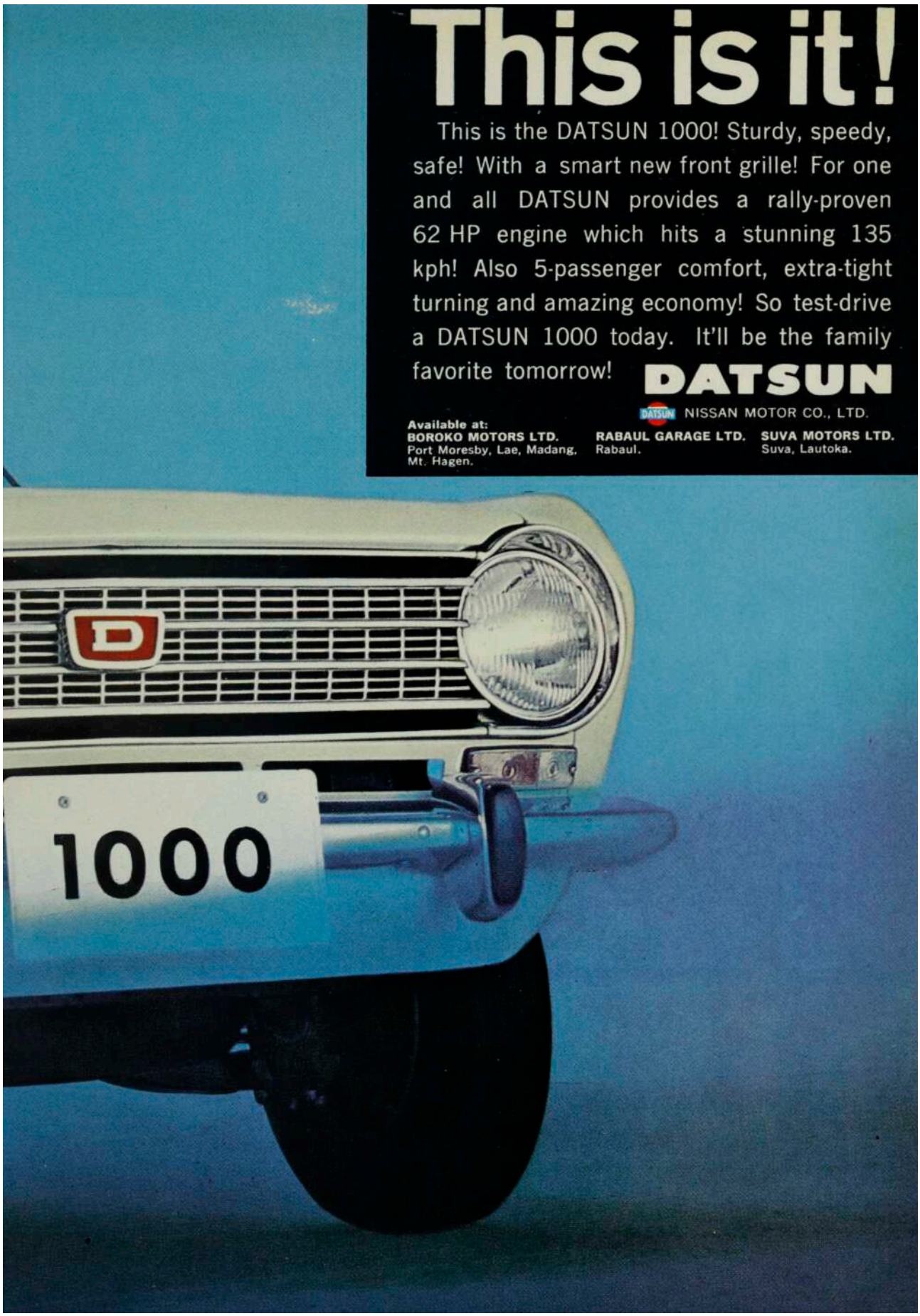

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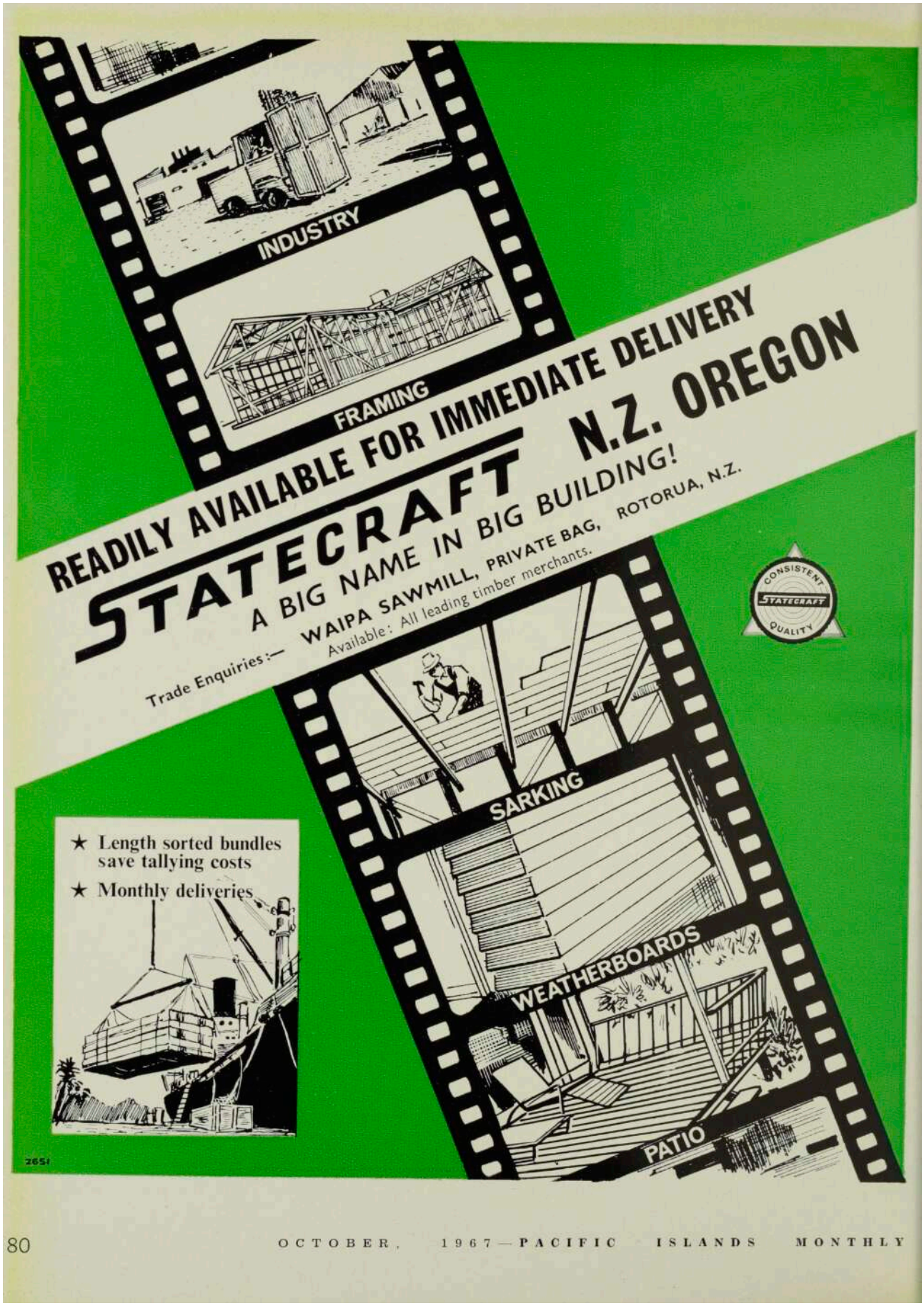

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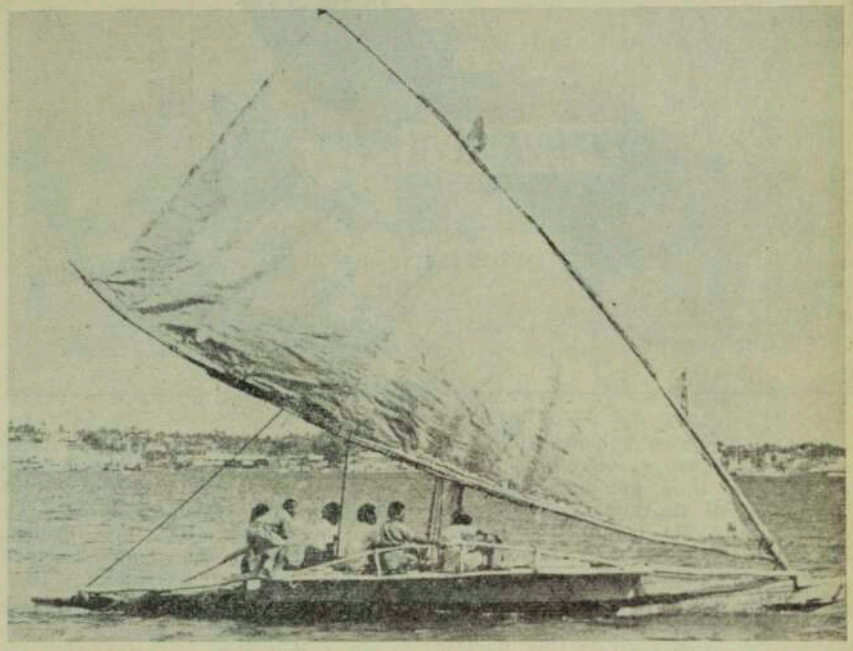

Outrigger canoes like this were probably used by the Fijians to visit the missionaries and crews of the "Hibernia" and "Venus" during their enforced stay on a small islet off Vanua Levu in 1809-10. Such canoes are still in use in Fiji, although they are not often seen nowadays in the more frequented centres. The picture was taken in Suva harbour in December, 1953, when Queen Elizabeth and the Duke of Edinburgh paid their first Royal Visit to the colony.

FIJI'S FIRST MISSIONARIES SPENT FEARFUL WEEKS AS SHIPWRECKED CASTAWAYS

By JANE GREGOR

According to most of the history books, the Rev. William Cross and the Rev. David Cargill were the first European missionaries to reach Fiji. Even the small white monolith in Suva's famous "Triangle" proclaims unequivocally, "Cross and Cargill, first missionaries, arrived 14th October, 1835."

UT that's not quite the whole story. There were, in fact, hers before them, albeit inadvert- t arrivals.

They were members of the London issionary Society, who were fleeing th their families from native dis- rbances in Tahiti.

They landed on Fijian territory ly because their ship, the brigantine *ibernia*, under Captain William ampbell, ran aground on November , 1809, on the Great Sea Reef rth of Vanua Levu en route to ustralia. They spent nearly two retched months on small islands f the Vanua Levu coast.

The full story is told in an extract from the journal of one of the missionaries, Brother John Davies, which was published by the Hakluyt Society in 1922 with the *Journal of William Lockerby*.

The missionaries embarked in the *Hibernia* in Tahiti in the first week of November, 1809—Captain Campbell having explained to them that he intended to call at Fiji where he hoped to obtain a cargo of sandalwood. They left Tahiti with the schooner *Venus* in tow.

The two ships sailed south-westwards with favourable breezes, and on November 10, Brother Davies noted happily in his journal that "several of the Feejee islands were discovered". But disaster struck that same night.

"About half-past ten last night," Brother Davies recorded next day, "we were suddenly alarmed with a cry on deck that we were almost on a reef.

"The women and children were in no small degree of terror and consternation.

"Moors and Lascars who were our crew ran to get their own chests, not regarding what would become of the vessel. . ."

It is not hard to picture the alarm of everyone on board . . . the dark night in unknown waters . . . with the islands "very erroneously described in the Gazeteers," as Davies put it.

"Humanity, tenderness"

Captain Campbell, moreover, was apparently the first sailor of his times to attempt to approach the Fiji group from the northern side of Vanua Levu, so neither he nor his crew had the faintest idea of what they were getting themselves into.

Many of the passengers were already in bed when the ship struck, but everyone eventually took to the brig's boats.

They spent the rest of the night and most of the next day looking—so far as one can judge from the journal—for an opening in the reef

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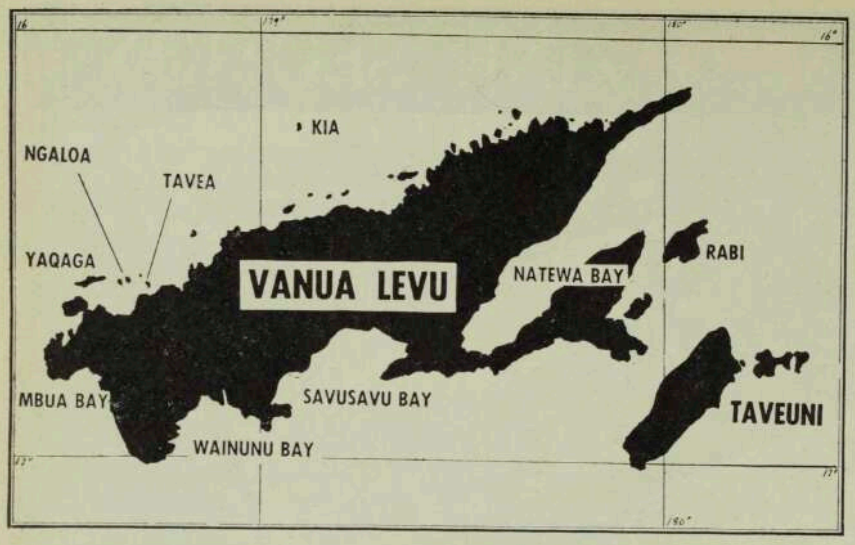

which would carry them safely out to sea once their vessel was repaired.

"At this time the humanity and tenderness of the Captain and officers should not be forgotten," Davies recorded.

The modern reader of Davies' journal is apt to find himself studying maps at this point to try to determine exactly where the hapless missionaries were.

I personally believe that the ship must have struck somewhere in the vicinity of Kia, a small island some 14 miles north of the Macuata coast, although there is little clear evidence on the subject in Davies' journal.

Canoe puts off

Davies recorded on Sunday, November 12, that "two or three large islands" had been seen to the south-west. And he goes on to relate how, from these islands, a canoe put off which, after approaching the *Hibernia's* boat and surveying it and its passengers for a while, returned to shore without making contact. A little later, two more canoes came out whose occupants bartered yams for beads and promised to bring some fish the next day.

After this first meeting with the Fijians, the shipwrecked party "returned to the N.E. and found anchorage on a small, uninhabited island".

Here, the captain and "some of the brethren" went ashore and "pulled leaves" to feed some goats that they had brought from Tahiti and which were still on board the *Hibernia*.

In making an assessment of their situation, one comforting factor was that they had found an anchorage, no matter how little shelter it provided. The *Hibernia*, which had broken free from the *Venus* when she struck the reef, had five feet of water in her which required continual pumping. But her rudder, which had been lost when she struck the reef, had been recovered.

The party tried to establish a base on Kia, but after a few days it was decided that this was not adequate for their purposes, and on November 17 they moved to one of the "two or three large islands" to the south-west.

Despite threats from the Fijians of the mainland, the missionaries began to build a hut to shelter in while the ships were being prepared for sea again.

Davies does not name the island on which the party lived, but by a process of elimination of those references he makes to geographical features, and to visits recorded from Fijians from "Tavea adjoining" and from Lekutu and Yaqaga, it seems to have been the islet of Ngaloa.

Bold, ferocious

Interestingly, he mentions specimens of pottery being brought from Yaqaga, where even today there is a living tradition of pottery-making.

Some kind of daily routine was now evolved. Watches were kept, the search for food was organised methodically, and the ships' crews were busily engaged in repairing their craft.

Meanwhile, Captain Campbell still clung to his first intention of gathering sandalwood before continuing his voyage to Australia.

Although Davies found the Fijian women appealingly shy, the castaways' dealings with the local people wer not of the happiest—the men bein very bold and inclined to b ferocious.

There were repeated threats c attack from the shore, and sometime the castaways had to take to th ships' boats and put out to sea unt their enemies had retired.

On one occasion, they captured tw natives, said to be Tongans, with th idea of using them as pilots. Bu one managed to escape and the othe utterly refused to guide them alon the Macuata coast to "Sandalwoo Bay" (Mbua Bay)—which yet tanta lised Captain Campbell's ambition.

Even among the castaways them selves there was some friction.

"Mr. and Mrs. Elder have no come ashore, but they keep at distance from us," Davies wrote o one occasion on what must, surely have been a bitter disagreement.

However, before relations coul deteriorate further, an American shi the *Hope*, of New York, arrive under the command of Captai Chase, and her crew were soon lend ing a hand to repair the *Hibernia*.

But there was less co-operatio between the *Hibernia's* crew and he passengers than one might have ex pected.

Dear purchases

One entry in Davies' journal says "We (the missionaries) shall soo be much in want of provisions, th ship having but little to spare an not bound to support us on shore. I is a mercy we have some salt por with us. But it has been dry pickle and is now getting very rusty; we ca hardly eat it."

Meanwhile, water was gettin scarcer and, at that season of th year, the heat was increasing rapidly

As Christmas drew near, Davie noted that Captain Campbell had sol them 12 lb of tea at 12/6d per lb 55 lb of sugar at 2d a lb, and 41 l of soap at 3/6d per lb. Considerin that the captain had been responsibl for his passengers' unhappy plight his prices seem unreasonably high.

It was just as bad, or worse doin business with the Fijians from th low, muddy shore opposite, for ofte they had little to sell and if they did they also charged the castaway highly for it.

Davies' journal, at this date, is ful of such remarks as: "The Feejeans ha nothing to sell," or "several Feejean visited us selling us a little taro at very dear rate," or "the Feejean brought a quantity of taro and co conuts, but it is very hard to dea with them (as) we are destitute o proper articles of barter . . . we hav bought what we had hitherto ver

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"Bay in the Pacific Islands, Fiji" is the title of this oil painting in the Nan Kivell collection in the Australian National Library, Canberra. It is believed to show sandalwooders at work about the time that the "Hibernia", "Venus" and "Hope" were at the sandalwood island of Vanua Levu.

ear, chiefly for pieces of Taheitean oth."

Even the American captain, when ppealed to for provisions, declared atly that he had none to spare.

Yet, amidst searching for food and ater and keeping a look out for arring natives, the missionaries ntinued their "social and family orship without interruption" though it was hard to find relief om the "very great heat".

Meanwhile, there were growing mours of intertribal wars being lked over among the Fijian chiefs; id Captain Campbell began to toy ith the idea of abandoning his yage to Australia and, instead, of companying Captain Chase to hina.

24-hour watch

Captain Campbell said that if he d go to China, he would have no om for passengers, even if any of em were willing to change their stination!

As Christmas approached, the mours of unrest ashore grew onger; and on December 28, 1809, was learned that there were plans nong the Fijians to kill all the white en encamped on Ngaloa, to abduct e women and children, and to al as much property as they could.

The women and children were omptly sent on board the *Hope* hilst the men set up a 24-hour atch.

On New Year's Day, 1810, Davies reported they were "still kept in a degree of alarm by the Feejeans". He added unhappily: "Lights shine on the shore and conch shells are blowing which we know are used in war".

The days grew hotter and damper. Anxiety mounted. Plans for the future were still uncertain.

But by now the carpenter of the *Hope* had completed his repair work on the *Hibernia* and all was in readiness for the three ships to sail.

"Lingered in fear"

Suddenly, there was no more talk in Davies' journal of waiting to find sandalwood, no more talk of proceeding to China.

On January 9, 1910, two months after the *Hibernia* had come to grief, the three ships sailed out of Vanua Levu lagoon.

For a few more days, according to Davies, they "lingered in fear" with "little wind, a swell, and currents near the reefs". But, finally, the warlike Fijians, the muddy, swampy, steam-bath of the coast and the dreaded reef lurking so treacherously beneath the blue Pacific waters were left behind.

The *Hibernia*, after calling at Norfolk Island, reached Sydney on February 17, 1810. The missionaries immediately wrote to the governor of the colony "humbly soliciting the privilege of becoming settlers," and the governor gave them what help he could.

Back to Tahiti

Most of the missionaries subsequently returned to Tahiti, which, after what they had seen and heard in the savage "Feejees", must have seemed a quiet haven of peace.

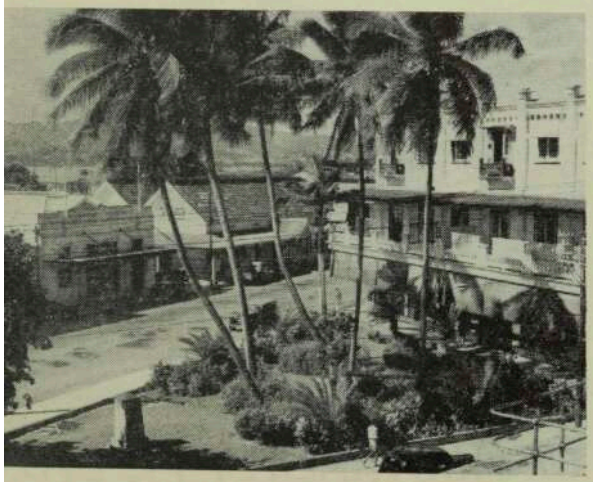
None of them, at any rate, had the urge to take up missionary work in Fiji, and it was left to William Cross and David Cargill to make the first attempt to convert the Fijians to Christianity.

If the *Hibernia's* passengers could return today to the scene of their trials they would see little physical difference. But now, there is not the slightest atmosphere of danger; nothing could be less sinister.

Those who know the tiny islets which dot the Vanua Levu lagoon regard them as perfect little paradises, where the fishing is good and the water is calm.

Both Kia and Ngaloa are currently inhabited; while Macuata Island, to the east of Ngaloa, is the objective of regular trips for tourists.

Few of the tourists, I imagine, know of the drama which was played out in those parts by the little group who, technically, are entitled to the honour of being called Fiji's first missionaries.



Although the coconut trees have long since come down and the old post office (centre) has been replaced by a more modern structure, the monument to the Revs. David Cargill and William Cross (extreme left) still stands in this green oasis in Suva's business centre known as the Triangle. The photograph was taken about 1950.

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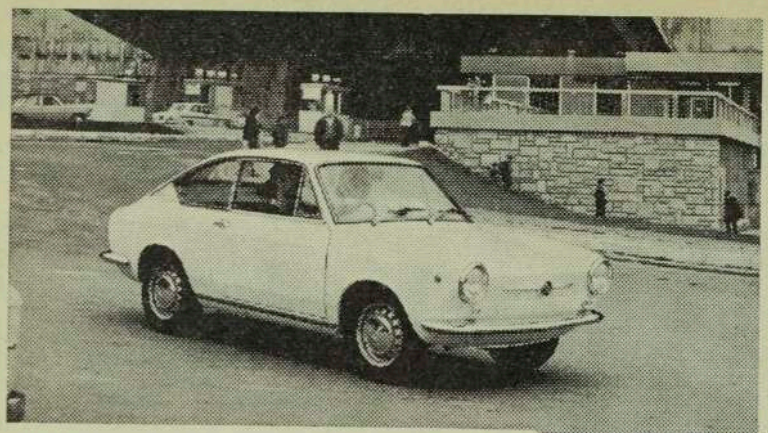

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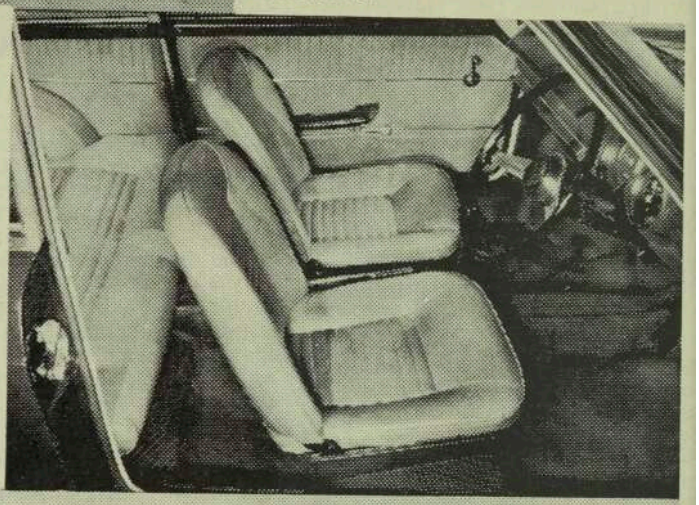

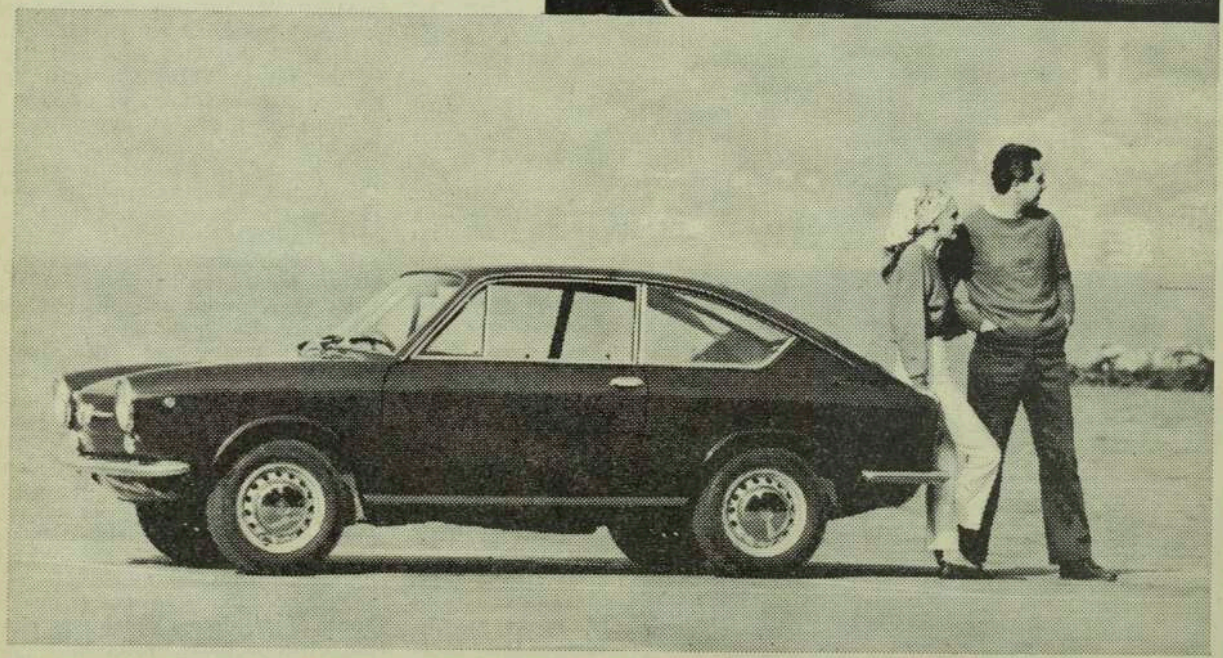

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This photograph, from Mr. Chatfield's album, shows a group of Banabans (Ocean Islanders) around the turn of the century. The Banabans now live on Rabi Island, Fiji. More pictures from Mr. Chatfield's album appear on p. 86.

HIS MEMORIES OF THE ISLANDS GO BACK MORE THAN 60 YEARS

By staff writer KEN McGREGOR

One of the few men alive today who can remember the Gilberts, the Ellice Islands, the Marshalls, the Carolines and the Marianas as they were at the turn of the century is Mr. Neville Chatfield, a sun-tanned octogenarian, who lives in a comfortable home in the Sydney suburb of Killara.

FOR 12 years until 1914, Mr. Chatfield plied the Central and South Pacific as a supercargo in Burns Philp steamers and schooners, visiting almost every island in those areas and meeting many of the bizarre and colourful people who lived there.

Mr. Chatfield left the Pacific during World War I when he married a Victorian girl. He subsequently ran an importing-exporting business in Sydney, first with a partner and then on his own.

He has never been back to the Pacific, but even after more than 60 years, he has not forgotten nor lost interest in the Islands.

For nearly 30 years he has been an occasional contributor to *PIM* under the name of "Supercargo".

He has dozens of old photographs of people and places in the Islands, and several old maps of the Gilbert and Ellice Groups—the islands he liked best.

One of Mr. Chatfield's hobbies over the years has been to compile a register of all the ships leaving Australia for the Islands and returning between 1883 and 1914. His register gives details of each ship's cargo and her passengers.

One entry, dated March 21, 1900, for example, reads like this: "*Ysabel*, 524 tons, Captain T. Williams, from New Hebrides, Norfolk Island, Lord Howe Island . . . 700 bags copra, 193 bags coffee, 869 bags maize, 22 casks arrowroot, 97 bags pickling onions, 68 bags de mer, 61 hides, 62 bags and 169 cases palm seeds, seven cases fruits, six cases plants, one bag horsehair. . . ." (The names of the ship's passengers follow).

It is amazing how well Mr. Chatfield can bring to mind shipwrecks, friends, storms and incidents of his days in the Pacific. It is all as if he was there last year, and not more than half a century ago.

He is more than pleased to yarn

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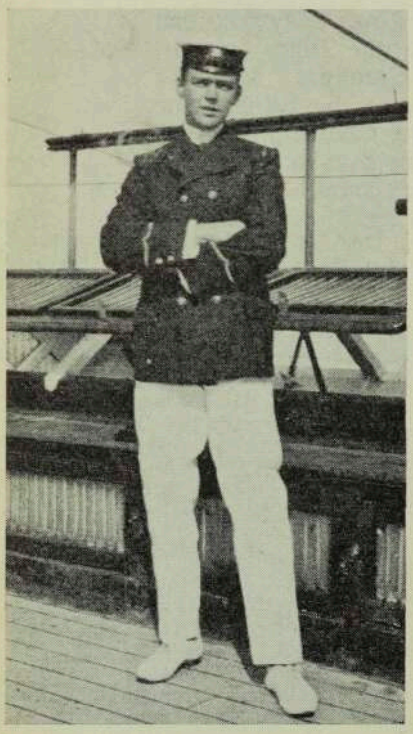
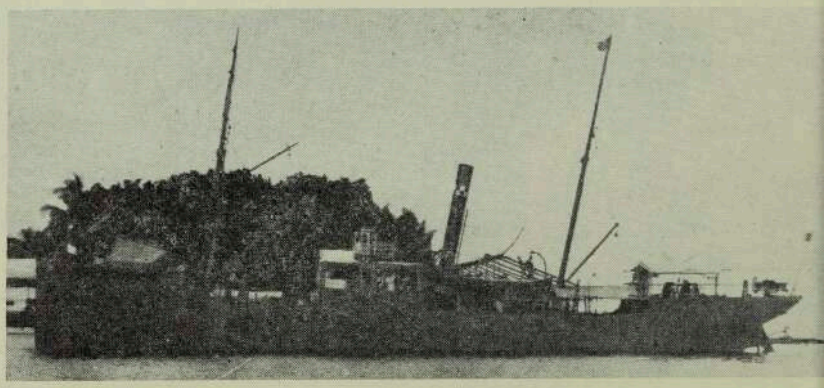
Snapshots from an old-timer's album

● Burns Philp's store at Butaritari, Northern Gilberts, before World War I. Mr. Chatfield is standing on the right.

A street in Agana, the capital of Guam (above), in the early part of this century whe Mr. Chatfield visited it as supercargo in Burns Philp ships. The BP ship below is th "Ysabel".



● Mr. Chatfield in his supercargo's uniform aboard the Burns Philp ship "Malaita".



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bout those days, but does not like lking about himself.

"Keep my name out of it," he says. don't like publicity. I would just ke a record to be made of the early aders. No one remembers them ow."

I spent several hours over two days lking with Mr. Chatfield, but he t few personal details slip.

However, he did tell me that from 02 to 1914, he served as assistant percargo (at £3 a month less 10 r cent. for superannuation) and percargo (at £12 a month) on the urns Philp ships, *Ysabel* (pictured pposite), *Titus, Tambo, Malaita, ouise J. Kenny* (200-ton schooner) nd *Wallsend* (chartered collier).

As supercargo (BP's have not used em since World War I, except in e New Hebrides)—Mr. Chatfield as responsible for buying copra om both natives and European aders.

Bought on beach

He would go ashore in a long-oat with scales on board, weigh the opra on the beach in front of the llers, and bring it back to the wait-g steamer.

The natives would go on board e steamer to be paid, and after-ards would spend their money on oard if there weren't any trading ores ashore.

"The Chinese always liked to ade at night because they kidded emselves they could get away with mething," Mr. Chatfield told me.

Being a supercargo was a sponsible job. They had to buy eir copra at the right prices, deal ith shrewd traders and suspicious atives, and make sure it remained in ood condition until it reached ydney.

Often the steamers were away for onths at a time.

Mr. Chatfield can recall the time 1904 when the *Ysabel* went to pen up trade with the Marshall lands, then a German possession.

"The Marshall Islands service aused a clash between the German nd Australian Governments," he ld me. "The Germans resented urns Philp trading there and nposed a levy of £50 a trip n their ships. The levies rose ramatically until the Germans ended p demanding £6,000 for one trip.

"BP's refused to pay—and they ever did. In fact, they later received funds from the German Govern-ent of some of the large sums they ad had to pay."

Mr. Chatfield also recalls the time hen the *Ysabel* took a gallows from ydney to Tarawa in the Gilberts

Mr. Chatfield at work on his shipping register.

to hang two natives who had been condemned to death.

"The natives couldn't work out what the steps were for," Mr. Chatfield told me. "They finally decided that when a man was hanged, he burst and the blood ran down the steps to the ground.

"At any rate, the poor fellows were hanged with much unnecessary ceremony, but I think a great many Islanders were sorely disappointed there wasn't a bloodbath."

Mr. Chatfield said the gallows survived until the Japanese arrived in World War II and brought their own instruments of execution—huge swords which ended many a life.

Another of Mr. Chatfield's memories concerns an old Marshall Islander who predicted that he would die when a shooting star appeared in the sky.

No one really believed that the heavens would acknowledge his demise, but his entire village kept turning out night after night looking for the star.

It finally came in the shape of Halley's comet; and the morning after its appearance the man was dead. This was in 1910.

Mr. Chatfield's early photos show him to have been a well-dressed, handsome young man in his South Seas days. In many, he is surrounded by old traders, crewmen and natives.

He obviously made a lot of friends in those days, and he still corresponds with some of them in the Gilbert and Ellice Groups, though not as much as he used to.

He says he doesn't regret leaving the islands because they changed so much after World War I, with improved shipping services which made them less remote. There was no call any more for men to act on their own.

"These days the Islands are run from Australia," Mr. Chatfield told me. "One call on the telephone fixes orders and instructions—supercargoes aren't needed. Ships are there only to deliver and pick up goods, not to barter or trade. I wasn't sorry to leave, It just wasn't a man's world any more."

Mr. Chatfield chuckles and grins when he recalls some incidents or old friends, and perhaps this gives away the fact that this old salt, who is still one of the best authorities on the early Gilbert and Ellice Islands, has some rather nostalgic memories that he won't admit to.

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South Seas hotels were in the news when PIM went to press this time 20 years ago. In Western Samoa, the management of the well-known Casino Hotel had changed hands; and in Port Moresby, the Papua Hotel, which had been conceived 10 years previously, had opened its doors. Of the Papua, PIM's Port Moresby correspondent said: "It will be an unexpected oasis of luxury in the otherwise ramshackle wastes of New Guinea."

Yesterday

OTHER items from *PIM* for October, 1947, included:

A TRUSTEESHIP Mission from the United Nations, after a visit to Western Samoa, had recommended that the territory be granted much more self-government but that the New Zealand Government should continue to act as "protector and adviser".

A CONTROVERSIAL liquor bill, designed to remove restrictions on the consumption of liquor by Fiji-Indians, was to come before Fiji's Legislative Council. A former Governor, Sir Alexander Grantham, described it as part of the government's policy of removing racial discrimination.

QANTAS Airways was to start air services between Australia and Norfolk Island with a Lancastrian aircraft and between Australia and Lord Howe Island with a Catalina flying-boat. Both services were to be from Sydney and were to start "soon". Norfolk Island already had an air link with Auckland.

SEVERAL birds of paradise from Mt. Hagen had arrived in Sydney to be featured in the New Guinea section of Taronga Zoological Park. They included four species which had not been seen outside the territory before.

EUROPEAN and Samoan cocoa planters were looking forward to a very good crop in Western Samoa. "With cocoa quoted at £215 per ton, f.o.b. Apia, cocoa-planters doubtless constitute the most prosperous class in the territory", said *PIM*. "The high cost of living bothers them little, their only complaint being that it has become increasingly difficult to find a sufficient supply of Samoan plantation-labour".

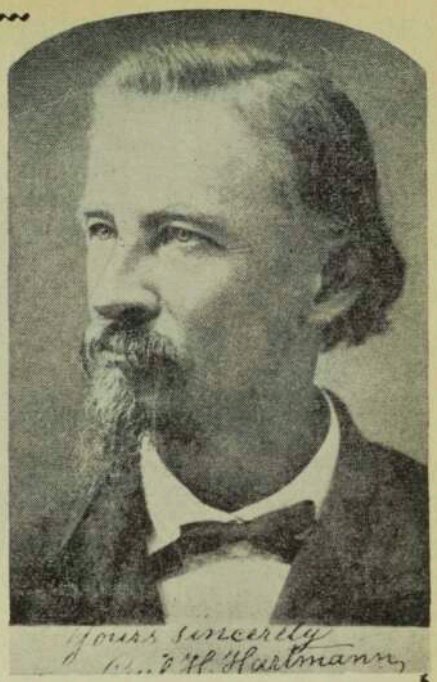
THE Deed of Cession Memorial, a great obelisk erected by the Fijians in Suva in 1889 to commemorate the signing of the Deed of Cession (1874) and the Golden Jubilee of Queen Victoria (1887), was to be demolished and a new memorial, smaller in size, built in Suva. The old obelisk stood near the old Government Buildings, which had been demolished. A cathedral for the diocese of Polynesia was to be built on the site.

MADAME LE RICHE, nee Elisabeth Paddon, last surviving daughter of the famous English mariner, Captain Paddon, had died in Noumea. Captain Paddon had a big trading organisation at Ile Nou before the French occupied New Caledonia.

A WORLD-WIDE shortage of caustic, used with coconut oil to make soap, had caused a shortage of soap in Fiji. Prices had risen accordingly, from 1/2 to 7/- a bar for ordinary washing soap, and 1/- to 10/- a packet for soap-flakes.

BIKINI Atoll natives, who had been transferred to Rongerik Island when the United States began testing atom bombs on the atoll in 1946, were reported to be homesick. US Navy experts said that while conditions were quite safe at Bikini, the lagoon contained radio-active water.

SIX Samoan boys, inspired by Wild West and crime movies and armed with several shotguns and revolvers, had absconded from Apia with the motor launch *Wyban*, two dinghies and the government launch, *Pilot*. Airplane searches around the coasts of Samoa had failed to find the boys and shipping had been alerted to watch out for them.



Who were the first Europeans to climb to the top of the Owen Stanley Range? According to an article in PIM for July, 1932, the men were Carl H. Hartmann, a botanist (pictured) and George Hunter, the Government Agent at Rigo, who ascended to a point between Mt. Obree (10,264 ft) and Mt. Brown (7,947 ft) on July 6, 1887. PIM's article reproduced a note which Hartmann wrote from the summit to the President of the Geographical Society in Sydney as well as a letter describing the ascent, written from the "Government Bungalow, Port Moresby" on July 17, 1887. Hartmann caught malaria in Port Moresby and died in Brisbane soon after his climb. An expedition led by W. R. Cuthbertson later claimed that Hartmann's highest camp was only 2,000 ft up; but this claim seems to have been based on rather flimsy grounds.

PLANTATION work was picking up again in the war-scarred New Britain area. A steady flow of Sepik natives was arriving in Rabaul and planters had chartered a flying-boat to bring the workers north.

POPULATION of the Cook Islands stood at 14,821, an increase of 2,000 since 1936. In the 15 islands of the group, males outnumbered females by 626.

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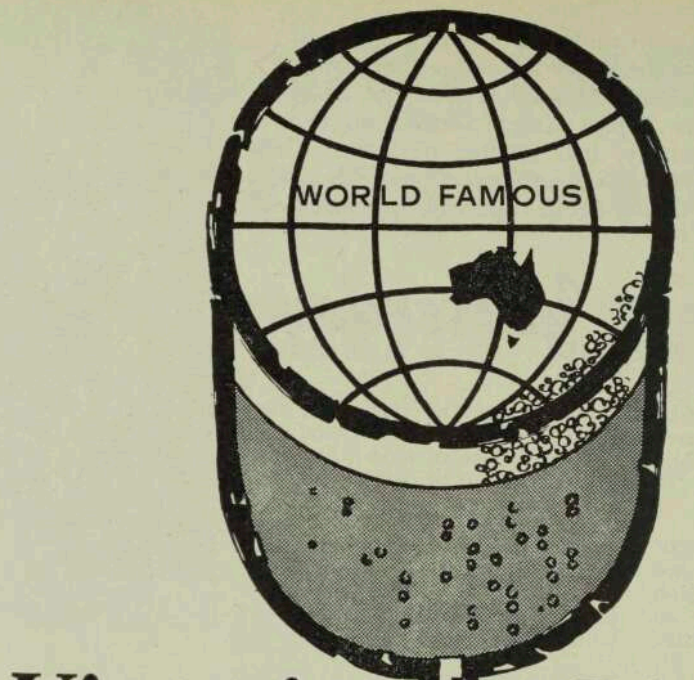
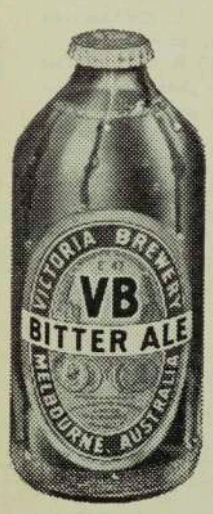


Victoria Bitter



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BOOK REVIEWS

How the Admiralty chart came into being

If Captain Cook had not been killed in Hawaii in 1778, King George III, who had taken a keen interest in the exploration of the Pacific, would probably have appointed him the Admiralty's first Hydrographer.

S it was, it was not until 1795 that the post was created—the n who got the job being Cook's erest critic, Alexander Dalrymple, o had been hydrographer to the st India Company since 1779.

With a budget of £650 a year, of which he had to pay his own ary of £500 a year and those of assistants, Dalrymple's task was prepare charts from the huge ss of survey material that had umulated at the Admiralty over ny years, and to make it available the commanders of His Majesty's ps.

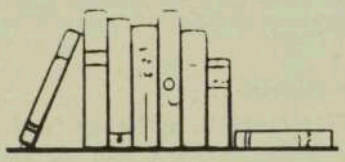
Previously, British naval commanders had had to content themselves h whatever charts they could buy m the private chart sellers of ndon.

Long line

The material that Dalrymple had work with came from four main rces: Charts that he and other mbers of the East India Company l compiled from surveys in the ddle and Far East during the vious 20 years; privately published rts from all parts of the world; veys and charts of the coasts of eat Britain that had been commissioned by the Admiralty; and merous surveys of North America ich had been made following the of Quebec. In addition, there re a few charts of the Pacific by h explorers as Byron, Wallis and rteret, and particularly Cook.

Cook had learned his hydrography North America. But it was in Pacific that he really developed and it was there that he passed his methods, dedication and high ndards of accuracy to such officers Bligh, Vancouver and Riou.

Bligh, Vancouver and Co., in turn,



passed on those same qualities to such people as Matthew Flinders and Midshipman Peter Heywood, of the *Bounty*—and so the long line of painstaking naval surveyors came into being who have made the British Admiralty's charts among the foremost of the world.

The story of the development of the Admiralty charts from Dalrymple's time to the end of the 19th century has now been told in detail by a man eminently qualified to do it—Rear-Admiral G. S. Ritchie, the Royal Navy's present Hydrographer.

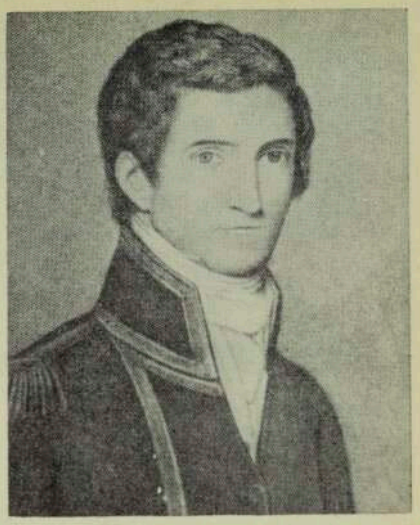
Admiral Ritchie's method is to describe the careers of the various Hydrographers and the technical developments that occurred in their time, and to intersperse his chapters on these matters with others on the more notable surveys and surveyors.

Charts on sale

There were, one learns, only seven Hydrographers of the Navy between Dalrymple's dismissal under a cloud in 1808 and the end of the century.

Several incumbents in the post had exceptionally long reigns. Rear-Admiral Sir Francis Beaufort (who gave his name to the scale for wind measurement) lasted from 1829 to 1855 and Rear-Admiral Sir William J. L. Wharton from 1884 to 1904.

Dalrymple's successor, Captain Thomas Hurd (1808-1823) has the distinction of conceiving the present practice of placing Admiralty charts



Matthew Flinders, who surveyed much of the Australian coast. He served as a midshipman under Captain Bligh in HMS "Providence".

on sale to the public so that anyone in the world could use them.

He frequently urged this idea on the Lords of the Admiralty, suggesting that the sale of charts could make his department self-supporting, and not a drain on the public purse as it had been until then.

The scheme was finally accepted in 1821, and the first catalogue of charts, with the name of agents from whom they could be bought, was published in 1825.

Meanwhile, Hurd had organised the supply of charts to the various stations on which Royal Navy ships were employed; and so, for the first time, British naval officers were made independent of the commercial chart sellers.

Hurd was succeeded by Captain

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About Books!

NOW WE KNOW why publishers of books on abstruse subjects like molluscs don't keep to schedule. **MARINE SHELLS OF THE PACIFIC, by Walter O. Cernohorsky,** just published, was only three months late; but our printers who had the job of reproducing the illustrations with faithful detail feel that it was much longer than that.

The book sells at **$6.50,** plus postage, 25 cents British Commonwealth, 45 cents Foreign, $8.00 U.S. posted, which includes the cost of our toil and sweat, the author's 15 years of research, and 248 pages of book, all on expensive art paper.

—the book editor

Other titles available:

General

MANY A GREEN ISLE, by Judy Tudor

Experienced Pacific editor, Judy Tudor; whose newsbeat has been the South Pacific for 25 years, presents a different kind of survey of the colourful South Seas. Diverting, light-hearted, packed with incident, embellished with dry humour and cynical insight, but, above all, different because it is authentic. Illustrated 256 pages cloth bound. Price: $3.50 Aust., plus postage, 12 cents British Commonwealth, 34 cents Foreign, $4.50 U.S. posted.

QUEEN EMMA, by R. W. Robson

This is the romantic story of Emma Coe, who founded a commercial empire in then unknown New Guinea. Married a German officer before the turn of the century; and died tragically in Monte Carlo in 1913. Illustrated; 240 pp., cloth binding. Price: $3.00 Aust., plus postage, 15 cents British Commonwealth, 27 cents Foreign, $4.25 U.S. posted.

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A FAMILY IN FIJI, by Lema Low

A delightful story of a family growing up on a copra plantation in Fiji, written by one of the family. A book that will please youngsters as well as adults. Price: $1.88 Aust., plus postage, 12 cents British Commonwealth, 22 cents Foreign, $2.50 U.S. posted.

For Children

LITTLE CHIMBU, by Nancy Curtis

This is the story of a small boy who lives in a round house at the bottom of a tall mountain on the big Island of New Guinea. Drawings in colour and black and white. Price: $1.95 Aust., plus postage, 8 cents British Commonwealth, 12 cents Foreign, $2.50 U.S. posted.

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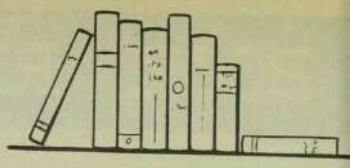

William Parry, who held office f six years.

Parry spent more time explorir the Arctic than he did in workir in the Hydrographic Department; b he was responsible for another gre advance in the realm of hydrograp —the compilation and publication the Admiralty's first sailing direction (Nowadays, the Admiralty's series sailing directions comprise more tha 70 volumes and cover the who world).

"High noon"

Parry's successor, the long-reignir Rear-Admiral Beaufort, introduce further innovations during his ter in office, which Admiral Ritch describes as the "high noon" hydrography.

When he took office, there wa no method whereby charts, onc sold, could be kept correcte Beaufort got round this difficulty b inaugurating first the *Nautic Magazine* and then *Notices Mariners* in which new hydrographi information of importance mariners was published. (Nowaday some 3,000 chart-correcting *Notice to Mariners* are published each year)

By the time Beaufort left offic in 1855, the Royal Navy ha surveyors working in every ocea and, on the shelves, was a series c 2,000 charts covering every sea.

The Hydrographers who cam after Beaufort — Washingtor Richards, Evans and Wharton—mad further innovations and added furthe refinements to the work of thei office. But these were more in th nature of technical improvements i surveying methods, than in th manner of making use of the results

Admiral Ritchie's book has a goo deal to say about hydrographi surveying in the South Pacific. Bu the work of the officers of suc ships as the *Fly, Bramble, Rattle snake, Herald, Pandora* (Captai Byron Drury) and *Salamander* which worked in this region, reall deserve more ample treatment tha he is able to give them. In fact, book entirely devoted to thei activities would not be amiss.—RL.

(THE ADMIRALTY CHART. Hollis an Carter, London. $9.80. Our copy fro William Collins, Sydney.)

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A QUICK LOOK AT SOME NEW PACIFIC BOOKS

1 1866, when Mark Twain was a 30-year-old reporter on the ramento *Union* of California, he nt four months in Hawaii writing eries of 25 breezy letters for his vspaper.

One of the letters was an epic vs story about the adventures of crew of the clipper ship *Hornet*, o abandoned ship when she caught near the Equator, and who ched Hawaii 43 days later after ,000-mile voyage in an open boat.

Mark Twain's letters from Hawaii e often reprinted separately dur- his lifetime. But it was not until 7 that they were collected in book m and published in a limited tion in San Francisco. There have n several other limited and ensive editions since then.

Now there is a reasonably cheap tion, edited with an introduction Professor A. Grove Day, Pro- sor of English at the University Hawaii.

MARK TWAIN'S LETTERS FROM WAII. Chatto and Windus. $4.60. copy from Hicks Smith & Sons, ney.)

● *Pacific Compendium*, a handy)-page compilation containing istical and general information on Pacific Islands associated with South Pacific Commission, has n published by the South Pacific ice in Suva at 50c a copy. The ormation was compiled by Mr. R. Cowell, who was formerly in rge of the South Pacific Office. gives basic information on the ation of each territory, its climate, itical structure, public finance, a, population, capital, status, ation, money and banking, trade, estment, transport, communica- ns, and labour. An invaluable le at the end of the book gives distances in statute miles between the main centres in the Pacific. e book is printed offset from escript.

● Why are male initiation rites ctised in some parts of Melanesia l not in others? Why are there le variations in the rites both in m and content? These two estions form the basis of a new)-page book by Dr. M. R. Allen, turer in Anthropology at the iversity of Sydney, called *Male Cults and Secret Initiations in Melanesia*. Published by Melbourne University Press at $6, the book examines initiation rites in a wide range of societies in Papua-New Guinea, the Solomons and the Northern New Hebrides; reviews earlier theories about them; and demonstrates that all such rites reflect, varyingly, the importance of the division between the sexes in social life.

● *"A History of the Development of the Bulolo Region, New Guinea"*, by A. M. Healy is the latest (No. 15) in the series of New Guinea Research Bulletins published by the New Guinea Research Unit of the Australian National University, Canberra.

Mr. Healy's work begins with a brief history of gold mining in New Guinea before "Sharkeye" Park's discovery of payable alluvial gold at Koranga Creek in 1922. It then traces the story of gold production in the Edie Creek-Bulolo region down to the early 1960's by which time it was petering out.

Two of the last chapters in the bulletin concern the development of a plywood industry in the region by Commonwealth New Guinea Timbers and the Leron beef project.

The bulletin, which costs $1, is printed offset from typescript. It has an ample bibliography, but no index to its 145 pages of useful information.

● Olaf Ruhen's autobiographical *Tangaroa's Godchild*, first published in 1962, is now available in paperback from Horwitz Australian Library ($1.25). Ruhen is a New Zealander, although he has lived in Sydney for many years, and this is the story of his early days in New Zealand, when he grew up to be master of his own fishing schooner. It's among Ruhen's best works.

MANUAL FOR PACIFIC BIRDWATCHERS

SEABIRDS OF THE TROPICAL PACIFIC OCEAN, an identification manual published by the Smithsonian Institution of Washington, will be eagerly welcomed by ornithologists, fishermen and others who are interested in identifying the seabirds they come across at sea.

The manual covers all the islands of the tropical Pacific from the Bonin and Hawaiian Islands in the north to the Kermadecs and Easter Island in the south. It does not cover the New Guinea mainland, Norfolk Island or Lowe Howe Island.

The author is Warren B. King, of the Smithsonian Institution's Department of Vertebrate Zoology, who says in an introduction: "Birds which occur regularly in the area are considered in detail; those which have been recorded only rarely as stragglers from their normal ranges outside the area are covered in a more cursory fashion".

The manual is produced offset from typescript and has more than 150 pages. It is divided into four parts:

- *The seabirds and their environment, and techniques of observing and preserving specimens for future study.*
- *A series of 11 plates with drawings (such as those reproduced here) by Tina C. Clapp which depict in flight all the seabirds which occur regularly in the tropical Pacific.*
- *Detailed descriptions of the characteristics, food, preferred habitats, and ranges of the 107 species so far recorded in the area; plus distribution maps showing the ranges of the most abundant species.*
- *A list of the species recorded on or near each of the 28 island groups in the tropical Pacific, with information on their status there, and their breeding and migration schedules (if available).*

The author says the manual is by no means the last word on the identification or distribution of seabirds in the tropical Pacific, and that comments or suggestions on discrepancies or omissions are invited.

Copies of the manual are available on request from the Pacific Ocean Biological Survey Program, Department of Vertebrate Zoology, Smithsonian Institution, Washington, DC, USA.

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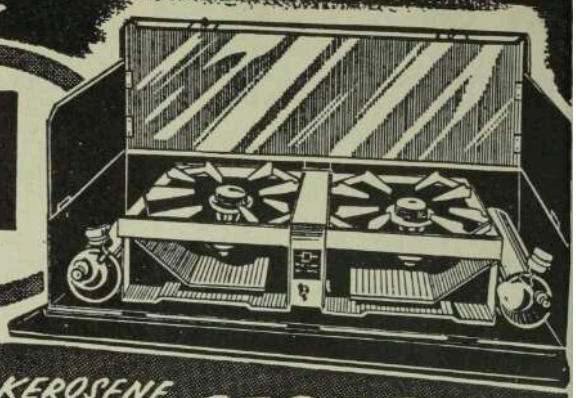

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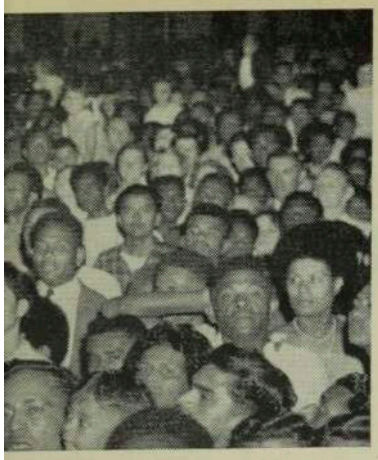

...hey used to say the ...slanders were ...oomed to extinction

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...S an example of this, there are ... the words of the French ...velist, Pierre Loti, in his Tahiti-...pired novel, *The Marriage of Loti*, ...ich was published in the 1880's. ...scribing his Tahitian heroine, ...rahu, he said she was a "sad and ...hetic personification of the Poly-...ian race as it gradually dies out ...ler contact with our civilisation ...l our vices, soon to be no more ...n a memory in the history of ...eania".

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began to increase again is now th subject of a painstaking study b Dr. Norma McArthur, Professori Fellow in the Department of Pacif Studies at the Australian Nation University, Canberra.

Dr. McArthur, who specialises i demography, has been an adviser t several Islands governments in recei years on the conduct of censuses.

Her book, *Island Populations o the Pacific*, deals with six Island territories: Fiji, Tonga, the tw Samoas, the Cook Islands and Frenc Polynesia.

Dr. McArthur has done som prodigious research into the historica literature of her six territories, an has dredged up an enoromou amount of demographic materia about them.

Her book is much more readabl than one might reasonably expec such a book to be in that it is writte in a straightforward narrative styl and it brings to light a great deal o interesting historical information tha is not to be found easily elsewhere.

Her book will no doubt be standard reference book on the terr tories dealt with for many years.— RL.

(ISLAND POPULATIONS OF TH PACIFIC. Australian National Universit Press, Canberra. $9.60.)

● Three papers on New Guine land tenure have been republished i paperback form in *Studies in Ne Guinea Land Tenure* by Ia Hogbin and Peter Lawrence (Sydne University Press, $2.50). Hogbin' "Land Tenure in Wogeo" and "Till age and Collection in Wogeo" wer originally published in *Oceania*, 1938 40, although a new section on socia structure has been added. Peter Law rence's "Land Tenure Among th Garia" was originally published i 1955 as a monograph by Australia National University. There have beer some minor changes in the reprinting

The three papers are based on fiel work carried out many years ago and describe systems with a mixtur of group and individual titles. The Wogeo have a form of matrilinea descent, with relatively stable loca units; Garia society is cognatic o bilateral, and there are no stable loca units.

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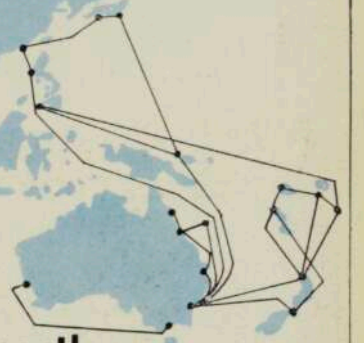

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Pacific Shipping And Cruising Yachts

High hopes for new marine training school in GEIC

The Tarawa Marine Training Scheme, which has been stablished to train Gilbert and Ellice crews to work on over-eas ships, could easily make up for the GEIC people's loss of mployment when the Ocean Island phosphate deposits are ex-austed, according to the British High Commissioner for the Western Pacific, Sir Robert Foster.

. Robert officially opened the school aboard the training vessel *Teraka* on August 18.

e said the school would make tremendous difference" to the ny.

e asked the cadets to put up ood show" when they took up overseas as they would be the unners of many other Colony le coming behind them.

th the China Navigation Com- and the Columbus Line have orted the school and will take slanders trained on the *Teraka* *I*, Apr., p. 109).

e captain-superintendent of the ol is Captain W. S. Drew, who at the opening ceremony that ders would be taken on as s for a year. During this time would spend three months in of the deck, engine-room and ing sections.

the last three months, the cadets would receive specialist training in the section they had proved best at. They would thus be familiar with all sections and much better at one.

General training, such as boat drill, fire drill and lifesaving, would also be taught.

Footnote: Four young men from the GEIC left Tarawa recently for Hong Kong to train as deck officers on China Navigation Company ships. The men are Tito Tapungao, Tabea Riwata, Houati Iakopo and Wilfred Muller. They are the first deck officer cadets from the colony to serve their apprenticeships with the China Navigation Company.

NEW MANAGER FOR BP SHIPPING DEPARTMENT

Mr. R. M. Stobo, manager of the Rabaul branch of Burns Philp (NG) Ltd., has been appointed the firm's shipping manager at head office, Sydney.

An aspect of Pot Narevin where shipping facilities are being prepared so that Erromanga's timber resources can be exploited.
Photo: J. C. Rouleau.

In The News This Month

Anco Queen	Laurabada
Andra	Loch Lein
Ata	Marabank
Bachelor's Wife	Mia Mia
Blue Water	Oronsay
Calypso	Pathfinder
Clarinda	Ra Marama
Coromel	San Elizabeth
Crewcut	Tagua
Dove	Takohe
Fiji Maru	Tautai ae
Glomar Conception	Te Mariner
Gonedau	Tenrin Maru
Himalaya	Teraka
Janus Lee	Tolukatea
Kathleen	Vala River
Karian Kamang	Whisper
Kuala Lumpur	Windsong IV
Le Belle Sole	Yatu Lau
Lachlan, HMNZS	YF-340
Lake Eyre	Zarathustra

Mr. Stobo succeeds Mr. W. T. G. Morrison who retired on September 29 after 50 years with the company.

"Monty" Stobo, 57, is a well-known New Guinea personality. He joined BP in 1926 and served in Papua before the war.

WHARF FOR ERROMANGA TIMBER COMPANY

Etablissements Rougier, the French company which is preparing to exploit timber on Erromanga Island, New Hebrides, is to build a wharf at Pot Narevin and deepen the mouth of the Ipota River by blasting to allow ships of medium tonnage to enter the river.

The company owns a tug, a 150-ton barge and a launch. Nearly four and a half miles of road have been built and 50 tons of kauri timber have been cut for a pilot scheme.

In April the company laid a buoy at Pot Narevin.

FIJIANS RESCUED FROM OVERLOADED PUNT

About 18 Fijian men, some naked after their clothes were torn off in stormy seas, were rescued from an overloaded punt anchored inside a

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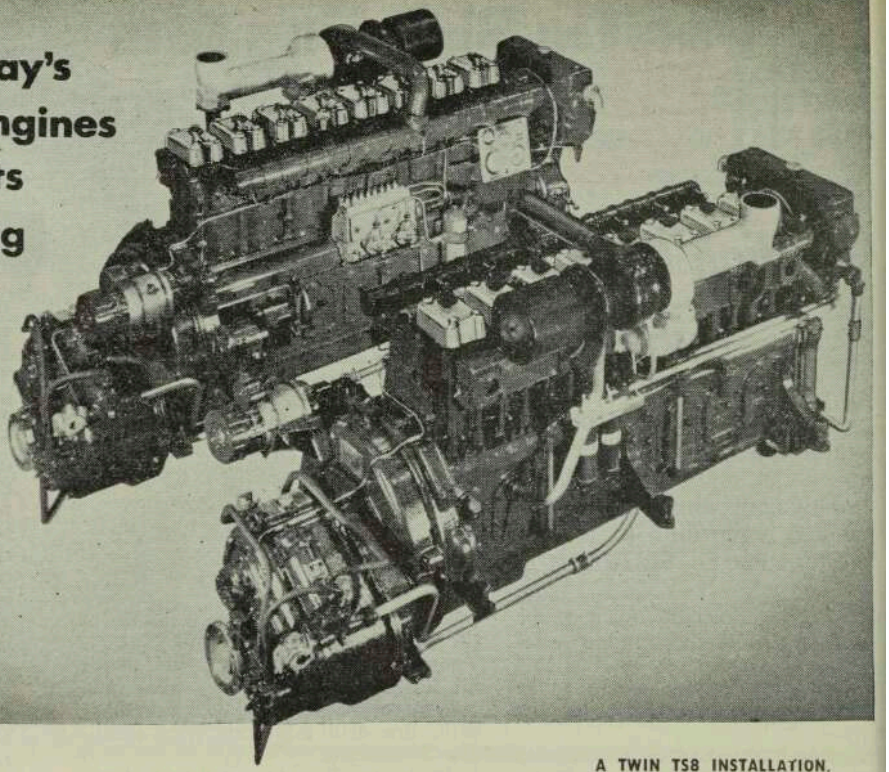
in fishing boats
up to 80ft. long



A TWIN TS8 INSTALLATION.

KELVIN DIESELS

10 S.H.P. TO 320 S.H.P.

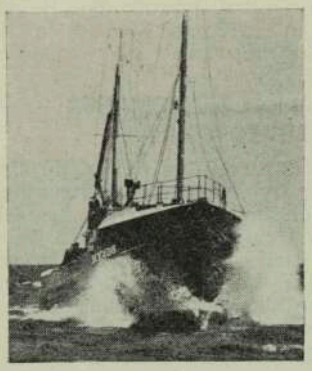
The illustration shows a twin installation of the TS8 models giving 640 S.H.P.

Recent developments in these engines, which, besides fishing boats, are in servi
in commercial craft of every kind all over the world include:

The front end of the engine has been completely re-designed to provide the multiple ancillary drives necessary on modern commercial and fishing craft. For such items as power steering, constant running pumps, generators or compressors, gear driven shafts are provided, both for heavy and light duty. A clutch operated drive, suitable for remote control, is fitted for any additional pump or other unit requiring only periodic operation.

The major feature of this new front end arrangement is provision for a hydraulic power take-off or winch clutch with a capacity of 150 h.p. (787.5 lb. ft. torque) at full engine speed.

The standard pulley shaft has a capacity of 80 h.p. at 1,000 r.p.m. For applications where a higher powered drive is required to operate, say a cargo winch when the vessel is not under way, special arrangements can be made.



★ The annual figures, compiled by 'World Fishing' show that in 1966, as in 1965, within their power range, more Kelvin engines were installed in new U.K. fishing boats up to 80 ft. long than any other single make.

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HE ENJOYED THE CONTENTS FIRST!

A resident of Tao on the east oast of New Caledonia recently ound a gin bottle containing a nessage on the beach. The mes- age, dated July 7, 1965, was igned Christer K. Hederstrom, adio officer aboard the motor hip *Lake Eyre*.

The bottle had been thrown verboard while the vessel was nid-way between Puka Puka and ne Galapagos. Mr. Hedestrom sked that the finder write to im c/- James Patrick & Co., risbane. He said he had enjoyed ne contents of the bottle before asting it away.

at Vuata Vatoa, Lau Islands, y in September.

he men had gone in two canoes a punt to salvage copper from American Liberty ship wrecked Vuata Vatoa more than 20 years

oth canoes capsized, and the ipants struggled through rough to the punt, which was gerously overloaded.

he men were rescued by the *u Lau*, which was on her way to oa, their island home, about five s away.

he punt had an outboard motor ch broke down, and the men e afraid to use oars because the were too rough.

RGE FOR JAPANESE PPER PLANT IN FIJI

43-ton barge with a carrying acity of 180 tons arrived in Suva September 6 on the freighter *Fiji u* for transport to Uda Point, ua Levu. It will be used for sporting copper ore from shore hip for the Daiwa Mining Co. of Japan.

is the first of three barges which pass through Suva on the way Uda Point.

Work on a copper ore processing on Vanua Levu began in August *M*, Sept., p. 127). Copper con- rate will be shipped to Japan for essing.

A POPULAR WITH ND O CRUISE SHIPS

and O liners will make a record calls at Suva next year.

ractically every large liner in the nd O fleet will make at least call at Suva, and one, the *Himalaya*, will make eight consecutive calls en route from Sydney starting on July 22.

P and O officials said in Fiji in September that the company regarded Suva as "one of most important ports of call for its cruise ships".

The *Oronsay* made the first post-war call at Suva in 1953. In that year there were only three or four calls by P and O liners.

ANOTHER FISHING VENTURE FOR AMERICAN SAMOA

The Government of American Samoa is making another determined try to entice American Samoans to venture beyond the reefs and set up locally-owned fishing businesses.

With a make-believe bottle of champagne, Mrs. Tafa Aspinall, wife of the Governor, christened a new $25,000, 33 ft sports fishing boat in Pago Pago Harbour on September 9. She called it *Tautai ae*, an expression of good luck.

At present the local fish canneries use 4,000 imported Asians to catch fish for them.

It was intended originally that the Asian fishermen should teach the Samoans the technique of long-line fishing. But few of the Samoans ever showed much interest, and

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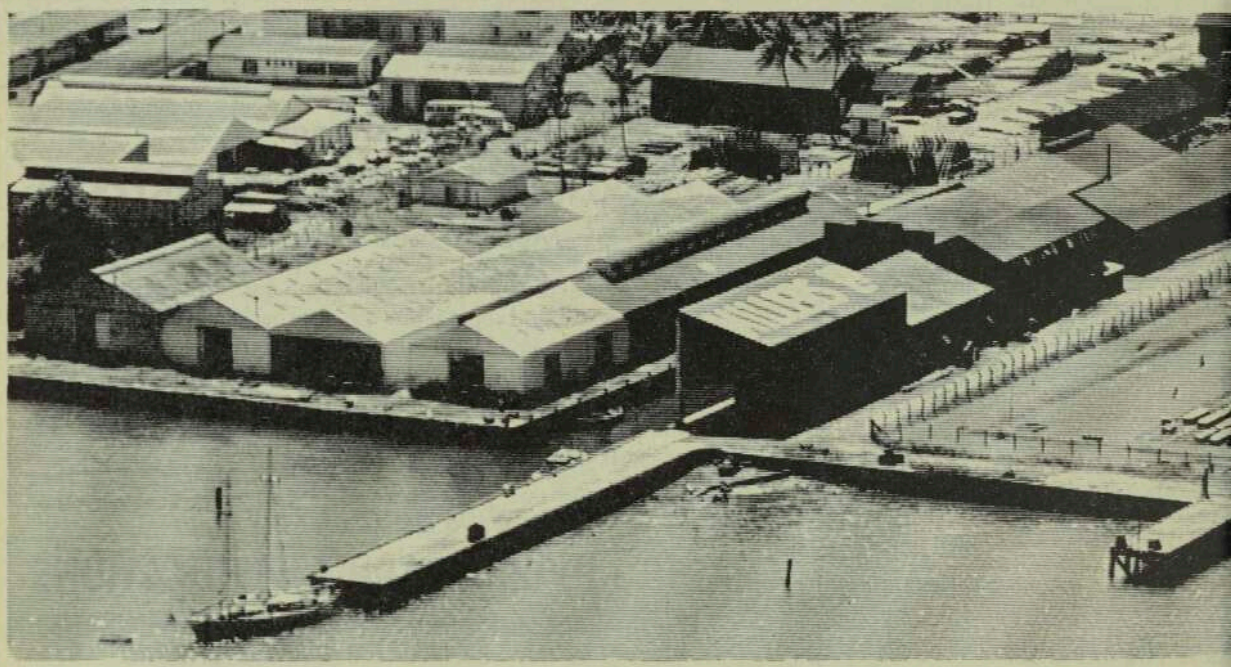

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Levuka company to get new plant

The South Pacific Fishing Co., which has been operating at Levuka, Fiji, for the past three or four years, is expanding its operations with the installation of a small canning plant to can some of the fish that are caught for it by the Korean and Formosan fishing boats. Until now, all the fish have been kept in refrigerated storage until being exported to the US, Japan and other countries. The company's premises at present house a large ice-making plant for supplying ice to the fishing boats as well as a small fish-meal factory—Photo: Rob Wright.

...r Governor H. Rex Lee said ...e occasion that it was literally ...sary to go out and beat the ...s to get recruits.

...far, the new fishing boat, which ...ended for near-shore fishing, has ...good results. Only a day after ... christening Captain Chaco ...moto caught 85 lb of table ...ff Step's Point, between Fagatele ...nd Larsen's Bay, Tutuila.

...s catch was worth between $50 ...85, depending on where it was ...ted.

September 12, a 375 lb haul ...apper, jacks and other reef fish ...aught from the *Tautai ae*, off ...estern tip of Tutuila at Cape ...apu, in less than 30 fathoms ...ter. The fish were caught by ...ne, in less than nine hours of ...

...the catch, 322 lb of fish were ...t the market place at 40 cents ...in less than two hours for a ...um of $128.80.

SHIPMENT OF ... FROM VANIMO

...v Guinea Goldfields shipped its ...rder of logs from the com- ... timber lease at Vanimo, near ...ew Guinea-West Irian border, ...ptember 11.

Japanese vessel, the *Tenrin* ... loaded 3,553 super feet of ...ood, valued at about $16,000. ...m Vanimo, the *Tenrin Maru* ... sail to Cape Hoskins for more ... for direct shipment to Japan.

CONSULTANTS TO STUDY P-NG SHIPPING

The Administration of Papua-New Guinea has hired a British-Australian firm of consultants to "study" existing shipping services and port facilities in the territory.

The firm's field officers will start visiting more than 40 of the overseas and coastal ports of the territory from October, gathering information on volume and types of cargo shipped, freight rates and port facilities. Their work will take two months.

The consultants are Maunsell and Partners, of Melbourne and London, who have retained Captain Sir John Williams, chairman of the Australian Coastal Shipping Commission and the Australian National Line, as their specialist adviser on shipping.

Captain Williams and two representatives of the firm were to visit the territory in mid-September for discussions with the Administration and private enterprise.

SHIPBUILDING COURSE PAYS OFF

Zakarai, a young man from the Rai Coast area of Madang District, has spent the last 16 months building a six-ton 25 ft launch.

He has sold the launch for $6,500 to a group of villagers from Biliau.

Before building the launch at the Lutheran Mission workshop at

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NOW THEY'VE CUT HER IN TWO

The 100-ton Cook Islands trading ssel "Tagua" made news again in ptember when she was split in two an Auckland shipyard.

The "Tagua" had been cut through r cargo hold by oxy-acetylene rches so that an 18 ft hull section eighing 11 tons could be added. e additional section will give an in- eased cargo capacity of about 60 ns when she goes back into service.

Jointly owned by Captain D. H. k and Mr. R. Boyd, the "Tagua" ade a special trip to Beveridge Reef April to look for crayfish (PIM, ne, p. 55), and a month later she rred in a fast mercy dash from rotonga to Nassau Island and back r two sick people (PIM, July, 105).

iket Island, Madang Harbour, rai spent two years at Baitabag nical School, Madang, and was nly New Guinean to accompany Papuans on a South Pacific mission training course.

ONESIANS WERE L OFF COURSE

n Indonesian copra trading l, the *Karian Kamang*, arrived ewak on August 30 after having off course on a trip to the hern Celebes Islands.

hen picked up by the Admini- on trawler, *Andra*, off Walis d, near Wewak, the crew said had not seen land for 24 days had lived on rainwater and flour. e *Karian Kamang* was towed Vewak and the crew taken to ak Hospital.

FOR NEW BSIP BER PROJECT

47 ft tug, built at a cost of 14,000 and called the *Vala* , left London aboard the nter *Marabank* on September 18 Kolombangara Island in the ern Solomons. She will be used Lever's Pacific Timbers Limited ow logs or 100-ton capacity rs from the shore to waiting n-going freighters.

14 ft beam, *Vala River* is red by twin 72 hp Lister diesels. has two cabins and can also ed for personnel transport. Un- , she is capable of eight knots. vers recently announced a $1 on timber project at Kolombangara and plans to transfer their big timber operations in the Solomons from Gizo Island to Kolombangara (*PIM*, Aug., p. 125).

WINDS IN NOUMEA DELAY TOURIST SHIP—AGAIN!

Noumea's conservative *Bulletin du Commerce*, which has been campaigning for better port facilities in Noumea for many years, waxed very acid over an "incident" which befell the cruise ship *Kuala Lumpur* in Noumea recently.

The paper said that the *Kuala Lumpur*, with 182 tourists and 105 scouts from New Zealand, was scheduled to sail from Noumea at 10 a.m. on August 22 for Vila. She got away nearly 24 hours later.

Persistent westerly winds made it impossible for her to leave the wharf earlier.

The ship was prised from the wharf after hours of effort with the help of two small tugs from two firms in Noumea.

It is not the first time that a vessel has suffered delay from the same cause.

"This case is the more regrettable in that the *Kuala Lumpur* is a tourist vessel and a regular visitor to Noumea," the *Bulletin du Commerce* said. "The result is not good tourist propaganda for the country.

"Noumea is still waiting for the

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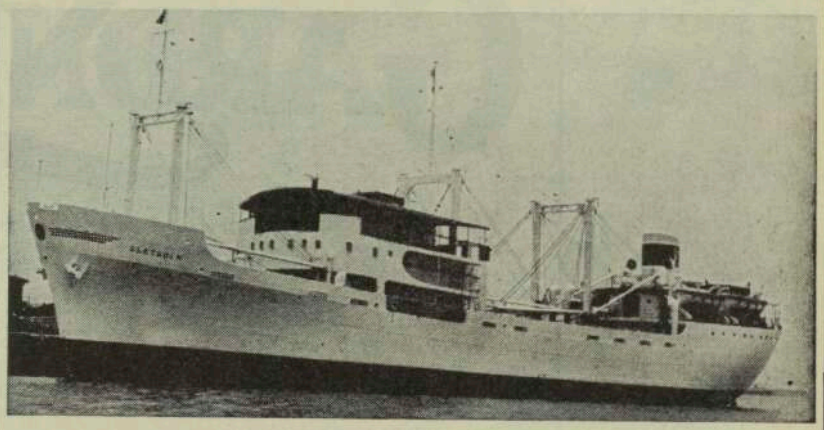

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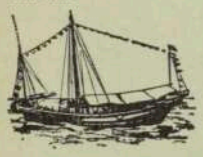

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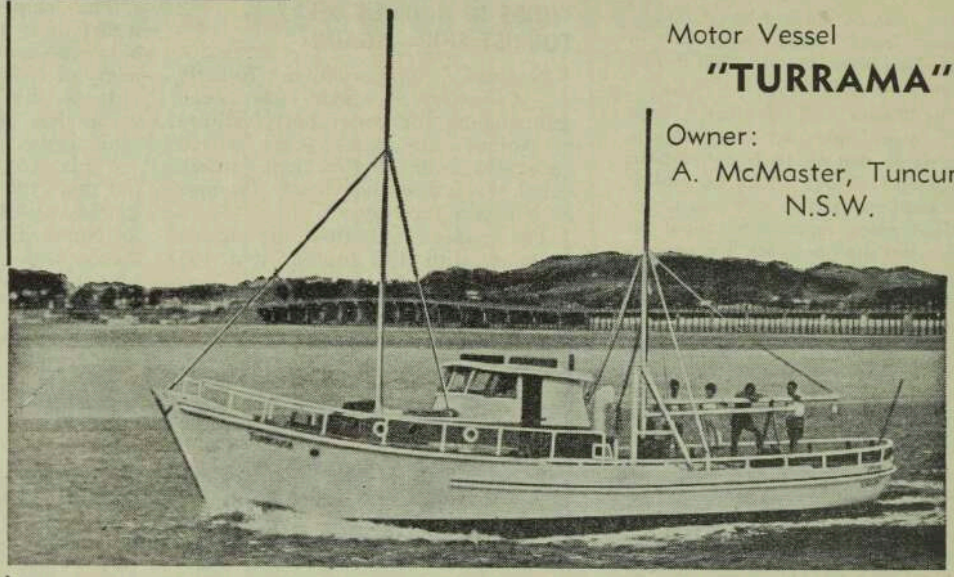

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)0 hp tug promised for nearly 20 rs. Such a tug is absolutely essary to help ships in the port Noumea during their berthing rations."

REGLASS BOAT CTORY FOR SUVA

new factory was opened at ni, near Suva, in early September nanufacture small fibreglass boats. wned by Sea Craft Limited, with ominal capital of £F10,000, the ory is an extension of a large ear-old New Zealand company ch has made more than 3,000 ll boats up to 21 ft long.
Ir. Y. L. Sands, of New Zealand, he managing director. Mr. R. J. odman, of Suva, Mr. B. D. G. lor, of Suva, and Mr. J. Broun, Auckland, are the directors.
Ir. Sands told *The Fiji Times* that policy of the new company would o employ as much local labour ossible.

A FOR MORE SPACE RABAUL SMALL SHIPS

strong call for additional ities to be built for small ships Rabaul Harbour has been made Rabaul's newly-started monthly spaper, the *Rabaul Reporter*.
Elaborate plans to extend aul's harbour facilities make no ision for small ship berthage, ite the fact that our small ship (already more than 80 vessels) ys less wharf space today than ed pre-war," the newspaper says. t is no secret that primary pro- ion—and consumer buying—are cted to double in the next 10 s throughout the NG islands.
All this additional cargo must be ed to and from Rabaul in small s. Yet not only are no extra l ship facilities planned, the only ble land for wharves and cargo s is being gradually whittled y for parks and private houses."
he *Rabaul Reporter* says that war there were five substantial rves ranged along the harbour's rn side. Today there is only one. t busy times now it is common to small ships lying two or three ast while trying to load and ad cargo.

DING CRAFT DOES GUNGA DIN"

landing craft built by the Fiji ernment Public Works Depart- t to carry heavy equipment een the scattered islands of the p had a new role in September rrying water.
took over 200 tons from Suva to villages in the Yasawas Group, which have been badly hit by drought.
The water was carried in the double bottoms of the landing craft and pumped ashore into tanks and other containers and into at least one well.

JOHN DEAN NOW SKIPPER OF "KATHLEEN"

Mr. John Dean, who figured in *PIM* several times last year as skipper of the yawl *Te Mariner*, is now working as captain of a small Islands trader in New Guinea waters.

In a note to *PIM* from Madang in July, Mr. Dean described what he had been doing since he sold *Te Mariner* in Sydney last year (*PIM*, June, 1966, p. 111).
"The proceeds of the sale," he said, "were invested in a business in Sydney which went bust and so did I. I just had enough money to fly to New Guinea and take a job with Len Willis, as mate on the *Kathleen*, 50 ton net.
"After three months I obtained my local master's ticket and am now skipper of the good ship *Kathleen*.
"I see Joe Pachennegg quite frequently with his yacht-like *Laurabada*,

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o get the opportunity occasion- for a yachties' 'gas'.
ave had letters from Dennis , formerly of the yacht, *Crewcut*, he is busy flying for a crop- ng company in New Zealand.
e has just finished his new 40 ft and hopes to be away on the again by the end of next year."

NSNAILS SETTLING N NICELY

special consignment of live snails, sent recently from the Hebrides to aid Tahiti's shell- industry, are reported to be shing in their new environment autira, on Tahiti's east coast. greensnails were fished from k, Efate. It is hoped they will multiplied sufficiently within years to permit commercial itation.
out seven years ago, 50 living uses were sent from the Con- nium to Tahiti, and the success is experiment led the Fisheries rtment in Tahiti to import the snails.

ERIES RESEARCH VESSEL ICHED IN FIJI

fisheries research vessel for the Government was launched and d *Gonedau* (Fisherman) re- by Adi Lala, wife of Fiji's Minister, Ratu K. K. T. Mara. e ship was built by the Fiji c Works Department. She will out research and experiment methods of fishing in Fiji s.

JALOFA'S NEW RF OPEN SOON

e $T1 million Queen Salote orial Wharf at Ma'ufanga, alofa, will be opened by King u IV on October 11—the same on which the late Queen Salote crowned Queen of Tonga in

late September work on the f was nearing completion—final aling was laid on the causeway, new cargo sheds received last-minute touches and tests were carried out on the water-depth in front of the wharf.

A huge buoy, attached by chains to two 23-ton blocks on the sea-bed, was laid east of the wharf for mooring purposes by local divers, Manu Mapu'aho, 'Ilaisa Makasini and Sione Maka, under the direction of Mr. J. Riechelmann.

The buoy is designed to hold the largest of cruise ships to come alongside the wharf.

Residents of Nukualofa saw the causeway flood-lit in early September as workers worked well into the night tar-sealing the causeway road surface.

QUICKENING INTEREST IN CRAYFISHING

News of new crayfishing ventures in the South Pacific is coming thicker and faster these days. For example:

- The Auckland fishing vessel *Loch Lein* returned to Auckland in early September with a haul of 800 lb of crayfish tails caught at Tonga's Minerva Reef, 300 miles south of Suva.

She will return to Minerva Reef in October.

- Six Tongans are being trained in Sydney by Australian industrialist, Mr. David Warner, as crew of his 70 ft motor cruiser *Ata*, which is to

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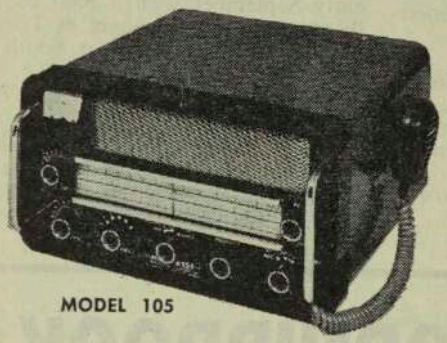
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RARE TRIP HOME FOR TOKELAUANS

Fifty Tokelauans, and an American ocial studies teacher Tim Carroll, left ago Pago on September 3 in the ter-island vessel YF-340 on a 36- our voyage to Fakaofo Atoll in the kelaus.

For many of the Tokelauans it was e first visit to their homeland for any years. For others, it was the st they had ever made because ey were born either on Swains land or Tutuila in American Samoa.

Tokelauans have long been em- oyed as plantation workers on ivately-owned Swains Island, which 200 miles due north of Tutuila, nerican Samoa's main island.

Fakaofo is about 280 miles north- est of Tutuila.

The Tokelau Islands, with a popu- ion of about 2,000, comprise three olls with a total land area of about ur square miles. The islands are ministered by New Zealand.

for crayfish in the Ha'apai Group next year (*PIM*, Sept., p. 101).

Warner first met the Tongans n he rescued them on uninhabited Island, 90 miles south of gatapu last September, after they been cast away for 13 months.

The Auckland fishing trawler, *Elizabeth*, found no crayfish in Kermadec Islands, 600 miles n of Auckland, when she went to investigate the potential in ust. Trawling by long line was "hopeless" because of rough sea oms.

M has previously reported g., p. 103) that a new company, dly Islands Traders Limited, formed in Fiji recently to use a ft fishing trawler *Coromel* to crayfish in Tongan waters, a base at Suva.

ERSEA MOUNTAIN ND NEAR PENRHYN

n undersea mountain as big as Zealand's 12,000 ft Mt. Cook been found by the navy survey HMNZS *Lachlan* south of nyn Island, in the Northern s.

e *Lachlan* returned to Auckland a survey voyage in late June. ommander I. S. Monro, captain ne *Lachlan*, told the Press that nountain had been found in an which was previously believed all about 2,000 fathoms deep. peak came with 600 fathoms of urface.

SOME BRIEF ITEMS

● The East New Britain Advisory Council has recommended a reef light for emergencies be set up at Pomio in East New Britain. The council said that while shipping did not normally enter Pomio Harbour at night, the entrance to Pomio was narrow and Pomio itself was a growing administration centre and emergencies did arise.

● Six men, without food and water for six days, were picked up in late September from Nukutolu Islet in the Northern Lau Group, 150 miles north-east of Suva.

The Fiji Governor's yacht *Ra Marama* rescued the men, but the Governor, Sir Derek Jakeway, was not on board.

● A tidal wave hit Mutulalo village on Nukufetau Atoll, Ellice Islands, on July 30, sweeping water through the village and into the village. For a short time Islanders floated about in their houses but there were no casualties.

● Two cranes were to be shipped to Mangaia, Cook Islands, in September to start widening the island's harbour passage so that Islanders can handle some 40,000 cases of pineapples for export before November.

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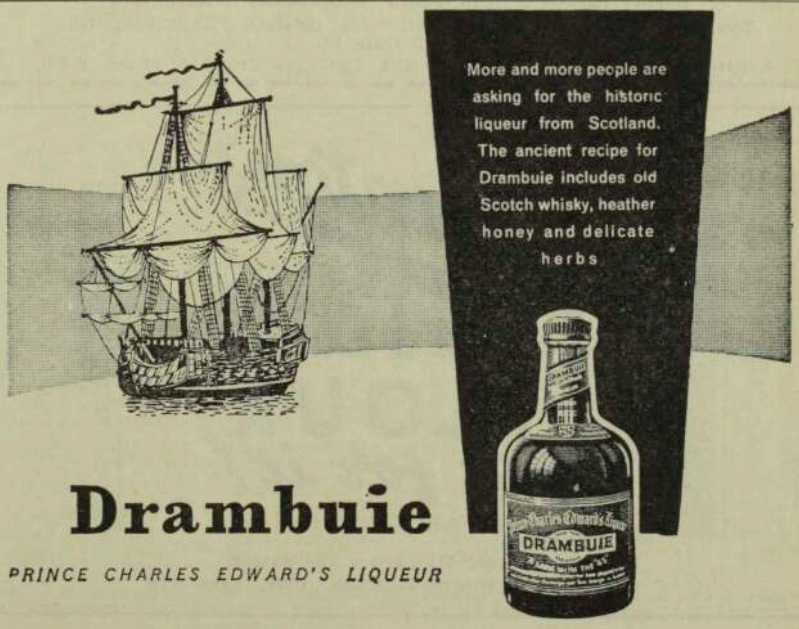

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Cruising Yachts

● *LA BELLE SOLE*, 64 American luxury ketch, left Vanim New Guinea, on September 4 f Ceram, Bali, Java, Singapore, Pena and Ceylon.

Aboard were Mr. Roger Fransc a Los Angeles engineer, his wi Anne, their children, Keith, 10, a Karen, nine, and a crew of two Teppy Angermeyer, of the Galapag Islands, and an American stude Allan Hare.

La Belle Sole made many sto in New Guinea waters (see lett p. 61).

● *WINDSONG IV*, 48 ft ketc with Mike Law, Miles Chapius a David Ward, left Papeete on Se tember 14 for a cruise of t Leeward Islands of the Society Gro and stops at Tonga and Noume She expects to reach Sydney abo November 10.

In a note to *PIM*, the ketc owner, Mr. Philip Weate, said t ketch finished a two-year charter j in Antigua, West Indies, in Apr After a honeymoon cruise arou the Caribbean with his wife Caroli and two crew, *Windsong IV* reach Panama.

Mr. Weate skippered the ketch Papeete via Nukuhiva, Ua Huka, U Pou and Rangiroa and then fl to Sydney for business reasons. H has been replaced as skipper Mike Law.

"Our best passage was 4,000 mil Balboa-Nukuhiva in 29½ days," M Weate said in his note. "Polynes offers better cruising and happi people than the West Indies."

We last mentioned *Windsong* in August, 1965, when she was Mexico.

● *DOVE*, 24 ft fibreglass sloo with 18-year-old American L Graham, was reported stranded Mauritius in early September wi a broken mast.

Graham was awaiting a 30 aluminium mast, on its way by a from San Francisco via Sydney, he could continue sailing to Durba before the monsoon-cyclone seas starts.

His mast snapped in the Indi Ocean, 100 miles from the Coc Islands, after he left Darwin f Durban (*PIM*, June, p. 113).

Graham had to improvise a ju

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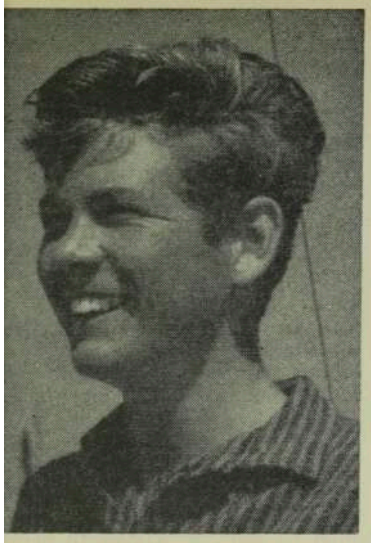


Lee Graham.

and convert a bed sheet for as a square sail.
ith this sail power he travelled) miles in 21 days—the same d he could expect from normal ng.
e left Los Angeles in 1965 to around the world. So far he has e calls at Hawaii, Fanning Island, Samoas, Tonga, Fiji, New ides, the Solomons, New Guinea Darwin.

WHISPER, 32 ft American left the Society Islands for tonga on September 1. The of the yacht, Hal and Margaret , left San Francisco in April are on their way to Japan.

PATHFINDER, 37 ft trimaran, Norman Davenport, his wife and daughter Carole, 14, was eave Lae for Madang in mid-mber. *Pathfinder* arrived in Lae te August from the Trobriand ds.
r. Davenport built *Pathfinder* living in New Zealand. The ook four years.
ur months ago the Davenports NZ to see the world in their ng home.
ey hoped to use *Pathfinder* in arter tourist business in the Indies.

CLARINDA, a 26-year-old which two young Englishmen, Iles and Martin Mitchell, ht between them, arrived in i in August en route to New nd.
ey left England on April 6 last and have so far called at Spain, Morocco, islands in the Caribbean, Panama and the Marquesas.

In Panama, they recruited a third crew member, Peter Harrison.

On reaching New Zealand, Iles wants to set himself up as a chicken farmer.

● *TOLUKATEA*, 40 ft home-made trimaran, with Mr. Wayne Batten, his wife, Rae, and three others, reached Auckland on September 14. She left Nukualofa, Tonga, in mid-August.

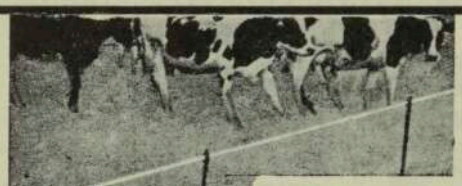
Mr. Batten had been Tonga's popular Director of Education for the past six years. He had built *Tolukatea* in Tonga to sail home to New Zealand (*PIM*, Sept., p. 111).

He had hoped to complete his last leg of the trip from Noumea to Auckland in just over a week but the trip went so well, despite a storm 400 miles out of NZ, that Auckland was reached in 6½ days.

His engine was only used in the last half-hour of the cruise.

Mr. Batten has returned to NZ to become headmaster of Manurewa Primary School.

● *BLUE WATER*, 42 ft Hong Kong-built ketch out of Juneau,



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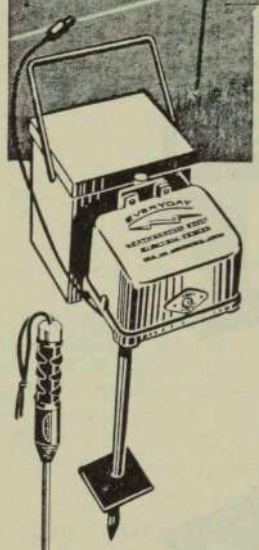

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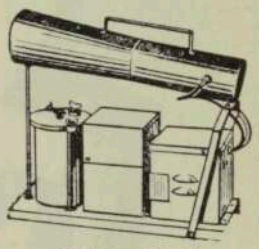

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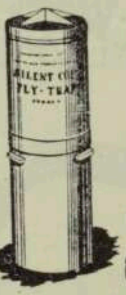

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Alaska, was to leave Tahiti in S tember for New Zealand, via Leeward Islands, Cooks and Tong

Richard and Sylvia Gard, own of the ketch, said in a note to *P* that *Blue Water* left Juneau August last year and cruised Canada and California before rea ing Hawaii. On May 17, they Hilo, Hawaii, and took 25 days reach the Marquesas Islands. Th went on to Tahiti via the Tuamot

Blue Water will stay in N Zealand for the coming hurrica season.

● *CALYPSO*, 30 ft Queensla ketch, with Ron Mitchell, his w Florence, and their 17-year-old Ronald, was to leave Tahiti in S tember for Hawaii, via the Tuamot After cruising Hawaii, the Mitch plan to sail for Alaska to arrive Sitka in May next year.

Calypso, last reported at L Howe Island (*PIM*, Feb., p. 11 reached Tahiti several months after a trip from New Zealand Raivavae in the Australs.

● *BACHELOR'S WIFE*, 25- yacht, with owners Mr. and M Graeme Hume of England, arri at Honiara in early September four months' cruising in Solom waters. The yacht has been on world cruise for the past 12 mont Last year she made a stop at L Howe Island (*PIM*, Aug., 1966, 115).

● *JANUS LEE*, Melbourne yac left Kirakira, Eastern Solomons, mid-September for Honiara. Sk pered by Mr. Kenneth Mortimer, England, *Janus Lee* reached Kirak on September 11 after a passage fr Melbourne.

● *ZARATHUSTRA*, 20 ft slo with Mr. Walter Konig, of Hambu West Germany, reached Honiara mid-September after a short stop Funafuti, Ellice Islands, with eng trouble. Last-reported, *Zarathus* left Apia, Western Samoa, for Solomons and the New Hebrides.

Mr. Konig is on a world crui single-handed. He left Hamburg July, 1964, without any previous sa ing experience.

His sloop was declared seaworthy in the Canal Zone (*PI* Aug., p. 110).

● *MIA MIA*, Mr. Geoff Ha mond's yacht, left Port Moresby Thursday Island on September Mr. Hammond is sailing round A tralia with his wife and family. sailed to Port Moresby from Cair

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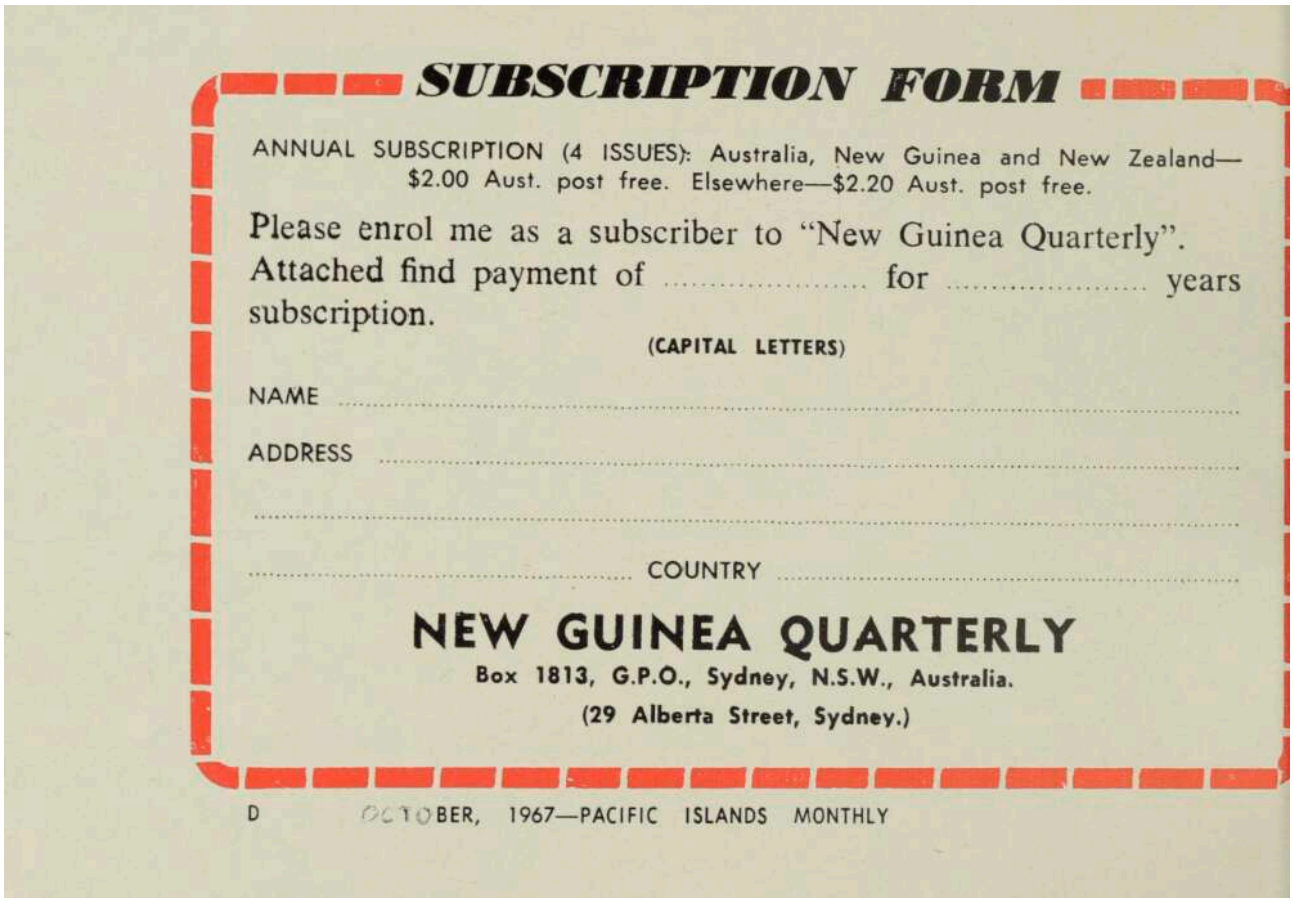

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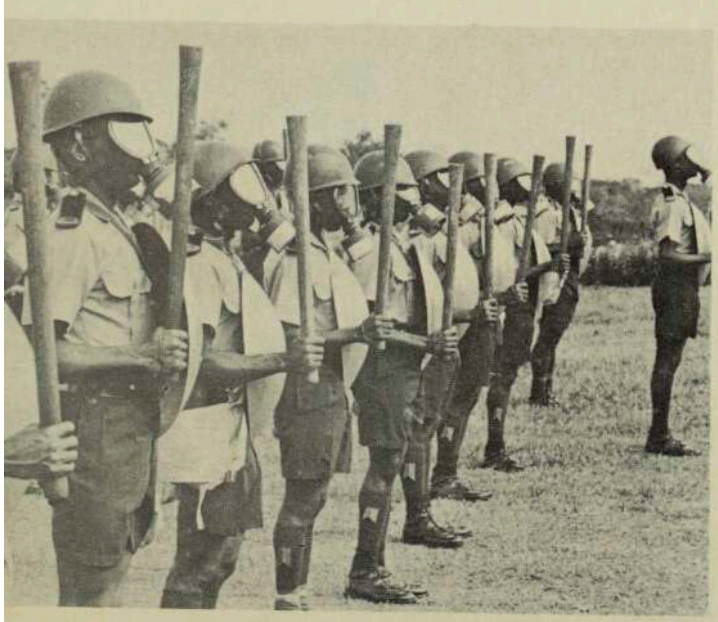

NEWS in PICTURES

THEY look tough and are, these members of the Royal Papua-New Guinea Constabulary riot squad. They are holding (above) tear gas and shotguns, and at left heavy batons and light metal shields which have replaced inefficient cane shields. Every policeman is trained for the riot squad, and even the police band can turn itself into a highly efficient squad if necessary. The squads are trained under strict discipline at Bomana Police Barracks, near Moresby. A squad usually consists of 30 police. The RPNGC has a strength of 155 officers, and 3,000 NCO's and men.

Pictures: B. J. Adams.

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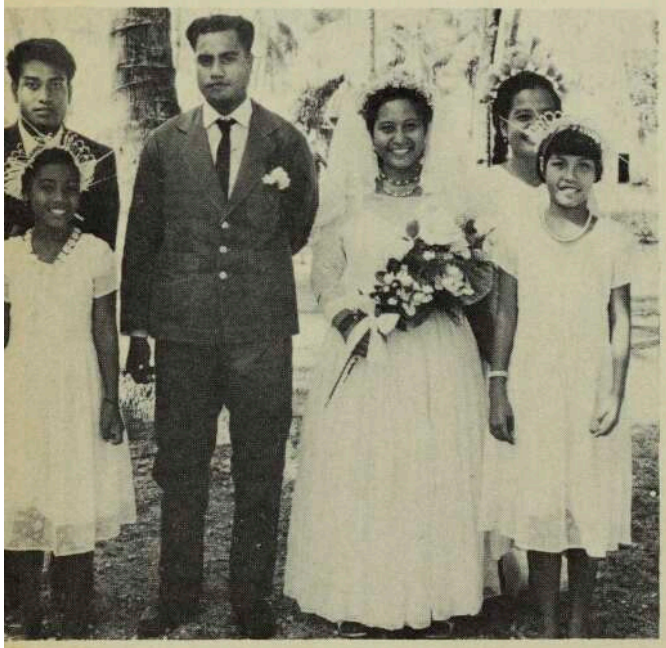
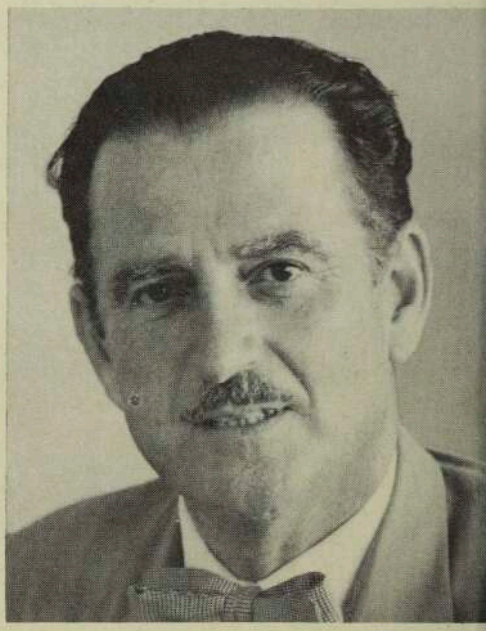
Mr. David Poon, of Wewak, New Guinea, and h
bride. They married in Hong Kong during a rece
six-months tour of Singapore, Hong Kong, Taiwa
and Japan.—Photo: Chin H. Meen.

ABOVE, after their marriage at St. Joseph's Church, Boroko, Port Moresby, Mr. and Mrs. Louis Vandenbrink. The bride was formerly Miss Patricia Crispin. BELOW, Mr. and Mrs. Euta Toma and their wedding group following their recent marriage at Betio, Gilbert Islands. The bride, Miss Tabei Uriam, is from the Ellice Islands, and the marriage ceremony was a merging of Gilbertese, Ellice and European customs.
Photos: Chin H. Meen and R. McD. Summers.





Mr. John Grover, Chief Geologist in the BSIP fo
many years, is shortly taking up a new post in Suv
as Director of the Geological Survey Department i
Fiji. Currently he is on leave.

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to Kokoda, Papua, recently went a party of about 70 former 39th alion men who fought in New Guinea in World War II. ABOVE, two nbers, Dick Rowarth and Ron Halsall, share thoughts with former Papuan ntry Battalion member Jacob Jago alongside the memorial on the famed oda Trail. More than 300 Australian and NG ex-servicemen will take in a "Return to Kokoda" ceremony from November 3-6, to commemorate 25th anniversary of the recapture of Kokoda. BELOW, Solomons wartime Sgt.-Major Vouza, in the US Marine uniform ceremoniously presented him in August when an official delegation of Marines flew from Hawaii to take part in the 25th anniversary of the Guadalcanal battle.

Banz, New Guinea, coffee planter P. N. Harbeck, who is also a major with the P-NG citizen military forces, the Volunteer Rifles, has just returned from a 16-day visit to Australian forces in Vietnam. While there he accompanied search and destroy patrols.

Ratu K. K. T. Mara, Fiji's new Chief Minister, performs his first ministerial duty in the Fiji Legislative Council in September and sets into motion the new ministerial system of government. The same day the Opposition walked out of the chamber.

Emma Heffernan, 24, of Fiji, is today making her name as a high fashion model i Sydney. And she has been modelling for only eight months. Emma, daughter o Mr. and Mrs. Nesbitt Heffernan, of Suva, and Fiji-born, came to Sydney only in Ma last year to work as a secretary and now is a full-time model. Her sister, Ellen, i with the Fiji Government representative's office in Sydney.

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People

Mr. Alvin L. Mangnall, 53, has n recommended to the United es Secretary of the Interior, Mr. Vart Udall, for appointment as itorial Secretary (lieutenant-gov-r) of American Samoa. Gov-r Owen S. Aspinall submitted Mangnall's name after conferring a newly-formed advisory council amoan chiefs. Mr. Mangnall has ed with the US Federal Govern-t for 28 years, mainly with the eau of Outdoor Recreation. He visited American Samoa several s.

overnor Aspinall told his advisory cil that he did not think the was ripe for a Samoan to be inted Territorial Secretary, as would divide Samoa. He added: nd the greatest criticism I receive, Governor, is that I am married Samoan. Apparently some of people of Samoa fear I will ur the members of my wife's ly. This is an unjustified fear. dge to be impartial and fair to Samoans".

Mr. D. G. Cudmore, the GEIC's Assistant Resident Commis-r, was due in Tarawa at the of September to take up his new He will replace Mr. M. M. nshend who has been transferred he New Hebrides as Assistant dent Commissioner.

Mr. John de Young has been inted Executive Officer for l Development on the South ic Commission in place of Mr. . McCreary, who retired from post in May to return to his ion of Associate Professor of l Science at Victoria University, ington. Mr. Young, who is 50, s an MA degree in anthropology the University of Hawaii. He formerly deputy assistant director e US Department of the Interior American Samoan and Micro-n affairs.

Three Solomon Islanders and a sh VSO volunteer have won the l Humane Society's Bronze al for heroism during last Nov-r's cyclone in Malaita. The four leading seaman Lazarus Lala, hands Lawrence Manaeli and Sakiri and VSO Peter Mellens. rescued struggling villagers an artificial island near Auki Lilisiana village who had their canoes swamped by gusts of wind estimated at over 100 mph.

● Honiara's first barbers' and ladies' hairdressing salon has opened in Mendana Avenue. The man behind the salon seems well qualified to run it, he is Mr. Kwok Hing Chung, 28, a graduate of the Hong Kong School of Arts, Beauty and Fashion.

● Major James Otton, RE, will arrive in Honiara in October to supervise reconstruction of Guadalcanal's Henderson Field airport. Work on the sealing of the runway and renovation of the part of it that has not been used since the last war is expected to take two years.

● Papua-New Guinea's first indigenous lawyer was admitted to the bar in Port Moresby on September 29. He is Mr. Joseph Aoae, aged 26, who is only the second of his race to gain a university degree. Mr. Aoae and an agricultural science graduate, Mr. John Natera, both come from Yule Island, about 60 miles west of Port Moresby.

● New Zealander Dr. Mervyn McLean and his wife arrived at Aitutaki, Cook Islands, in late August, to tape-record traditional music and obtain associated ethnographic data. Dr. McLean is Assistant Professor, Anthropology Department, Indiana University. He is making a study of Cook Islands' music so he can compare it with New Zealand Maori chants, and then with other Polynesian music. This will be a contribution towards tracing culture contact in Polynesia. The other object of the research is to preserve traditional Cook Islands music for the future use of Cook Islanders wishing to learn the old chants. No effective study has previously been made of Cook Islands music. The islands of the southern Cooks have been chosen for the initial survey because it is from there that the Maori people are believed to have left for New Zealand about 1350 AD.

Dr. McLean will remain in the Cooks until mid-December, and next year he will go to the University of Hawaii as Assistant Professor of Music.

● Mr. John Yaxley, British Director of Census for the census taken in the New Hebrides in May, left Vila at the end of September for about six months in Canberra, where he will write up a report on the census with Dr. Norma McArthur, whose book, *Island Populations of the Pacific*, is reviewed in this issue (p. 95). Mr. Yaxley will be attached to the Department of Demography at the Research School of Social Sciences at the Australian National University. The first part of the census report will contain a brief history of demographic movements and depopulation from Quiros' time to the present. The present New Hebrides population stands at 77,983, which is nearly 1,500 more than was at first thought (*PIM*, Sept., p. 39). The original figure included estimates for Tanna and the Santo Bush, which in the end turned out to be underestimates.

● When Italy's President Giuseppe Saragat arrived at Tahiti en route to Australia on September 21, he was the first foreign Head of State ever to visit the island.

● Dr. Allan Dwyer, famous Australian orthopaedic surgeon, is a man who believes in a busman's holiday. On a recent visit to the island of Bougainville, he lent a helping hand to the Roman Catholic Medical Mission, and in two weeks performed 36 operations to correct leg and hip deformities.

● An American priest-pilot and an Australian priest doctor are launching a small scale "flying doctor" service at the Marist mission on Bougainville. The two men are Father James Moore, of Philadelphia, USA, and Father James Harding, of Sydney.

● Mr. Francis Edmunds, a manager in Ghana for United Africa Company (Timber) Limited, was flown to Gizo, Solomon Islands, in early September to join Lever's Pacific Timber Limited. Mr. Edmunds, the second Ghanaian to be seconded to LPT, will later help logging operations on nearby Kolombangara Island—due to commence in mid-1968.

● Mr. V. P. Morandi, the first traffic manager in Fiji's new Marine Department, arrived in the Colony in August. For 14 years, to 1965, he was traffic officer with the Nigerian Port Authority and before that was traffic officer with the Port of London Authority. In his post in Fiji he will deal mainly with cargo handling and movement through Government ports.

● Well-known Port Moresby businessmen Mr. Vince Sanders and Mr. Ray Thurecht, piloted a Piper Cherokee 6 light aircraft from Port Moresby to Sydney in September for the South Pacific Aero Clubs. The aircraft had been on a demonstration flight in the territory. Mr. Sanders is chairman of the clubs, which are Piper agents in the territory.

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Business and Development

Way clear for P-NG's "greatest single commercial venture"

A bill which will make possible what was described as the greatest single commercial venture" in the history of 'apua-New Guinea was passed by the territory's House of ıssembly at its Budget session in August-September. The ven- ıre could eventually transform the territory's economy.

E bill is the Mining (Bougain- ville Copper Agreement) Bill , which approves an agreement een the P-NG Administration he Bougainville Copper Pty. Ltd. ıe mining of copper on Bougain-

ugainville Copper Pty. Ltd., h was formed in mid-year, is olled by Conzinc Riotinto of ralia (CRA), as the major share- r. CRA is in partnership with Broken Hill Consolidated, which ı one-third interest.

e Director of Lands, Mr. D. S. e, stated at the P-NG Assembly's meeting that the company had dy spent about $4 million in find- ı large body of low-grade ore at una; and that the cost of bring- ı copper mine into full produc- there could be well over $100 ın.

Huge royalties

ıen full production was reached veral years, up to $500,000 per would be paid by the company e Administration in royalties.

ı full production, the operation pected to provide about 200,000 of copper concentrates for ex- and these concentrates should in about 70,000 tons of the copper," Mr. Grove said, "In ion, between 200,000 and 300,000 gold should be produced each as a by-product from the treat- of the copper ore.

nce the project is firmly estab- l, some eight to 10 years after ıencement of production, and ıaximum tax is being paid, the nistration would hope to receive ıl revenue of about $10 million year from the project through duties and royalty."

. Grove said that there would reat benefits for the people of Bougainville. Education, health and community services would be stimulated, and there would be great opportunities for employment and the sale of local garden produce.

He added that an important part of the agreement between the company and the Administration was that the Administration would have the option to take up at par 20 per cent. of the share capital of the company. Shares would be held in trust for the people of the territory. Later on a method would be worked out for the people of the territory to buy some of them.

In the debate on the bill during the Budget session, Mr. A. C. Voutas (Kaindi, Open) expressed concern over the ability of New Guineans to become shareholders in the company when the opportunity was given them to participate.

"The Administration has agreed that for the first 15 years, only one-quarter of the shares can be transferred to eligible territory residents," he said. "The people in my electorate are particularly concerned with this question of share participation. The people at the village level are only capable of investing between $5 and $20 in any company, be it CRA or any future company.

"Good agreement"

"It seems to me that a lot of thought has to be given to some institution or some mechanism to exist between the villager and the company to allow the villager to become a shareholder."

Mr. Paul Lapun, the native member for Bougainville (Open), in whose electorate the Panguna mine is situated, said the agreement was a good one.

"If each of us men in the villages can buy shares in the company . . . then we can co-operate with CRA, and will not be enemies with them," he said. "Then we can say that CRA is a company belonging to us all . . . It will be a good thing provided that the shares do not remain too long with the government."

New nickel venture in New Caledonia

THE two partners for the second nickel company for New Caledonia are Kaiser Aluminum of New York, and the territory's current sole nickel miner, Societe Le Nickel of France.

There has been much talk in Noumea in recent months about the second nickel company after the French announced last December that a second company would be allowed (*PIM*, Jan., p. 142).

An announcement was made in New York of the new venture by Kaiser Aluminum on September 18.

Two new joint-owned companies—New Caledonian Nickel Company and Kaiser Le Nickel Corporation—will be formed, and one will produce nickel in New Caledonia and the other will sell it in North America.

Spokesman for the new companies said they could now move immediately to construct a processing plant in New Caledonia and set up a sales organisation in the United States.

Work on a New Caledonian nickel plant with an annual capacity of 15,000 metric tons was expected to begin "soon".

However, while the new company meets the French Government's requirement that nickel output in New Caledonia be stepped up, it does not meet New Caledonians' desire that Le Nickel should have outside competition to limit its domination of the island's economy.

International Nickel (Inco) of Canada and American Metal Climax are tipped as the final contestants for the role of partner in a third French consortium, which is expected to invest $US200 million in New Caledonian nickel mining.

The French Government is expected to announce its decision by early November so the third project can get going by the end of the year.

Meanwhile International Nickel is still waiting for results on nickel ore

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Business and development

it shipped to Canada earlier this year from Santa Isabel Island, in the Solomons, for assessment by metallurgists (*PIM*, May, p. 131).

With the company asking for an extension of its Santa Isabel nickel concessions, the Kaiser-Le Nickel venture and talk of a third nickel company on New Caledonia, competition for supplies of highly-prized nickel ore in the Pacific has intensified.

New capital for Fiji industries

FIJI Industries Ltd., Suva-based cement manufacturer, allotted 44,000 new ordinary F10/- shares at a premium of F12/6 to an Australian cement firm, Australian and Kandos Cement Holdings Ltd., of Melbourne, in early September.

The price was equal to about $2.50 a share, which made the transaction worth about $110,000, representing just over eight per cent. of Fiji Industries' total paid-up capital.

The directors of Fiji Industries said they had taken the opportunity to form "an association" with the Australian company and they expected long-term benefits to accrue from it. The funds raised from the placement will be used for expansion purposes.

What expansion Fiji Industries had in mind was not revealed.

Group net profit of Fiji Industries fell by £F27,166, or 36.4 per cent. to £F48,003 in the year ended June 30, it was later announced.

Dividend is held at the increased 14 per cent. paid last year with a final of 7½ per cent.

French flour sales to Fiji criticised

FRENCH inroads into Australian sales of flour and sharps to Fiji came in for criticism by the chairman of Hackshalls Limited, Mr. M. H. R. Gough, in his company's annual report for the year ended June 30.

Flour mill running time improved with ample supplies of wheat available for milling, Mr. Gough said. Unfortunately full advantage of this could not be taken as heavily subsidised flour and sharps from Europe were being sold in the Pacific Islands at prices below the Australian cost of production.

Conditions in Fiji were more favourable than anticipated due to an increase in tourism and substantial building development.

Hackshalls, general islands merchant, also makes soap and biscuits in Fiji.

Net profit for the year was $211,869 and a final dividend of 7½ per cent. will be declared payable on October 11, making the full year's dividend 15 per cent.

Earlier this year Australian flour exporters protested that French flour exporters were selling cut-price flour to big importers in Fiji (*PIM*, June, p. 129).

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Guinea Gold NL to carry on

THE voluntary liquidation Guinea Gold NL was narrov averted in late September after French-Canadian investor, Mr. N Galland, and other shareholders posed a resolution aimed at windi up its operations at a special meeti in Adelaide.

Guinea Gold pioneered many routes in New Guinea in the l 1920's and 1930's and also conduct extensive mining operations in territory before World War II. left New Guinea after the w when enemy action ruined most its assets at Bulolo, and has mained an almost dormant mini investor, with its only real as nearly 25,000 shares in the mu million dollar Canadian miner, Pla Development Ltd.

Mr. Galland, who recently acquir 50 per cent. of Guinea Gold's capit told *PIM* he was "not in favour liquidation" and he said he want to revive the company as an acti mining investor and miner, possib in New Guinea or "elsewhe depending on prospects".

Through a Sydney firm, Rea Credit Ltd., Mr. Galland, recen bought 142,415 Guinea Gold shar equal to 28.5 per cent. of the co pany's capital, for $1.64 ea (Placer shares were worth abo $33.80 in late September).

At the Adelaide directors' meetir Mr. Galland was elected to the boa of Guinea Gold and appoint managing director. Mr. K. L. Carr remained chairman.

Old Noumea firm to close down

ONE of Noumea's oldest impo export houses is to go in voluntary liquidation. It is the Socie Havraise Caledonienne, which *PIM* Noumea correspondent says has be "very shaky for a number of years

SHC as it is generally know once formed part of a Fren Empire-wide chain headed by t parent company at Le Havre France.

Some time after the last war t business was acquired by Ne Caledonian shareholders, and son effort was made to modernise oper tions, principally by constructing very expensive modern building.

However, no progress was made the development of the business ar a few years back the business w taken over by the Pentecote grou

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he decision has now been made wind up the company. Local nion of the failure is that chandising brains were absent n the management.
he business once boasted 15 nches—10 of them in Noumea's urbs and five in country centres. have now been disposed of.

NG raises head

October, first tenants will move into what will probably be several years to come New nea's prestige office block—the million, 12-storey A NG House Port Moresby.
he Australia New Guinea Cor- tion group of companies has the block, the first tall, modern ding of its kind in the territory. elt there was a need in the ter- y for a modern office block for companies, and that it would be od investment.
r. Steven Rich, chairman of ANG lings, the corporation's publicly l affiliate said in August that block was 100 per cent. "booked and he hoped it would be ially opened early next year.
nants included Qantas, TAA, Bank, W.D. and H.O. Wills, Department of Territories, the lopment Bank, the Reserve Bank Australia, Commonwealth New ea Timbers, and Phillips Oil.
NG's activities in the territory de tea, coffee and rubber planta- , timber operations and small al shipping interests around Port sby.
r. Rich described work on 3,000 at Cape Rodney, in the eastern n of the Gulf of Papua, as part "multi-million dollar timber ct". With a subsidiary, Pacific d Timbers, more than $1 million been spent on plant, logging ties and equipment so that timber rts could start to Australia and in 1968.
the Cape Rodney land, 1,000 had been cleared and high-grade r was grown on 300 acres.
th rubber prices very low it was dered 1,000 acres was the ideal for a plantation to be run on mic lines and the corporation ot yet decided whether to extend ubber plantings or try something on the cleared land.
. Rich said Pacific Island ers, which suffered losses in and 1965 before it was taken by the corporation, had returned ofitability.
NG Holdings had three coffee plantations near Goroka — Huvei, Elmbarlee and Hoka—totalling about 280 acres. Last year they produced 131 tons of coffee.

At Banz, in the Western Highlands, the company intended to plant 1,400 acres with tea. Workers had already planted 300 acres and another 300 acres would be planted in 1968. A tea factory would be built in 1969.

Total cost of the tea project so far, Mr. Rich said, was about $600,000.

ANG Holdings, with a modest $26,000 profit for 1965-66, would show a bigger return this year, Mr. Rich said, and the company was "very confident" it would pay dividends in two years.

The corporation is a consortium of leading Australian and overseas banks, financial bodies and industrial and pastoral concerns.

W. R. Carpenter and Burns Philp, through their insurance company associates, Southern Pacific Insurance Company Limited and Queensland Insurance Company Limited, have interests in the corporation.

The larger shareholders are:
Associated Pulp and Paper Mills Ltd., Australasian Capital Assurances Ltd., Australasian Temperance and General Mutual Life Assurance Society Ltd., Australia and New Zealand Bank Ltd.—through their wholly owned subsidiary Australia and New Zealand Investments Ltd., Australian Metropolitan Life Assurance Company Ltd.,
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Shipping losses help good copra prices

DEPUTY chairman of the P-NG Copra Marketing Board, Mr. K. G. Oliver, reporting on world copra trends in Port Moresby on September 22, said that daily prices set during August by the copra associations in London and Holland resulted in an average of £Stg.69/17/6 for September shipments.

Prices set so far during September indicated an average of £Stg.70 for October shipments, he said.

He added; "Early June saw an upward trend in the daily prices advised from London and as these are still holding firm the board's tentative price was increased by $5 per ton effective from September 1. Tentative prices, including the present bounty distribution of $3 per ton, are: Hot-air, $126 per ton; FMS, $123, smoke $121.

"Latest advices from London are of a continued decline in Philippine exports for July. Exports of copra were down 22 per cent. and coconut oil 34 per cent., giving a combined decline of 25,000 tons oil basis or 26 per cent from last year.

"The total for the first seven months of the year from January/July is down by 131,700 tons oil basis or about 25 per cent.

"A recovery of exports is expected for the last five months of the year but the present shortage was aggravated by recent shipping losses off Africa, Cadiz and the Philippines.

"These losses contributed to the present relatively good prices.

"Territory production is presently running at about the same level for the period January/August last year and indications are for an annual production of around 115,000 tons."

May be record for GEIC copra

COPRA production in the Gilbert and Ellice Islands appears to be heading for a record this year. Mr. A. Z. Bolt, secretary of the GEIC Copra Board, said in late August that production provisionally could be 8,500 tons as against 7,870 tons in 1959, the best year so far. These figures exclude plantation production at Christmas, Fanning and Washington Islands.

Mr. Bolt said that for a good many years all copra from the GEIC has gone to Europe through contracts with Unilever. These had continued after the old Ministry of Food contracts ended.

"There is some hardening in the market indicating that future contracts may not so easily be renewed," he said.

One of the economic facts which plagued the colony was the very high cost of copra collection from 37 islands spread over one million square miles, excluding the Line Islands. These costs remained whether the price was a low £Stg.58 or a reasonable £80, he said.

Cook Is. copra "in the money"

REPERCUSSIONS from the recent Suez Canal crisis and the current unstable Nigerian situation will be felt in the Cook Islands in a favourable way at least until the end of the year.

Fixed copra prices in the Cooks for the last quarter of the year will be the highest for 15 months. First grade hot-air dried copra will fetch $NZ132.93 per ton packed f.o.b.—a rise of $NZ12.93 over the last quarter's price. First grade sun-dried copra will fetch $NZ130.97 (a rise of $NZ14.93) and standard grade copra will be worth $NZ129.51 (up $NZ14.94) per ton.

Cook Islands copra now collects the best price in the South Pacific.

Rubber prices hit rock-bottom

WHY grow rubber these da Papuan rubber growers w e seriously asking themselves t question in early September wh world prices for natural rubber a 15-year low.

On September 11, London pri were about 14¼d Sterling a lb equivalent to about 17¾ cents A tralian a lb returned to Papu estates.

For many of the smaller rubb growers this puts returns at less th their cost of production—so they growing rubber at a loss.

Papua has about 73 non-indigenc rubber holdings, covering nea 34,000 acres. The commodity is, has been, one of Papua's top mon earners.

The big slump in rubber prices h been caused by two factors—ov production by the world's rubb giants, Malaysia, Thailand and donesia; and increasing inroads i traditional crude rubber markets synthetic rubbers.

With a recent 10 per cent. cut synthetic rubber prices, brokers c see no price rises in the offing natural rubber.

For Papuan growers who decide continue producing in the hope th prices will eventually recover it plain that they must cut producti costs and increase the yield of th trees.

Soap factory for Lautoka

A F£50,000 locally-owned so factory at Lautoka, Viti Le was opened by Fiji's Minister Commerce, Industry and Labo Ratu Edward Cakobau, on S tember 16.

Built by Punja and Sons, t factory will employ 18 men a produce at first 2½ tons of washi soap a day. It is hoped that by t end of the year powdered and flak soap and toilet products will made.

Processing oil for the factory w be bought from a Lautoka oil crush who purchases from copra grow in the Yasawa and Mamanu Islands.

● Plantation Holdings Lt Papuan copra and cocoa grow made a net profit of $43,070 for t year ended June 30, as compar with $37,765 for the previous ye

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Produce Prices

Unless otherwise stated, quotations are Australian currency. New Zealand $1 ds $A1.24, Western Samoa $1 equals 24, 8/- Sterling equals $A1; 1 pa'anga nga) equals $A1; 5,381 rupees Ceylon ds $A1; 98 Pac. Frs. equals $A1 and 1.125 equal $A1.)

COPRA

APUA-NEW GUINEA:—All production elivered to Copra Marketing Board, rolled by six members, including three ters' representatives. The board directs ibution and sales, and makes pay- s to the producers. Production goes ly to (a) Unilever, in UK, (b) Aus- a for local consumption, (c) crushing- in Rabaul, and (d) Japan (surplus vailable). Prices generally tally with g rate in Philippines with premiums ot-air dried.

NG Board's purchase prices for copra ered main ports in September were ir dried, $126 per ton; FMS, $123 per smoke-dried, $121 per ton.

JI:—The Fiji Coconut Industry Board the prices to be paid for Fiji on a formula based on that for ppines copra, and taking into account ht, taxes, selling costs, shrinkage, The copra must be graded at centres uva, Levuka, Lautoka, Savusavu and uni. Prices in Suva to Oct. 15 were: e one, £F57/15/-; grade two, 2/17/6 and grade three, £F45. A of deductions has been established copra delivered to grading centres than Suva.

ESTERN SAMOA:—All production is to the Copra Board of Western a at fixed prices. The Board makes ents to producers through its agents local firms—and sells the copra on pen market with a portion to Abels NZ. Last prices in September were 6 for grade one, $WS91 for grade un dried, and $WS83 for grade two.

NGA: All copra is sold to the Tonga Board which sends it to Europe the open market. September prices owers were $T104.50 first grade and second grade.

EXCHANGE RATES

I.—Through **Bank of NSW, ANZ , Bank of NZ, Bank of Baroda, alia on Fiji,** basis £F1: buying 225, selling $A2.26. **Fiji-London,** basis .100: b. £F112, s. £F110/15/-. **NZ-** basis £F1: b. $NZ1.7923, s. 8147.

STERN SAMOA.—Through **Bank of rn Samoa, Australia-W-Samoa,** basis : b. $A1.2363, s. $A1.2454. **NZ-W. a,** basis $NZ1: b. $WS1.0050, s. par. **V. Samoa,** basis £F1: $WS1.8182, s. .8018. **W. Samoa-London,** basis .1: b. $WS2.0200, s. $WS2.0100.

RFOLK IS. AND PAPUA-NEW EA.—Australian currency used; no nge payable in transactions with alia.

ENCH PACIFIC COLONIES.—Pacific s (CPF) are used in New Cale- , New Hebrides (jointly with Aus- n dollars), Wallis and Futuna ls and Fr. Polynesia. **French Bank,** y, on Sept. 28, quoted: Selling, ea and Papeete, 98 Pac. francs to st.; 240 Pac. francs to £ Stg., x. 90 Pac. francs to US $; Noumea ic. francs to 1 French franc (con- n rate: 1 Pac. francs equals 0.055 h franc). **Paris-London:** Buying francs to £Stg.

SOLOMON IS.: All production marketed through official BSI Copra Board, at prices based on Philippines rate. Output goes to Unilever, UK; to Australian crushers; and the balance on to the open market. Prices on Sept. 15 were: 1st grade, $120; 2nd grade, $116; 3rd grade, $106 per ton, 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 $67.20 per ton for first grade.

NEW HEBRIDES:—Copra sold direct by planters to France and Venezuela. Official price on Sept. 22 was $68 (6,800 Pac. Francs). French price then was 905 francs per metric ton, c.i.f., Marseilles.

NEW HEBRIDES:—Copra sold direct by planters to France and Venezuela. Official price on Aug. 26 was $68 (6,800 Pac. Francs). French price then was 910 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 October, November and December, have been fixed, subject to freight adjustment, at $NZ132.93 first grade, hot air dried; $NZ130.97 first grade, sun dried and $NZ129.51 standard grade, all per ton packed f.o.b.

OTHER PRODUCE

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.

COCOA:—Islands prices are usually based on the rates for Ghana cocoa. On Sept. 25 these were approx. £Stg.245 per ton, c.i.f., London (Oct. to Mar. shipment).

On Sept. 27, Quote No. 1: In store Rabaul, export quality $470 per ton, ex-wharf Sydney, $520, and declining. Quote No. 2: Best quality, ex-wharf Sydney, $530, in store NG ports $467 (for UK, Continent and USA shipments).

W. Samoa.—Latest prices quoted in Sydney, on Sept. 20, were: Grade 1, £Stg.250, grade 2, £Stg.222/10/- per ton, f.o.b., Apia.

COFFEE.—P-NG: Sept. 27, Quote No. 1, good quality A grade 37c to 40c per lb; B grade 36c to 38c; C grade 35c to 36c; X grade 36c to 39c and native X grade 33.5c to 34c.

CROCODILE SKINS. — On Sept. 28 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.**, Honiara: $1.89 per in. Gizo: $2.10 per in.

GREEN SNAIL SHELL.—Sydney buyers quoted: Sept. 28, No. 1, 1st grade, $500, f.o.b. Islands ports, 2nd grade, nom., $240 on wharf, Sydney. **Honiara:** 16c lb.

PAPUAN GUM: New Guinea graded gum $185 per ton, f.o.b., Samarai, ungraded gum $174, f.o.b., NG.

PEANUTS.—P.-N.G.: Sydney agents reported Sept. 28, f.o.b., Lae; Kernels—white Spanish 15c lb.

PEARL SHELL.—Fished by Japanese and Australian interests around Cape York and Broome, North Australia, for mainly cultured shell production. Shells were scarce in July. Two Sydney buyers, on Sept. 28, quoted these prices: Sound $1,650 per ton, D grade $1,180, E grade, $650, EE $470 (in store Sydney).

Solomons.—Honiara, mother of pearl blacklip 15c lb, goldlip 20c lb.

Cook Islands.—Penrhyn Island, $NZ700 (approx.), f.o.b., Rarotonga.

RICE (Aust.): Prices, until Mar. 31, 1968, are—**P.-N.G.:** Dried brown rice, 112 lb bags, $128 per ton, f.o.w. Sydney or Melbourne. Vitamin enriched white rice, 56 lb bags, $142 per ton, f.o.w. Brown, 40 lb bags $138 per ton. **Other Pacific Islands:** Polished white (56 lb bags) or dried brown rice (112 lb bags), $150 per ton, f.o.w.

RUBBER.—P-NG price is based on Singapore rates, which on Sept. 27 were: Prompt nominal shipment 51⅝ Malayan cents per lb, c.i.f. (14.98 Aust. cents); Oct. M52¼c (A15.15c) and Nov. M52½c (A15.22c).

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.

TROCHUS.—Sydney buyers indicated the following quotations to Islands producers: Sept. 28 — **Papua** — $175-$185 per ton; **N.G., B.S.I.**—$150-$160 per ton, f.o.b. Islands ports—direct shipment to overseas markets.

TURTLE SHELL.—BSI: first grade unmarked 90c a lb at Gizo.

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, buy mainly from Tahiti for Sydney and Melbourne essence makers. Prices on Sept. 28 were: white and yellow label processed, standard packs, $6.50, green label, $6.40 c.i.f. Sydney.

UK, US, CEYLON QUOTES

COPRA: LONDON, Sept. 22, Philippines, in bulk, $US200 per long ton, c.i.f., UK/Nth. European ports. Malayan 1% c.i.f. UK/Nth. European ports, UQ. US Pacific Coast, Philippines, $US177 per short ton. CEYLON: Spot, 1,075 Rupees per long ton.

COCONUT OIL: LONDON, Sept. 22, Ceylon, 1% in bulk, £Stg.115/10/- per ton, c.i.f., UK/Nth. European ports.

RUBBER: LONDON, Sept. 27, spot 15⅝d Stg. lb; Oct. 15, 11-16d Stg. lb; Jan., 16-3/16d Stg. lb.

Stock Market

LAST SALES SYDNEY

	Aug. 25	Sept. 27
A. Lemon .50	.70	.75
ANG Hold. 1.00	1.00	.99
Bali Plantations .50	.49	.48
Burns Philp 1.00	4.05	3.98
Burns Philp (SS) 2.25	4.10	4.00
Camelec .50	.58	.58
Carpenter .50	2.12	2.00
Choiseul Plntn. 1.00	2.85	2.90
C.S.R. 1.00	3.86	4.45
Dylup Plntn. .50	.59	.58
Fiji Industries 1.12	2.30	2.60
Hackshalls .50	1.43	1.41
Kerema Rubber .50	.20	.19
Koitaki Rubber .50	1.07	1.08
Lolorua Rubber .50	.42	.42
Makurapau Plntn. .50	.44	.42
Mariboi Rubber .50	.35	.28
Plantation Hldgs. .50	.39	.40
Queensland Ins. 1.00	4.50	4.50
Rubberlands .50	.23	.26
Sogeri Rubber .50	.57	.60
Sth. Pac. Ins. .50	1.35	1.66
Steamships Tdg. .50	.62	.62
do. new	.09	.59
Watkins Cons. .50	.55	.65
OIL AND MINING SHARES		
C.R.A. .50	8.18	8.34
Emperor .10	.58	.51
NG Gold Ltd. .35	.60	.53
Oil Search .50	.28	.32
Pacific I. Mines .25	.49	.50
Papuan Apin. .50	.21	.25
Placer Dev.*	34.30	33.80

* No par value

Sydney stock exchange share price index for ordinaries on Sept. 27 was 410.23. On Aug. 25 it was 399.35.

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SOUTHERN CROSS—NORTHERN STAR
Linking the
PACIFIC ISLANDS with . . .
England, West Indies, New Zealand,
Australia and South Africa

•

One Class liners, Southern Cross (20,000 tons) and Northern Star (24,000 tons)—air-conditioned with the latest in amenities.
Regular sailings approximately every six weeks via Panama Canal and South Africa, calling at a selection of the following ports: Fiji, Rarotonga, Tahiti, Acapulco, Balboa, Curacao, Trinidad, Barbados, Miami (Pt. Everglades), Bermuda, Lisbon, Southampton, Las Palmas, Cape Town, Durban, Fremantle, Melbourne, Sydney, Wellington, Auckland.

For full particulars apply:—
Fiji—Any branch or agency of Burns Philp (South Sea Co. Ltd.).

Cable Address: Burphil.
Tahiti. Messageries Maritimes, Papeete.
Cable Address: Messagerie Papeete.

SHAW SAVILL LINE

S.S. "Northern Star"
(24,733 TONS)

INTEROCEAN STEAMSHIP CORP.

GENERAL AGENTS
680 Beach Street, San Francisco, California 94109.
Telephone: 415-771-6400 ITT 910-372-7388 RCA 27-337 Cables: "INTERCO"

POLYNESIA LINE LTD.
MOTOR VESSEL "GRAZIELLA ZETA"
Regular Freight and Passenger Service between
Pacific coast Ports of U.S.A.—Canada and Tahiti—Samoa
(other ports on inducement)

ERIK MURER,
Box 1631, G.P.O., Sydney, N.S.W. 2001, Australia.
Telephone: 27-8505 Cables: "EXPLORER—Sydney".

PORT AGENTS
PAPEETE: Maison Morgan—Vernex, Cables—"Morex".
PAGO PAGO: B. F. Kneubuhl, Cables—"Kneubuhling".

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Shipping, Airways Information

● PIM's shipping and airways schedules are revised each month just before publication from information supplied by the shipping and airways companies. Detailed information on ships' sailing dates should be obtained from shipping agents.

HIPPING TIMETABLES

BRISBANE - SYDNEY - WEST IRIAN - INDONESIA

he P.N. Djakarta Lloyd Shipping ipany operates a monthly cargo service a Indonesia to Sukarnapura, Brisbane, ney and Melbourne with the Pilar idor.
etails from John Manners and Co. st.) Pty. Ltd., general agents, 4 Bridge Sydney (27-9164).

SYDNEY - FIJI

he CSR Company operates a enger/cargo service, usually with the Rona, departing Sydney every three our weeks for Suva and Lautoka.
etails from Colonial Sugar Refining Co. 1 O'Connell St., Sydney (2-0515).

NEY - FIJI - TONGA - SAMOA

nion Steam Ship Co. maintains six-weekly cargo service with the mate from Sydney to Lautoka, Suva luding transhipments for Vavau and), Nukualofa and Apia with return ydney via Auckland. The return trip sionally takes in Malua (Fiji) and ranga (NZ) for timber.
etails from Union Steam Ship Co. of 247 George St., Sydney (2-0528).

SYDNEY - FIJI - UK

handris Line vessel Australis main- s a two-monthly passenger service Sydney via New Zealand and Fiji outhampton, and return via Suez to ney.
etails from Chandris Line, 135 King et, Sydney (28-2451).

SYDNEY - FIJI - VANCOUVER

acific Shipowners Ltd., of Suva, nally operate a passenger-cargo ser- three times yearly with the Lakemba ng at Sydney, Melbourne, Suva, oka, Honolulu, Vancouver.
e Lakemba will occasionally call at aide on the southbound run if it ies timber or paper.
etails from American Trading and ping Co. Pty. Ltd., 19 Bridge Street, ney (27-4147).

SYDNEY - GEIC - HONOLULU

olumbus Lines of New York, operate roximately monthly passenger-cargo ngs from West Coast, USA (with sional calls at Papeete or Pago Pago) Australia and New Zealand, returning Tarawa, GEIC (with transhipments to uro in the Marshall Islands) and olulu to Los Angeles or Vancouver.
etails from American Trading and ping Co. Pty. Ltd., 19 Bridge Street, ney (27-4149).

SYDNEY - LORD HOWE - NORFOLK IS. - NEW CALEDONIA

Jacques del Mar II (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., 5 Macquarie Place, Sydney (27-8311).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Messageries Maritimes Line passenger-cargo vessels, Tahitien and Caledonien from Marseilles, via West Indies and Panama, call regularly at Papeete, Taiohae (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, calling at Sydney, Wellington, Auckland, Rarotonga, Suva, and Papeete.
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 Holland-America Line, cnr. Bridge and Pitt Sts., Sydney (27-6432).

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

Australia-West Pacific Line operates a regular cargo/passenger service from Melbourne, Sydney and Brisbane to Port Moresby, Rabaul, Madang and Lae.
Details from Wilh. Wilhelmsen Agency Pty. Ltd., 13 Bridge St., Sydney (27-6301).

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, Kavieng, Port Moresby, Sydney.
Malekula maintains a seven-weekly service from Sydney and Brisbane to Pt. Moresby, Lae, Madang, Lombrum, Lorengau, Rabaul and Bougainville ports.
Moresby maintains a seven-weekly service from Sydney and Brisbane to Pt. Moresby, Samarai, Rabaul, Kavieng, Lae, Madang, Wewak, Kavieng, Rabaul.
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. vessel Papuan Chief leaves Sydney every two and a half weeks for Brisbane and Port Moresby. On alternate trips she makes a call at Samarai.
Details from Swire and Yuill Pty. Ltd., 2 Spring St., Sydney (27-4701).
Karlander New Guinea Line cargo vessels Sletfjord, Saidor, Sarang and Sletholm leave Sydney approx. weekly for P-NG ports, calling at Brisbane, Pt. Moresby, Rabaul, Lae, Madang, Wewak, Kieta, Fulleborn and occasionally Gizo, Honiara, Buka and Vanimo.
Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

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 and Djakarta.
Details from Blue Star Line (Aust.) Pty. Ltd., 32-34 Bridge St., Sydney (27-1271).

Australia-West Pacific Line vessels maintain a regular passenger-cargo service from Adelaide, Melbourne, Sydney, Brisbane to Lae then Taiwan, returning to Australia via Lae.
Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (27-6301).

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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 Swire and Yuill Pty. Ltd., 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 (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 (28-2451).

EUROPE - NEW GUINEA - WEST IRIAN - 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.

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

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 Vosges run monthly between France and Noumea via Suez Canal 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 Interocean Lines, 261 George St., Sydney (2-0573).

FAR EAST - FIJI

China Navigation Co. Ltd. vessels Kwangsi, Norman, Nanchang and Kwangtung 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.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

FAR EAST - FIJI - NZ - SYDNEY

Royal Interocean Lines operate a monthly passenger-cargo service with the Tjimanuk, Tjitarum and Tjiliwong from Hong Kong and Singapore to Fiji and NZ, calling at Suva and Lautoka, and returning via the Philippines.

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

FAR EAST - P-NG

China Navigation Co. Ltd. vessels Kweilin and Ninghai maintain a regular monthly passenger/cargo service from Japan direct to Lae and Pt. Moresby, thence Tasmania, Melbourne and Fremantle.

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA

China Navigation Co., Ltd., vessels Chefoo, Chengtu and Chekiang maintain a monthly cargo service from Japan and Hong Kong southwards to Rabaul, Kavieng, Madang, Lae, Samarai, Pt. Moresby, with regular calls at Wewak, Honiara, Santo and Noumea returning to Japan direct.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

JAPAN - SAMOA - FIJI - N. CALEDONIA - N. HEBRIDES - BSI

The Daiwa Navigation Co. Ltd. runs a monthly passenger/cargo service from Japan via Guam to Apia, Pago Pago, Suva, Lautoka, Noumea, Vila, Santo and Honiara.

Details from Banno Oceania Ltd., Suva.

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 (71-846) 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, Nukualofa, Suva, and return to New Zealand (usually Auckland).

Details from Union Steam Ship Co. of NZ, Quay and Commerce Sts., Auckland (49-430).

NZ - NEW CALEDONIA - NORFOLK ISLAND

Holm and Co. Ltd., vessel Holmburn provides a two-monthly service from NZ to Noumea and Norfolk Island and reurn.

Details from Holm Shipping Co., Customs Street East, Auckland (49930).

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.

NZ - TAHITI - COOK ISLANDS

Holm and Company's passenger-ca vessel Magga Dan maintains a t monthly service from Auckland, NZ, Papeete and Rarotonga, with calls Lautoka, Suva, Apia and Nukualofa wh cargoes warrant.

Details from Holm and Co. L Customs Street East, Auckland (49930)

NTH AMERICA - TAHITI - AM. SAMOA

Polynesia Line vessel Graziella Z maintains a regular seven-week ca route (with limited passenger space) fr Los Angeles, San Francisco, Coos B (British Columbia), Papeete and P Pago and return the same way.

Details from Interocean Steams Corp., Box 1631, GPO, Sydney (27-850

TONGA - FIJI - AUSTRALIA

The Tonga Copra Board ves Niuvakai operates a seven-weel passenger-cargo service from Melbou and Sydney to Lautoka, Suva, Apia, P Pago and Nukualofa.

Details from Burns Philp and Co. Lt 7 Bridge Street, Sydney (2-0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates cargo and passenger service betwe Nukualofa and Fiji (Suva, Lautok Ellington, Rotuma) with MV Aoniu. Ca are also made as required at Apia (Samoa) and Pago Pago (Am. Samo

Details from Burns Philp (SS), Suv

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintain by Conference vessels, sailing at regul monthly intervals out of London, v Panama, for Apia, Suva and Lautok Bethell, Gwyn and Co. Ltd., act as Loa ing Brokers in London.

Details from Burns Philp (SS), Suv

UK - TAHITI - NZ - AUSTRALIA

Cogedar Line vessel Flavia, operates passenger service regularly fro Southampton, via Panama, Papeete a Auckland, to Sydney.

Details from agents: H. C. Sleigh, 1 York St., Sydney. (2-0253).

UK - PAPUA - NG - BSI

Bank Line operates a monthly dire service from Europe to Pt. Moresb Samarai, Lae, Madang, Wewak, Kavien Rabaul and Honiara, occasionally exten ing to Tarawa, GEIC, or Vila and Sant New Hebrides.

Details from Bank Line (A/asia.) Pt Ltd., 269 George St., Sydney (27-2041).

USA - AMERICAN SAMOA - FIJI AUSTRALIA

Matson-Oceanic Line operates monthly passenger-cargo service from Lo Angeles with the Sonoma, Sierra an Ventura. Terminal ports, in Australi vary with cargoes offering. Vessels ca at Sydney, Brisbane, Melbourne, Pag Pago and Honolulu.

Details from Matson Lines, 50 Youn St., Sydney (27-4272).

USA - AUSTRALIA

Pacific Australia Direct Line's vessel maintain a monthly service fro West Coast Nth. American port

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Sydney, Melbourne and Adelaide, sionally calling at Honolulu, Suva Lautoka.
tails from Birt and Co. Pty. Ltd., stlereagh St., Sydney (2-0313).

USA - PACIFIC PORTS - NZ - AUSTRALIA - USA

nk Line Ltd., operates regular ices from US Gulf ports to Australia NZ. Frequency of sailings offering ightly availability for calls at Suva Lautoka on demand.
tails from Bank Line (A/asia.) Pty. 269 George St., Sydney (27-2041).

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tson Line liners Mariposa and terey maintain a regular passenger/ every three weeks from San cisco and Los Angeles to Bora Bora, ete, Rarotonga, Auckland, Sydney, return via Noumea, Suva, Niuafoou, Pago and Honolulu to San Francisco.
tails from Matson Lines, 50 Young t, Sydney (27-4272).

USA - TAHITI - AUSTRALIA

rrell Lines passenger-cargo ships on Atlantic Coast-Panama-Sydney service three-weekly calls at Tahiti on nbound voyages.
tails from Wilh. Wilhelmsen Agency, ridge St., Sydney (27-6301).

SA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

cific Islands Transport Line's vessels rsgaard and Thor I maintain approxi- ly monthly services from West Coast American ports to Papeete, Pago , Apia, Suva, Noumea, occasionally oka, Vila and return.
etails from Trans-Austral Shipping Pty. 275 George St., Sydney (29-2551).

IRWAYS TIMETABLES

nternational Dateline is crossed be- n Nadi and Honolulu.)

TRANS-PACIFIC SERVICES

NEY - BRISBANE - HAWAII - US

QANTAS (with 707's)

rs.: Dep. Syd. 0945, arr. Bris. 1100, ep. 1145, arr. Honolulu 0025, dep. 130, arr. San Francisco 0915.
rs.: Dep. San Francisco 1100, arr. Honolulu 1255, dep. 1345, arr. Bris. 915, dep. 2000, arr. Syd. 2115.

YDNEY - FIJI - HAWAII - USA

QANTAS (with 707's)

., Fri., Sat., Sun.: Dep. Syd. 0945, rr. Nadi 1525, dep. 1610, arr. Honolulu 0015, dep. 0130, arr. San Francisco 915 (to Vancouver alt. Sun.).
., Wed., Fri., Sat.: Dep. Sydney 1900, rr. Nadi 0040, dep. 0125, arr. Honolulu 0930, dep. 1100, arr. San rancisco 1845 (to New York, London).
., Wed., Fri., Sun.: From New York, ep. San Francisco 2000, arr. Honolulu 155, dep. 2300, arr. Nadi Wed., Fri. Sun., Tues. 0315, dep. 0400, arr. Sydney 0615.
Tues., Fri., Sat.: Dep. San Francisco 1100, arr. Honolulu 1255, dep. 1345, arr. Nadi Tues., Wed., Sat., Sun. 1800, dep. 1845, arr. Syd. 2100.

By BOAC (with 707's)

Tues., Thurs., Sun.: Dep. Sydney 1900, arr. Nadi 0040, dep. 0125 Wed., Fri., Mon. (cross Dateline) arr. Honolulu Tues., Thurs., Sun. 0930, dep. 1100 arr. San Francisco 1845.
Tues., Thurs., Sat.: From London, New York, dep. San Francisco 2000, arr. Honolulu 2155, dep. 2300 (cross Dateline) arr. Nadi Thurs., Sat., Mon. 0315, dep. 0400, arr. Sydney 0615.

SYDNEY - FIJI - TAHITI - MEXICO

By QANTAS (with 707's)

Mon.: Dep. Syd. 1000, arr. Auckland 1445, dep. 1545, arr. Papeete* 2240 Sun. dep. 2340, arr. Acapulco 1130 Mon., dep. 1230, arr. Mexico City 1320.
Wed.: Dep. Syd. 2100, arr. Nadi 0250, dep. 0340, arr. Papeete 0945 Wed., dep. 2230, arr. Acapulco 1020 Thurs., dep. 1120, arr. Mexico City 1210 (to Nassau, Bermuda, London).
Tues.: Dep. Mexico City 2200, arr. Acapulco 2250, dep. 2350, arr. Papeete* 0400 Wed., dep. 0500, arr. Auckland 0845 Thurs., dep. 0930, arr. Syd. 1035.
Sat. (from London, Bermuda, Nassau): Dep. Mexico City 2200, arr. Acapulco

DAIWA LINE

DIRECT MONTHLY SERVICE

JAPAN/GUAM & SOUTH PACIFIC

M.V. "FIJI MARU" V-16

Dep. **JAPAN** October 30.
GUAM November 4-5.
APIA November 17.
PAGO PAGO November 17-18.
SUVA November 21-22.
LABASA November 22-23.
LAUTOKA November 24-25.
NOUMEA November 27-29.
VILA December 4.
SANTO December 5.

Heavy lift, reefer space available.

Subject to alteration with or without notice.

Next Sailing—M.V. "Samoa Maru" V-2, end November.

THE DAIWA NAVIGATION CO., LTD.

OSAKA: "DAILINE" **TOKYO: "FUNEDAILINE"**

AGENTS:

GUAM: Atkins, Kroll (Guam) Ltd.
APIA: Burns Philp (South Sea) Company, Ltd.
PAGO PAGO: B. F. Kneubuhl.
NUKUALOFA: Tonga Shipping Agency.
SUVA: Banno Oceania Ltd.
LAUTOKA: Banno Oceania Ltd.
NOUMEA: Agence Maritime Pentecost.
SANTO: South Pacific Fishing Co. (N.H.) Pty. Ltd.
VILA: Burns Philp (New Hebrides) Ltd.
HONIARA: British Solomons Trading Company Ltd.
PAPEETE: Etablissements Baldwin.

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● *PIM's shipping and airways schedules are correct to time of publication.*

2250, dep. 2350, arr. Papeete 0400 Sun., dep. 0500, arr. Nadi 0740 Mon., dep. 0825, arr. Syd. 1035.
(Asterisk indicates technical stop only.)

SYDNEY - HAWAII (via N. CAL., FIJI, NZ OR AM. SAMOA) - USA

BY PAN AMERICAN AIRWAYS
(with 707's)

Tues., Wed., Fri., Sun.: Dep. Sydney 1730 (arr. Nadi 2310, dep. 2359), Honolulu arr. Tues., Wed., Fri., Sun. 0805, dep. 1000 for Los Angeles, arr. 1755.
Mon.: Dep. Syd. 1600 for Noumea (arr. 1935, dep. 2030), Pago Pago (arr. 0145, dep. 0225), Honolulu (arr. Mon. 0830, dep. 1000), Los Angeles, arr. 1755.
Thurs.: Dep. Sydney 1600 for Auckland (arr. 2045, dep. 2145) for Honolulu, arr. Thurs. 0815, dep. 1000 for Los Angeles, arr. 1755.
Sat.: Dep. Syd. 1600 for Auckland (arr. 2045, dep. 2145), Pago Pago (arr. 0200, dep. 0240), Honolulu (arr. Sat. 0845, dep. 1000), Los Angeles, arr. 1755.
Sun., Mon., Wed., Fri.: Dep. Los Angeles 2145 for Honolulu, Nadi, arr. Tues., Fri., Sun. 0515, dep. 0610, and Sydney, arr. 0830.
Sat.: Dep. Los Angeles 2145 for Honolulu, Pago Pago, arr. Sun. 0510, dep. 0610, Noumea, arr. Mon. 0755, dep. 0845, Sydney, arr. Mon. 0915.
Tues.: Dep. Los Angeles 2145 for Honolulu, Auckland, arr. Thurs. 0745, dep. 0830 for Sydney, arr. 0935.
Thurs.: Dep. Los Angeles 2145 for Honolulu, Pago Pago, arr. Fri. 0510, dep. 0610, and Auckland, arr. Sat. 0855, dep. 0945 for Sydney, arr. 1050.

SYDNEY - N. CALEDONIA - FIJI - TAHITI - USA

UTA-FRENCH AIRLINES (with DC8's)

Wed.: Dep. Sydney 0950 for Noumea, arr. 1320, dep. 1435 for Nadi, arr. 1715, dep. 1800 for Papeete (cross Dateline) arr. 0005, dep. 0900 for Los Angeles, arr. 1955.
Fri.: Dep. Los Angeles 2359 for Papeete, arr. 0515, dep. Sun. 0800 for Nadi (cross Dateline) arr. Mon. 1045, dep. 1130 for Noumea, arr. 1230.
Fri.: Dep. Noumea 1435 for Nadi, arr. 1715, dep. 1800 for Papeete (cross Dateline) arr. 0005, dep. 0900 for Los Angeles, arr. 1955.
Wed.: Dep. Los Angeles 2359, arr. Papeete 0515 Thurs., dep. Fri. 0800 for Nadi. (cross Dateline) arr. Sat. 1045, dep. 1130 for Noumea, arr. 1230, dep. 1345 for Sydney, arr. 1545.

SYDNEY - NEW ZEALAND - FIJI - HAWAII - CANADA

BY CANADIAN PACIFIC AIRLINES
(with DC8's)

Alt. Sun. (Oct. 15, 29): Dep. Syd. 1800, arr. Nadi 2355, dep. 0040 Mon. (cross Dateline) arr. Honolulu 0850 Sun., dep. 1010, arr. Vancouver 1835, dep. 2000, arr. Amsterdam 1315 Mon.
Alt. Fri.: Dep. Vancouver 1815, arr. Honolulu 2100, dep. 2245 (cross Dateline) arr. Nadi 0305 Sun., dep. 0345, arr. Syd. 0600.
Alt. Sun. (Oct. 8, 22): the DC8's will end and start at Auckland, leaving at 2030 and arriving at 0640.
NOTE: CPA operate a weekly Toronto-Honolulu run (Fri., Sat.) and a Vancouver-Honolulu run four times a week (Sun., Wed., Fri., Sat.).

SYDNEY - NZ - HAWAII - USA

AIR-NZ (with DC8's)

Wed., Fri.: Dep. Sydney 1500, arr. Auckland 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. Auckland 0715 Fri., Sun., dep. Auckland 0900, arr. Sydney 1005.

NEW ZEALAND - TAHITI - USA

BY PAN AMERICAN AIRWAYS
(with 707's)

Thurs. Dep. San Francisco 1400 for Honolulu, dep. 1700 for Papeete, arr. 2225.
Fri.: Dep. Papeete 0130 for Honolulu, arr. 0650, dep. 0900 for Los Angeles, arr. Fri. 1655.
Sat.: Dep. San Francisco 2200, dep. [illegible] Angeles 2359 for Papeete, arr. S[illegible] 0515, dep. 0600 for Auckland, a[illegible] Mon. 0945.
Mon.: Dep. Auckland 2359 for Pape[illegible] arr. Mon. 0640, dep. 0745 for [illegible] Angeles, arr. Mon. 1830 and S[illegible] Francisco, arr. 2045.

AUSTRALIA-FAR EAST

SYDNEY - P-NG - PHILIPPINES - HONG KONG

QANTAS (with 707's)

Thurs.: Dep. Sydney 0900, arr. Pt. Mores[illegible] 1235, dep. 1335, arr. Manila 16[illegible] dep. 1710, arr. Hong Kong 1955.
Fri.: Dep. Hong Kong 2200, arr. Man[illegible] 2240, dep. 2325, arr. Pt. Moresby 06[illegible] Sat., dep. 0725, arr. Sydney 1055.
NOTE: From Oct. 22 arr/dep. ti[illegible] Hong Kong one hour earlier.

AUSTRALIA-NEW ZEALAND

BRISBANE - AUCKLAND

QANTAS/AIR-NZ (with 707's and Electras)

Twice weekly both ways.

BRISBANE - WELLINGTON

QANTAS (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

QANTAS/AIR-NZ (with Electras)

Three times weekly, both ways.

SYDNEY - AUCKLAND

QANTAS/AIR-NZ (with 707's and DC8'

Daily both ways.

BOAC (with 707's)

Twice weekly. both ways.

PAN AMERICAN (with 707's)

Two services weekly, both ways.

SYDNEY - CHRISTCHURCH

QANTAS/AIR-NZ (with DC8's and 707'

Six times weekly, both ways.

SYDNEY - WELLINGTON

QANTAS/AIR-NZ (with Electras)

Daily both ways.

AUSTRALIA-PACIFIC ISLAND

SYDNEY - FIJI

AIR-INDIA (with 707's)

Tues.: Dep. Sydney 1045, arr. Nadi 163[illegible]
Wed.: Dep. Nadi 0800, arr. Sydney 102[illegible]

SYDNEY - LORD HOWE IS.

AIRLINES OF N.S.W. (with Sandringha[illegible] Flying-boats)

About twice weekly from Rose Bay. Tim[illegible] of departure depends on high tide a[illegible] Lord Howe Is.

SYDNEY - NEW CALEDONIA

QANTAS/UTA (with 707's)

Fri.: Dep. Sydney 1100 for Noumea (arr[illegible] 1430), dep. 1545 for Sydney, arr. 1735

UNION STEAM SHIP CO. OF N.Z. LIMITED

Serving the Pacific for nearly 100 years.

Regular Sailings by Modern Vessels

From Sydney to Lautoka, Suva (including transhipments for Vavau and Niue), Nukualofa and Apia.

Also from Auckland to Lautoka, Suva, Pago Pago, Apia, Niue, Vavau, Nukualofa and from New Zealand to Port Moresby direct.

Ship your cargo by a Union Company Vessel.

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

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...NEY - N. CALEDONIA - FIJI - NZ

UTA-FRENCH AIRLINES (with Caravelle)

...: Dep. Noumea 1200 for Sydney, arr. ...420, dep. 1600 for Noumea, arr. 1955.
...: Dep. Noumea 0930 for Auckland, ...rr. 1320, dep. 1500 for Noumea, arr. ...705.

...YDNEY - NEW ZEALAND - FIJI

BOAC (with 707's)

..., Sat.: Dep. Sydney 0900, arr. Auck...nd 1345, dep. 2130, arr. Nadi 0020 ...Tues., Sat.),
..., Sun.: Dep. Nadi 0505, arr. Auck...nd 0755, dep. 0930, arr. Syd. 1035, ...ience London via Singapore.

SYDNEY - NORFOLK IS.

QANTAS (with DC4's)

... Sat.: Dep. Sydney 0800, arr. NI ...45. Flight extends NI-Auckland-NI ...ed., Sat. only. (See "NZ—Pacific ...lands").
...s., Sun.: Dep. NI 1445, Sydney, arr. ...45.

AUSTRALIA - P-NG

...ns Australian Airlines and Ansett- ... each operate from Sydney or Mel...e to Pt. Moresby and return four and ...f times a week, with Boeing 727's.

NORTHBOUND

...t-ANA: Mon., Wed.: Dep. Syd. 0630, ...r. Bris. 0740, dep. 0820, arr. Pt. ...oresby 1110.
...i.: Dep. Syd. 0700, arr. Bris. 0810, ...p. 0850, arr. Pt. Moresby 1140.
...t.: Dep. Melb. 0715, arr. Syd. 0820, ...p. 0910, arr. Pt. Moresby 1250.
...t. Sun. (Oct. 15, 29): Dep. Syd. ...30, arr. Bris. 0740, dep. 0820, arr. ... Moresby 1110.
... Fri.: Dep. Melb. 0700, arr. Syd. ...25, dep. Syd. 0910, arr. Pt. Moresby ...50.
...es., Thurs., Sat., alt. Sun. (Oct. ... 22): Dep. Syd. 0700, arr. Bris. ...10, dep. 0850, arr. Pt. Moresby 1140.

SOUTHBOUND

...t-ANA: Mon., Wed.: Dep. Pt. ...oresby 1200, arr. Bris. 1440, dep. ...45, arr. Syd. 1655, dep. 1800, arr. ...elb. 1910.
...i.: Dep. Pt. Moresby 1230, arr. Bris. ...10, dep. 1615, arr. Syd. 1725, dep. ...00, arr. Melb. 1910.
...t.: Dep. Pt. Moresby 1340, arr. Syd. ...10.
...t. Sun. (Oct. 15, 29): Dep. Pt. ...oresby 1200, arr. Bris. 1440, dep. ...45, arr. Syd. 1655, dep. 1800, arr. ...elb. 1910.
... Fri.: Dep. Pt. Moresby 1340, arr. ...d. 1705, dep. 1800, arr. Melb. 1910.
...es., Thurs., Sat., alt. Sun. (Oct. 8, ...): Dep. Pt. Moresby 1230, arr. Bris. ...10, dep. 1545, arr. Syd. 1655, dep. ...00, arr. Melb. 1910.

...TE: TAA and ANA each operate a ...y DC4 from Sydney to P-NG with ... only.

... Thurs., Dep. Syd. 1930, arr. Bris. ...05, dep. 2320, arr. Pt. Moresby 0610 ...i.
... Dep. Pt. Moresby 0800, arr. Bris. ...40, dep. 1735, arr. Syd. 2015.
... Sat., Dep. Syd. 2000, arr. Bris. 2235, ...p. 2300, arr. Pt. Moresby 0600 Sun., ...p. 0735, arr. Lae 0900.
... Dep. Lae 0600, arr. Pt. Moresby ...55, dep. 0845, arr. Bris. 1545, dep. ...05, arr. Syd. 1925.

QUEENSLAND - PAPUA

TAA (with Friendships)

... Dep. Townsville 1215, arr. Cairns ...10, dep. 1415, arr. Pt. Moresby 1635. Wed.: Dep. Pt. Moresby 1445, arr. Cairns 1705, dep. 1800, arr. Townsville 1855.

ANSETT-ANA (with Viscounts)

Thurs.: Dep. Cairns 1615, arr. Pt. Moresby 1815.
Fri.: Dep. Pt. Moresby 0835, arr. Cairns 1035.

NEW ZEALAND-PACIFIC IS.

NZ - AM. SAMOA

By PAN AMERICAN AIRWAYS (with 707's)

Fri.: Dep. Pago Pago 0610, arr. Auckland Sat. 0855.
Sat.: Dep. Auckland 2145, arr. Pago Pago Sat. 0200.
Sun., Fri., Tues.: DC8 dep. Auckland 2130, arr. Nadi 0020.

NZ - FIJI

AIR-NZ (with DC8's and Electras)

Tues., Thurs., Fri.: DC8 dep. Auckland 2130, arr. Nadi 0020.
Wed., Fri.: Electra dep. Auckland 2300, arr. Nadi 0255.
Sun.: Electra dep. Auckland 2030, arr. Nadi 0025.
Fri., Wed., Sat.: DC8 dep. Nadi 0505, arr. Auckland 0755.
Thurs.: Electra dep. Nadi 0505, arr. Auckland 0900.
Mon.: DC8 dep. Nadi 1000, arr. Auckland 1355.
NOTE: Mon., Sat. flights ex-Auckland and Tues., Sun. flights ex-Nadi are operated by BOAC.

NZ - FIJI - AM. SAMOA

AIR-NZ (with DC8)

Sun.: Dep. Auckland 2030, arr. Nadi 0025 Mon., dep. Nadi 0200 (cross Dateline), arr. Pago Pago 0540 Sun.

FIJI DIRECT SERVICE

VIA PANAMA

Regular Sailings every four weeks

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Suva.

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Owners: Thor Dahls Hvalfangerselskap A/S—Sandefjord, Norway.

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Regular Freight and Passenger Services between Pacific Coast Ports of U.S.A. and Canada and

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PAPEETE — Agence Maritime Internationale Tahiti.
PAGO PAGO—G. H. C. Reid & Co.
NOUMEA—Etablissements Ballande.
SYDNEY—Trans-Austral Shipping Pty. Ltd.
SUVA—Burns Philp (South Sea) Company, Ltd.
LAE/RABAUL—Burns Philp (New Guinea) Ltd.
PORT VILA — Comptoirs Francais de Nouvelles Hebrides.

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Sun.: Dep. Pago Pago 0715 (cross Dateline), arr. Nadi Mon. 0855, dep. Nadi 1000, arr. Auckland 1355.

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 on Charter)

Wed., Sat.: Dep. NI 1600, Auckland, arr. 1945.
Thurs., Sun.: Dep. Auckland 1030, arr. NI 1330.

NZ - TAHITI

UTA-FRENCH AIRLINES (with DC8's)

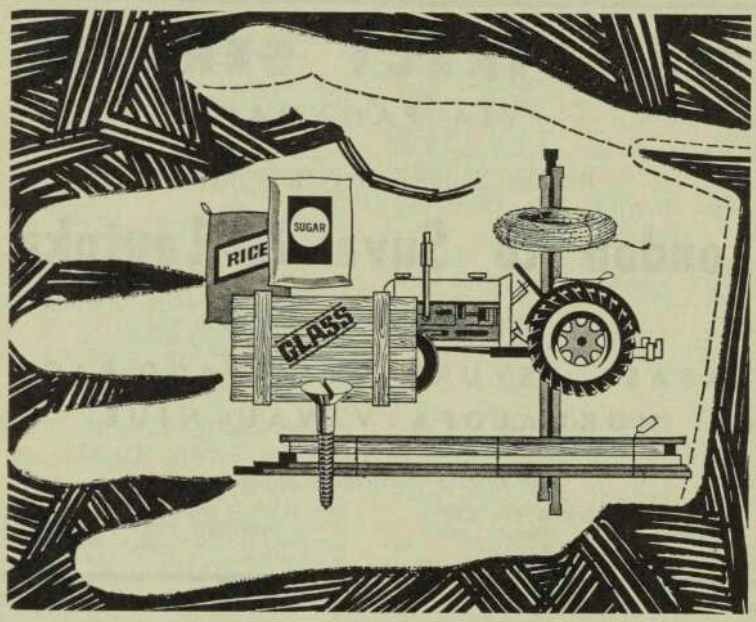
Fri.: Dep. Auckland 2345 for Papeete (cross Dateline) arr. Fri. 0630.
Thurs.: Dep. Papeete 0700 for Auckland (cross Dateline) arr. Fri. 1030.

INTER - TERRITORY SERVICES

CHILE - EASTER ISLAND

Lan-Chile, with DC6-B's, operates fortnightly services from Santiago to Easter Island, with a three-day stopover on Easter Island before returning to Chile. Details from LAN-Chile, Santiago.

AUSTRALIA-WEST PACIFIC LINE



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Port Moresby—Island Products Limited.

AUSTRALIA WEST PACIFIC LINE

FIJI - GILBERT & ELLICE ISLAN

FIJI AIRWAYS LTD. (with Herons

Fri.: Dep. Suva 0745, arr. Nadi 0825, d 0910, Funafuti, arr. 1305. Sat., d Funafuti 0700, Tarawa, arr. 1140.
Sun.: Dep. Tarawa 0630, Funafuti, 1130, dep. 1230, Nadi, arr. 1625, d 1655, Suva, arr. 1735.

NOTE: This service will be replaced a fortnightly HS748 flight, starting 22.

FIJI - NEW HEBRIDES - BSI

FIJI AIRWAYS LTD. (with HS748)

Thurs.: Dep. Suva 0700, arr. Nadi 0 dep. 0830, arr. Vila 1015, dep. 1 arr. Santo 1200, dep. 1245, Honiara 1550.
Fri.: Dep. Honiara 0730, arr. Santo 1 dep. 1115, arr. Vila 1215, dep. 1 arr. Nadi 1630, dep. 1715, arr. S 1800.

FIJI - TONGA

FIJI AIRWAYS LTD. (with DC3's)

Tues., Thurs.: Dep. Nadi 0615, arr. S 0700, dep. 0800, arr. Nukualofa 1 Dep. Nukualofa 1245, arr. Suva 1 dep. 1600, arr. Nadi 1645.
Sat.: Dep. Nadi 0845, arr. Suva 0 dep. 1000, arr. Nukualofa 1400. Nukualofa 1445, arr. Suva 1645, 1730, arr. Nadi 1815.

NOTE: From Nov. 8 an HS748 airc will gradually start taking over from DC3's.

Details from Fiji Airways Ltd., Victo Parade, Suva.

FIJI - WESTERN SAMOA

FIJI AIRWAYS LTD. (with Herons)

Sat.: Dep. Nadi 0615, arr. Suva 0 dep. 0750 (cross Dateline) arr. A Fri. 1300.
Fri.: Dep. Apia 1350 (cross Dateline) Suva Sat. 1700, dep. Sat. 1730, Nadi 1815.

NOTE: From Oct. 28 a HS748 replace the Herons on Tuesdays.

HAWAII - AM. SAMOA - TAHIT

BY PAN AMERICAN AIRWAYS (with 707's)

Tues.: Dep. Honolulu 1230, arr. Pago P 1640, dep. 1730, arr. Papeete 2120.
Tues.: Dep. Papeete 2230, arr. Pago P Wed. 0040, dep. 0130, arr. Honol 0735, dep. 0900 for Los Angeles, 1655.

NEW CALEDONIA - NEW HEBRID

UTA (with Caravelles)

Mon.: Dep. Noumea 0900, arr. Vila 10 dep. 1050, arr. Noumea 1155.
Fri.: Dep. Noumea 1345, arr. Vila 14 dep. 1535, arr. Noumea 1640.
Air Melanesia runs connecting flig with the Caravelle from Vila to San and return.

NEW CALEDONIA - WALLIS ISLA

UTA-FRENCH AIRLINES (with DC4's

Monthly service (second Wednesday)
Wed. (Oct. 18, Nov. 1): Dep. Noum 0800, arr. Wallis 1530.
Monthly service (following Friday)
Fri. (Oct. 20, Nov. 3): Dep. Wa 1000, arr. Noumea 1530.

P-NG - SOLOMONS

TAA (with Fokker Friendships)

Tues.: Dep. Pt. Moresby 0700, arr. L 0800, dep. 0840 for Buka, Mun Yandina, Honiara, arr. 1630.
Wed.: Dep. Honiara 0730 for Yandi Munda, Buka, Rabaul, Lae, Pt. Mores arr. 1415.

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OUTH PACIFIC ECONOMY CLASS AIR FARES

FROM SYDNEY (Aust. dollars)

	Single $	Return $
ilco	526.80	1,001.00
and	83.50	158.70
tchurch	83.50	158.70
ira	195.80	391.60
ulu	382.40	726.60
	120.50	241.00
Howe Is.*	40.20	80.40
	122.00	231.80
lk Is.*	55.00	104.50
ea	81.30	154.50
Pago	172.00	326.80
te	272.50	517.80
loresby	94.00	188.00
il	145.00	290.00
Francisco	473.70	900.10
ouver	473.70	900.10
ngton	83.50	158.70

FROM SUVA (Aust. dollars)

	56.30	107.00
ra	196.20	372.80
	11.50	21.90
alofa	41.70	79.20
	111.20	211.30
va	212.00	402.70
	90.40	172.60

FROM NADI (Aust. dollars)

ulu	280.80	533.60
ea	55.00	104.60
Pago	50.00	95.10
te	159.00	300.00

ROM AUCKLAND (NZ dollars)

ulu	279.50	531.10
	62.00	117.80
lk Is.*	41.50	78.90
ea	62.00	117.80
Pago	99.20	188.50
te	166.80	317.00

t class seats available only.

Fokker calls at Yandina on alternate esdays (Oct. 17, 31), and Wednes-ys (Oct. 18, Nov. 1).

NEW GUINEA - WEST IRIAN

A, using DC3's, flies fortnightly from via Wewak, to Sukarnapura and s the next day (Oct. 10, 24).

TAHITI - USA

-FRENCH AIRLINES (with DC8's)

Dep. Papeete 0900, arr. Los Angeles 5, dep. Wed. 2359, arr. Papeete urs. 0515.
Dep. Papeete 0900, arr. Los Angeles 5, dep. Fri. 2359, arr. Papeete 0515 t.
Dep. Papeete 0715, arr. Honolulu 0, dep. 1410, arr. Los Angeles 2205.

AMERICAN AIRWAYS (with 707's)

: Dep. San Francisco 1400, dep. nolulu 1700, arr. Papeete 2225.
Dep. Papeete 0130, arr. Honolulu . 0650, dep. 0900, arr. Los Angeles 5 Fri.
Dep. San Francisco 2200, dep. Los geles 2359, arr. Papeete 0515 Sun.
Dep. Papeete 0745, arr. Los Angeles n. 1830, arr. San Francisco Mon. 5.

W. SAMOA - AM. SAMOA

POLYNESIAN AIRLINES LTD. (with DC3)

Dep. Apia 1600, arr. Pago 1640, . Pago 1705, arr. Apia 1745.
Mon., Wed., Thurs., Fri.: Dep. Apia 0800, arr. Pago 0840, dep. Pago 0905, arr. Apia 0945.
Sun.: Dep. Apia 0445, 0545, arr. Pago 0525, 0625, dep. 0630, 0730, arr. Apia 0710, 0810.

W. SAMOA - TONGA

POLYNESIAN AIRLINES LTD. (with DC3)

Sun.: Dep. Apia 0830, arr. Tonga Mon. 1130.
Mon.: Dep. Tonga 1215, arr. Apia Sun. 1515.

W. SAMOA - WALLIS IS. - FIJI

POLYNESIAN AIRLINES LTD. (with DC3)

Tues., Dep. Apia 1330 (cross dateline), arr. Nadi 1630 Wed., dep. 0345 Thurs., arr. Wallis Is. 0630, dep. 0700 (cross dateline), arr. Apia 0940 Wed.
Fri.: Dep. Apia 0645 (cross dateline), arr. Wallis Is. 0725 Sat., dep. 0745, arr. Nadi 1045, dep. 1145 (cross dateline), arr. Apia 1700 Fri.

INTERNAL SERVICES

FIJI

Fiji Airways, with Herons, DC3's and a HS748 operates regular services to Labasa, Matei, Nadi, Suva and Savusavu.
Details from Fiji Airways, Victoria Parade, Suva.

FRENCH POLYNESIA

RAI, with DC4's and a Bermuda flying-boat, operates regular services to Bora Bora, Huahine, Papeete, Raiatea and Rangiroa.
Details from RAI, Quai Bir Hakeim, Papeete, or any UTA office.

GUAM - US TRUST TERRITORY

Pan American Airways, under contract, with SA16's and DC4's, operates regular services to Guam, Koror, Kwajalein, Majuro, Ponape, Rota, Saipan, Truk and Yap.
Details from any Pan-Am office.

PAPUA - NEW GUINEA

TAA, with Fokker Friendships, DC3's, Twin Otters and Aztecs, operates regular services to Baimuru, Baiyer R., Balimo, Banz, Buin, Bulolo, Buka, Cape Gloucester, Cape Hoskins, Daru, Finschhafen, Garaina, Goroka, Gurney (Samarai), Jacquinot Bay, Kandrian, Kavieng, Kerema, Kieta, Lae, Madang, Malalaua, Manus, Minj, Misima, Mt. Hagen, Nissan Is., Popondetta, Pt. Moresby, Rabaul, Talasea, Wabag, Wakunai, Wau and Wewak.
Ansett-MAL, with Fokker Friendships, DC3's and Piaggios, operates regular services to Aitape, Ambunti, Angoram, Banz, Bulolo, Erave, Goroka, Hayfield, Ialibu, Kainantu, Kagua, Kavieng, Kundiawa, Lae, Lumi, Madang, Mendi, Minj, Mt. Hagen, Momote, Nuku, Pt. Moresby, Rabaul, Tari, Telefomin, Vanimo, Wabag, Wapenamanda, Wau, Wewak and Yangoru.
Papuan Airlines Pty. Ltd., with DC3's and Piaggios, operates regular services to Aroa, Balimo, Bereina, Cape Rodney, Daru, Gurney, Kairuku, Kokoda, Losuia, Mt. Hagen, Paili, Popondetta, Pt. Moresby, Rorona, Tapini, Vivigani, Wanigela and Woitape.

NEW CALEDONIA

TRANSPAC, with Herons and Aztecs operates regular services to Hienghene, Houailou, Isle of Pines, Kone, Kouaoua, Koumac, Lifou, Mare, Noumea, Ouvea, Poindimie, Thio, Tiga and Voh.
Details from TRANSPAC, Noumea.

NEW HEBRIDES

Air Melanesia, with Drovers, operates regular services to Aneityum, Epi, Erromanga, Lamap, Longana, Norsup, Santo, Tanna, Tongoa and Vila.
Details from Air Melanesia, Vila.

SOLOMON ISLANDS

Megapode Airways, with Apache and Dove aircraft, operates regular services to Auki, Avu Avu, Barakoma, Honiara, Kira Kira, Munda, Sege and Yandina.
Details from Megapode Airways, PO Box 103, Honiara, BSIP.

Anglicans seek answers in P-NG

(Continued from p. 31)

Church should bring in more missionaries who are experts in fields like agriculture to help Papuans and New Guineans exploit their own resources.

After that, the commission took a crack at the housing situation in towns.

All employers, it said, had a responsibility to provide adequate housing for their workers. Married accommodation was particularly needed to prevent the separation of husbands and wives, which the commission attacked as "harmful".

It "viewed with alarm" the drift of young people to the towns. It said it was natural that young people should do this, but they should receive more advice from Church leaders about the difficulties likely to be encountered in the towns.

Often, unable to find either work or lodging, these people had to impose themselves on relatives who were usually ill-equipped to support anyone other than their own immediate families.

For Papuans and New Guineans on the Church staff, the conference held at least one cheerful note. They are to get better working conditions.

A pay rise has been approved—details are expected soon—and a pension scheme drawn up by an Australian firm is to be introduced.

The first of its sort to be operated by the Anglican Church, it will involve a weekly payment of 50 cents, half to be paid by the worker and half by the Diocese.

● Sweet-toothed Solomon Islanders are in for better things. The Joy Biscuit Factory at Kukum, Guadalcanal, is to install an automatic sweet biscuit-making machine, imported from West Germany. The new machine is part of $28,000 of improvements and extensions to be made to the factory and staff quarters.

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DEATHS OF ISLANDS PEOPLE

Bishop John Mary Aubin

Bishop John Mary Aubin a former Bishop of the South Solomons, died at Visale, Guadalcanal, on August 28, aged 85. He had spent more than 58 years in the Solomons.

Ordained a priest at Nantes, France, in 1906, he arrived in the Solomons about a year later and went to the headquarters of the Roman Catholic Mission at Rua Sura, as secretary to Bishop Bertreux and captain of the mission ship *Joan of Arc*.

He founded a mission station at Ruavatu in 1920, transferred to Tangarare in 1933 and was consecrated as Bishop of the South Solomons in 1935.

Bishop Aubin remained in the Solomons during the Japanese occupation in World War II and was accidently machine-gunned by a US fighter plane as he walked to breakfast one day at Visale. He was uninjured.

For his bravery in staying to help and comfort the native population Bishop Aubin was awarded the CBE by the Queen and the Legion of Honour by the French Government.

He retired in 1958 and lived quietly at Visale.

Mr. G. J. T. Hansen

Mr. George James Theodore (Theo) Hansen died in Suva on September 19 after a short illness, aged 54. Mr. Hansen was born in Australia where his parents were on holiday from Fiji.

Mr. Hansen specialised in land laws, and for much of his working life was with the Native Land Trust Board, in which he gained a wide knowledge of matters connected with Fijian land.

In World War II he served with the RAF Coastal Command in Britain, and later transferred to the Middle East.

He leaves a widow, a son and a daughter.

Dr. P. T. Harper

Dr. Philip T. Harper, who was a doctor in Fiji many years ago, died recently at Chertsey, Surrey, UK.

He was with the Fiji Medical Department for more than 20 years.

His first appointment was in 1915 when he was posted to Makogai as Medical Superintendent. Later he was at the old Suva Hospital, on a hill overlooking much of the Walu Bay industrial area.

He was still in Suva when the CWM Hospital was opened.

Dr. Harper was District Medical Officer at Lautoka when he retired from the Colonial service in 1939.

Mr. H. A. Matsinger

The death occured in Honolulu in August of Mr. Harrison Alexander Matsinger, who went to American Samoa in 1946 at the invitation of the United States Navy to estabilsh the first high school in the territory. He was 71.

He is survived by his wife Dorothy.

Dr. John L. Taylor

Dr. John L. Taylor, a staff consultant to the US House Interior and Insular Affairs Committee for the past 15 years, died of cancer in Washington in August.

Dr. Taylor became ill about the beginning of the year, but continued working until five weeks before his death.

He made frequent visits to the American territories in the Pacific, and was United States adviser at the Sixth South Pacific Conference in Lae in July, 1965.

Mrs. Ann Valentine

Mrs. Ann Valentine, a prominent sportswoman in Fiji, died recently aged 61.

Mrs. Valentine founded the Ba Ladies' Hockey Association, and was a proficient tennis player, representing both Ba and Rakiraki in sugar company tournaments.

She was also a keen supporter of cricket, boxing and athletics.

Two of her three sons, Curling and Archie, were also prominent in sporting circles in the colony.

Mr. Basil Hall

Mr. Basil Hall, a personality known to many people in Papua and New Guinea, both before and after the war, died in Melbourne in September. As a commentator for the ABC he was often heard by territory listeners, and until five or six years ago his description of the scene at Flemington on Melbourne Cup Day was always a prelude to the broadcast of the big race.

As a special observer for Military Intelligence he travelled both territories and the Solomons extensively in the early part of the war. Then he organised a coastwatching network in the Northern Territory and after the threat of invasion of Australia had passed he transferred to the Navy and was appointed Press Relations Officer. In this capacity he landed in Tokyo with the first flight after the capitulation.

He maintained his interest in P- after the war and contributed sev articles to *PIM;* he was also a re lar writer for *Walkabout*. A n who liked people, he was able break down the reserve of even Hubert Murray, and Cameron of Trobriands.—MR.

Ratu Waka Vosailagi

Ratu Waka Vosailagi, a dire of South Pacific Sugar Mills L Fiji, and a member of the chi family of Nadroga, died suddenly September 27, aged 48.

Ratu Waka worked for the Fi Administration, rising to the post Roko Tui (chief) Nadroga Navosa.

About four years ago he seconded to SPSM to supervise work of Fijian canefarmers. He t joined the board of the company.

He was also a director of Resorts Ltd., owners of the Fi Hotel on Yanuca, a few miles v of Sigatoka.

Ratu Waka was a son of paramount chief of Nadroga, R Timoci Vosailagi, who died in J

He leaves a widow, Adi Ven Neilolo.

Hon. Siaosi Taimani Fotu

The death occurred in Nukual on August 30 of the Hon. Sia Taimani Fotu at the age of 82. was a former cabinet minister magistrate. Taimani was the Minister without Portfolio to appointed by Queen Salote, and ac as Minister of Works and Police. took a keen interest in church civic affairs until his death.

He was given a State fune which was attended by the Ki Government Assembly members leading Tongans and Europeans. graveside service was conducted the Bishop Suffragan of Nukual Rt. Rev., Fine Halapua.

Taimani leaves an only ch 'Oto'ota 'Eva, his wife having died 1956.

Mr. R. B. Carpenter

The death occurred in Sydney October 3, after a short illness, Mr. Randolph Bolton Carpen chairman and managing director the W. R. Carpenter group of co panies. He was 67. For a tribu see p. 26.

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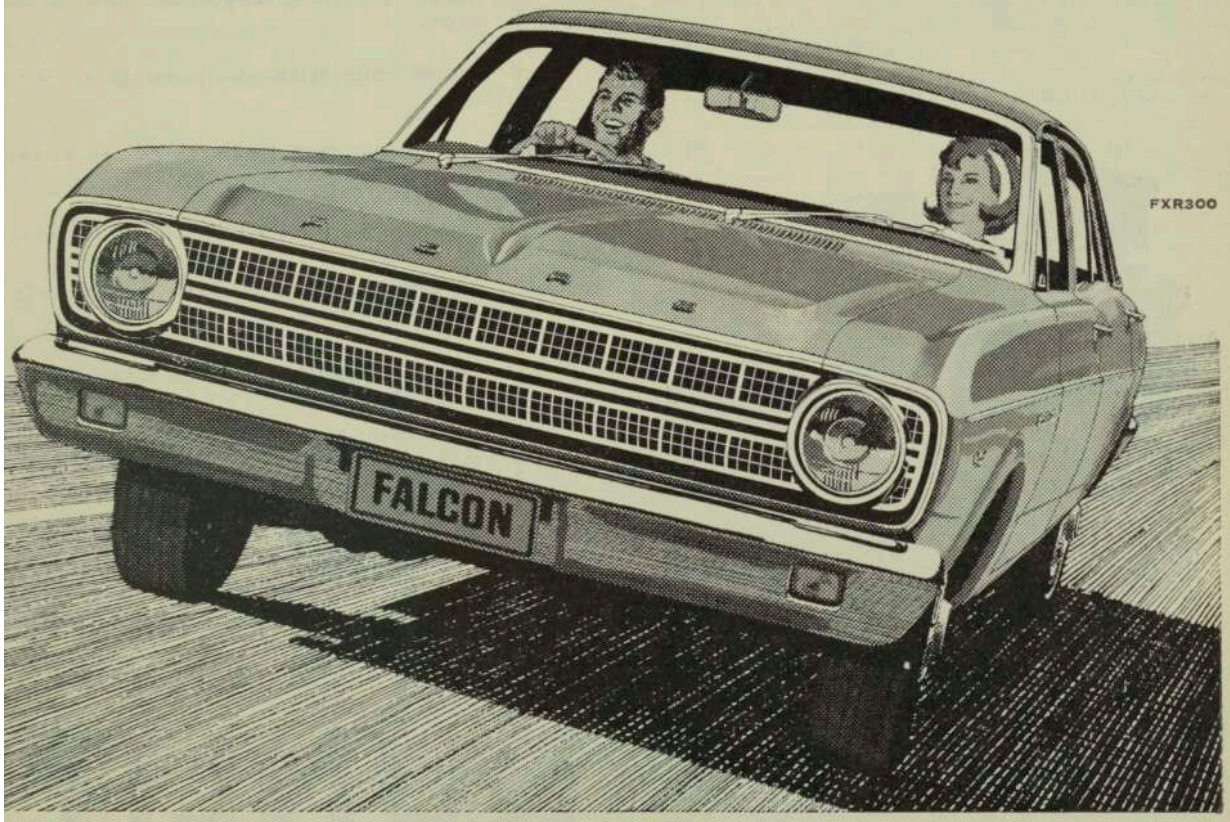

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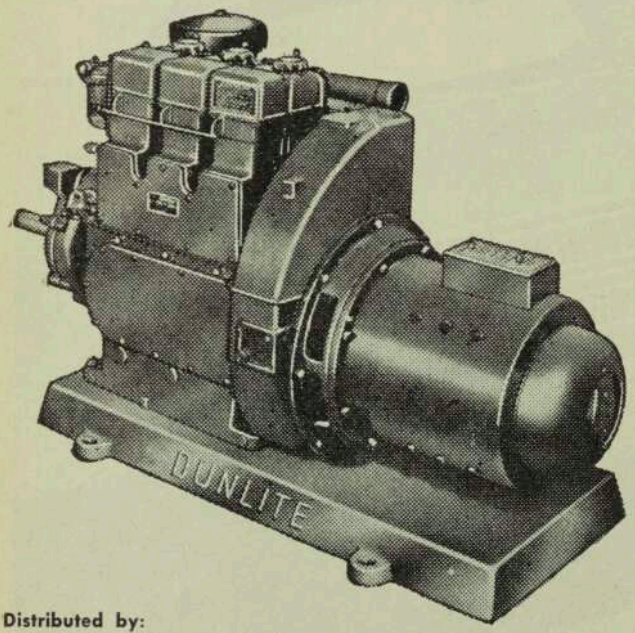

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THE PRACTICAL PLANTER

How to achieve effective weed control in coconut plantations

The importance of effective methods of weed control in South Pacific coconut plantations was subject that merited a good deal of attention from delegates to a technical meeting on coconut roduction at Rangiroa, French Polynesia, in August.

E meeting was organised by the South Pacific Commission and attended by agricultural experts all over the Pacific.

e delegates agreed that effective ing was important because s:

Compete with coconuts for ture and nutrients in the soil, ially in the first few years of dling's growth.

Impede movement within ations.

Conceal fallen nuts.

paper presented on behalf of T. L. Mune, senior field officer iji's Department of Agriculture, that hundreds of thousands of hours had been wasted in Fiji's nut plantations over the years gh ineffective methods of weed ol.

Progressive reduction

t he said that once a well-ed weeding programme had been duced on a plantation, weeds be "progressively reduced to ce of no importance in the man-ent programme."

hough Mr. Mune's paper was ularly concerned with Fiji, of what he said applies gener-hroughout the Pacific.

he history of the coconut in-y in Fiji," Mr. Mune said, "is tory of ineffective methods of control throughout its develop-

efore the land was settled, it was avy bush or tall reeds. When ush was cut, difficulty was ex-nced in obtaining a clean burn because of the high rainfall. This added to the trials of the planter, as poor burns meant great masses of logs and stumps giving protection to secondary growth.

"This situation prevailed for the first five to 10 years of a young plantation's development.

Greatest problem

"Until the last decade there was no improvement in plantation weeding. The cane knife was the chief weeding tool, and, over the years, hundreds of thousands of man-hours have been wasted in once or twice-a-year slashing."

Mr. Mune said that plantation owners came to consider that money spent on weeding was money lost and eventually reduced their weed control operations to slashing every two or three years.

This attitude to weeding had come to be the accepted one, and was now the greatest problem to be overcome.

"Owners must be persuaded that they cannot afford not to weed," Mr. Mune said.

He went on: "No method of weed control can be successful without the support of a regular weeding programme, involving the general management of the plantation.

(Over)

Cattle can be efficient weed controllers in coconut plantations, as well as adding to the plantation income. This matter was one of those discussed at the Rangiroa meeting.

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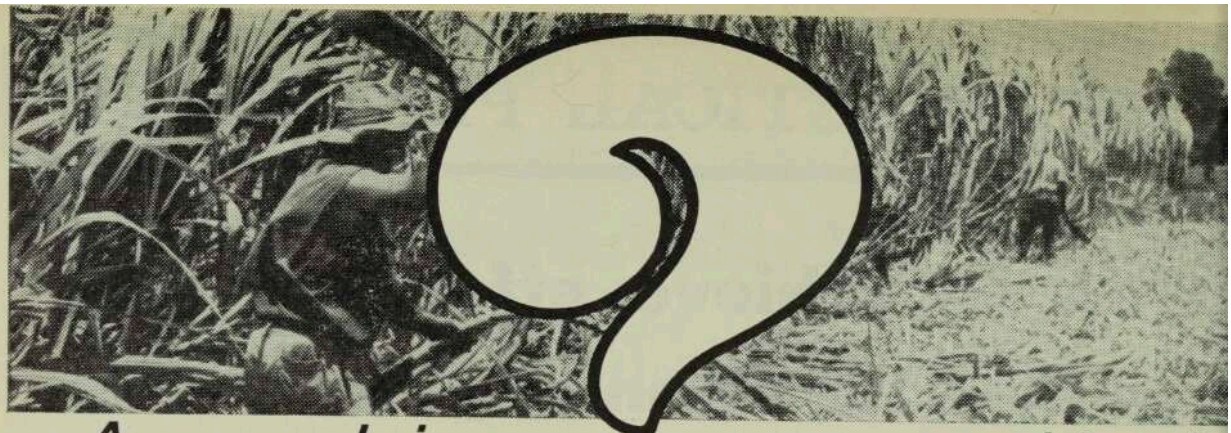

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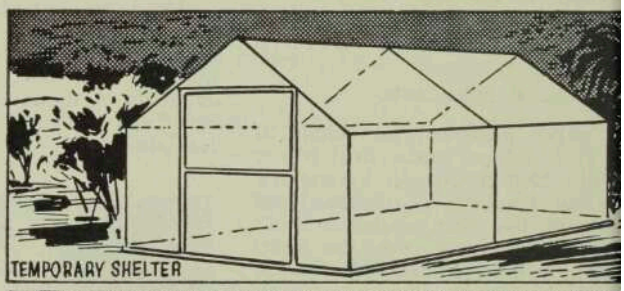
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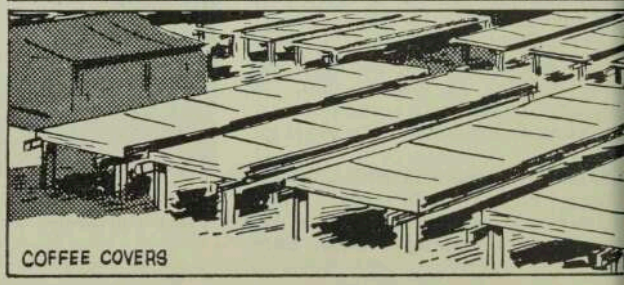
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THE RANGIROA CONFERENCE

The SPC coconut conference at Rangiroa Atoll in August discussed problems of vital importance to Pacific copra producers. Some of these are recorded in PIM's Practical Planter this month. Next month we will report on the conference's views on the replacement of ageing palms and the use of fertilisers to produce better results.

Once you start your programme, don't stop!

Weed control . . . must be planned care, making full use of the effective methods, directed at destruction of the growing weeds the weed seeds in the soil.

This can be achieved by regular ling, timed to prevent the weeds setting seed.

Regular weeding

As most of the weeds of Fiji have ng protracted seeding period, and not governed by well-defined ons, it has been found that this be most successfully achieved eeding each grove of nuts once eight weeks.

Once control has been established, period between weedings can be ded to 12 weeks, although it be necessary to return to eight s during the growing season.

Once a weeding programme has put into operation, nothing must ermitted to interfere with it, for the success or failure of a ation will depend on regular ing."

r. Mune said that in once-a-year ing, it took up to 96 man-hours proot an acre of lantana.

t by weeding at eight-weekly in- ls, weeds were kept under con- and in 96 man-hours, it would ossible to weed up to 20 acres.

Noxious weeds

ferring to the control of weeds ew plantations, Mr. Mune said manual control was often the means, as soft young palms readily susceptible to a wide of selective herbicides and be seriously damaged or killed small amounts of spray.

or the first few years," Mr. Mune on, "the young palms should be arly ring-weeded. This will give ffective weed control for eight s.

he area between the rows of g palms should be cut back to a height of two feet which will check the secondary growth and control it until the palms are old enough to permit the use of herbicides and the sowing of desirable pastures or ground covers. Declared noxious weeds should be removed by uprooting.

"Grasses are a major weed in many young plantations and extremely difficult to control, so new lands should not be sown with pastures until the palms have reached a height which will permit the use of livestock to control the grasses."

Mr. Mune gave this advice for controlling common weeds:

● Chinese burr (*Triumfetta rhomboidea jacq.*). This should be slashed or rolled, followed by the spraying of stems and regrowth, as soon as it appears, with an ester formulation of 2,4,5-trichlorophenoxy acetic acid at the rate of 3.5 lb acid equivalent per acre in 80 gallons of fresh water.

● Fern (*Nephrolespsis exaltata—Linn—Schott*). This should be slashed with chain slashers or crushed with heavy rollers, after which desirable ground covers should be sown. This has proved an effective control if regularly applied over one or two years.

● Guava (*Psidium guajava Linn*). When cut back year after year, this becomes very difficult to kill even with herbicides. However, young seedling plants up to two or three feet in height can be effectively controlled by cutting off three or four inches below the ground surface and pressing the sod back to cover the cut root in the soil. With a sharp spade in stone-free soil, one man can remove up to 200 plants in an eight-hour day. This method is suitable for small plantations, but on large ones, where labour costs are high, the removal of guava by heavy machinery, followed by ploughing and the sowing of a useful ground cover, is suggested.

Chemical control

Mr. Mune also recommended the use of chemicals in the control of guava. However, he said that as guava grew it developed a high degree of resistance to water-based foliage sprays, and changes had to be made in the method of application.

Cutting the trees off at ground level and applying a mixture of 3.5 lb a.e. of 2,4,5-T ester diluted in 30 gallons of diesel fuel oil to the freshly cut stumps and all exposed roots was an effective control.

Alternatively, the same mixture could be applied as a fine spray or with a paint brush to the stems of trees from ground level to a height of three feet without cutting.

"As long as all of the bark in the treated area is covered with the mixture, the tree will die," Mr. Mune said. "The 2,4,5-T ester kills slowly and it may take up to six months for the guava to die."

Other weeds, for which Mr. Mune recommended chemical controls are:

● Hibiscus burr (*Urena lobata Linn*). This is readily susceptible to the following herbicides applied at the rate of 2 lb a.e. per acre diluted in water and applied as a fine spray to the leaves and stems: 2-methyl-4-chlorophoxyacetic acid, 2,4-dichlorophenoxyacetic acid as an amine salt.

● Mint weed (*Hyptis pectinata Linn*). This is easily controlled by spraying with the same herbicides as for hibiscus burr.

● Lantana (*Lantana camara Linn*). Uprooting is an effective control so long as the complete root system is removed from the soil, as broken roots are capable of sending up new top growth. In sites where farm machinery can be operated, the growing plants can be grubbed out mechanically and the regrowth sprayed.

(Over)

PLANT COVER CROPS AFTER CLEARING AND BURNING

Leguminous cover crops should be established as soon as possible after debris has been burnt on newly-cleared land, according to agricultural experts attending the recent SPC conference on coconut production at Rangiroa, French Polynesia.

The experts agreed that the practice of burning debris on newly-cleared land caused loss of organic matter and nitrogen, and that this can lead to deterioration of the exposed soil.

However, they said that if burning is not carried out, logs and debris add to maintenance costs of a plantation for several years and can provide breeding sites for harmful insects.

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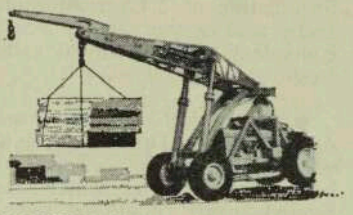

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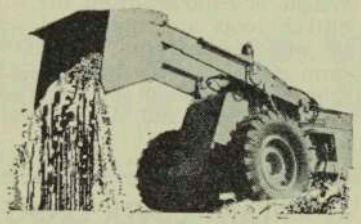

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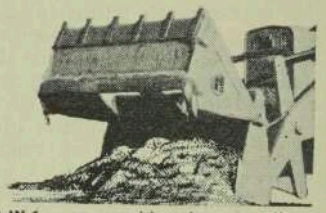

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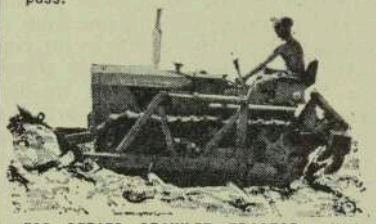

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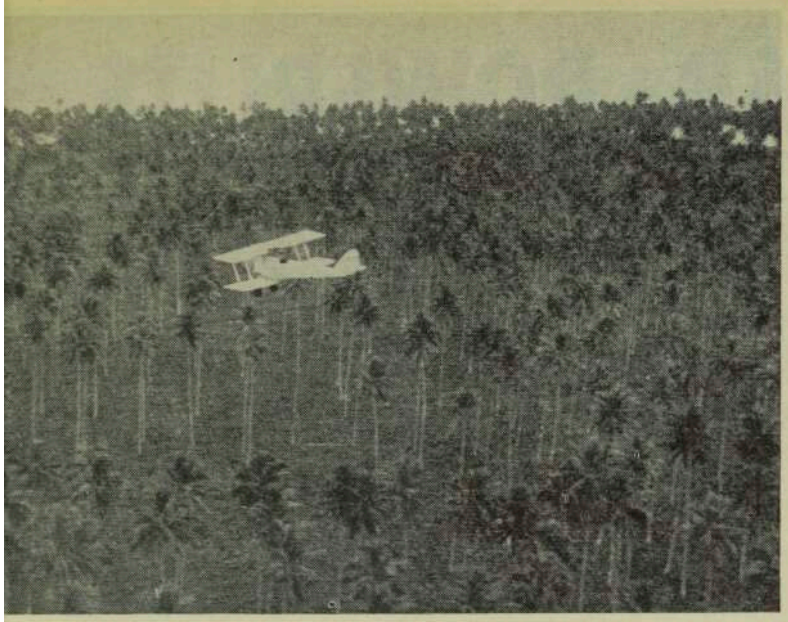

ne plantations have used aerial spraying to control plantation pests, but the method is not widely used in the Pacific.

Treating lantana

. Mune said: "Lantana is readily ptible to the amine formulations ,4-dichlorophenoxyacetic acid ed at the rate of 4 to 5 lb acid alent per acre diluted in water. he spray mixture should wet the leaves and canes. This is nportant part of the control as is a weed which has growing s spread the full length of the

he herbicides can be applied ut pre-treatment, but the degree ntrol is greatly improved if the is first crushed or slashed and spray applied when there is of fresh new leaf."

the newer herbicides which ively control lantana, Mr. Mune oned:

4, amino — 3,6,5-trichloropico- acid 0.5 lb a.e. 2,4-dichloro- oxyacetic acid as an amine. 2 lb er acre.

4, amino—3,6.5-trichloropi- c acid 0.75 lb a.e. 2,4,5-Tri- phenoxyacetic acid as an amine. a.e. per acre.

Diluted

ese herbicides are diluted in and applied with and without eatment at the rate of 80 s of spray mixture per acre. treatments have been found to ntana completely when spraying rried out with Rega knapsack ers at a pressure of about 25 square inch.

One other weed which Mr. Mune described—Tobacco weed (*Elephantopus Mollis H. B. K.*)—is a newcomer to Fiji's coconut plantations. This can be controlled by spraying with 2 lb acid equivalent of 2,4-dichloro phenoxyacetic acid as an ester or amine formulation.

Concluding his paper, Mr. Mune said: "We now have a selection of effective methods of control involving a number of safe chemical weed killers that will kill weeds, which, in the past, were only checked by regular slashing. But these chemicals are not a substitute for good management practices.

Cattle "mowers"

"After control by treatment, it is essential to consider the source of the infestation and the reason for it. Most plantation weeds are present due to lack of production pressure.

"This is brought about by ineffective weeding, insufficient capital, labour, fertiliser, and, in some cases, lack of incentive."

Another paper, which touched on the control of weeds in coconut plantations, was presented on behalf of Mr. J. L. Baker, chief veterinary officer in Fiji's Department of Agriculture.

Mr. Baker's paper concerned the grazing of cattle in coconut plantations where arable or tree crops could not be grown along with the coconuts.

He said that cattle could be a source of considerable income to plantation owners, besides helping to control weeds and making the collection of nuts easier.

In some areas of Fiji, good pasture species could be grown in such abundance in coconut plantations that up to one beast per acre could be grazed in them. But Mr. Baker sounded a warning on this score.

"While pasture species can do an effective job of controlling weeds in mature plantations," he said, "it must be remembered that those same pasture species can be weeds themselves in young plantations where palms are not yet high enough for fronds to be out of the reach of cattle or goats.

Rotational grazing

"In this respect, sheep have shown themselves in Fiji to be far less likely to damage young palms than cattle or goats.

"In Fiji, the basic aim is to establish pasture to control weeds, and then use cattle to control the grass.

"It must not be thought that cattle or goats will control weeds *per se*. If anything, the reverse will be the case, and if stock are run in a badly weed-infested area, the infestation will tend to increase.

"There will be a tendency to overgraze the pasture areas and to leave the weeds until all available pasture is consumed.

(Over)

When palms are too thick

Is your coconut plantation overcrowded with palms? If so, you can thin down your groves with arboricides.

Suitable chemicals are an 80 per cent. W/V sodium arsenite solution, or a 50 per cent. a.e. 2,4-D amine solution applied at the rate of 30 ccs in a single auger hole in the base of the palm trunks.

These arboricides were recommended at the recent SPC technical meeting on coconut production at Rangiroa.

Rangiroa is the site of a French research station investigating the problems of coconut production on atolls.

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f the stock are then withdrawn
the area, the denuded pasture
be encroached on further by the
ds, and so the situation will be
ner aggravated."

r. Baker said the main require-
t of pasture management was to
the grass high enough and thick
gh to control weeds, and short
gh to find ripe nuts easily.

his involved adequate fencing, a
ional grazing system, and the in-
gent use of livestock.

r. Baker suggested that any
nut area should be divided into
less than four equal paddocks.

nder this system, the herd would
otated around the paddocks at
ly intervals, allowing a three-
recovery period for each
lock.

he herd size would then have to
set at a number that would
uately graze each paddock in a
so that nuts could be easily
cted. But they should not over-
e, causing grass recovery to be
ved.

opra cutters would go into each
lock immediately after the cattle
out. Any necessary weed con-
would be done at the same time
nuts were collected.

PLANTING COCONUTS TO THE BEST ADVANTAGE

Agricultural experts attending the SPC technical meeting on coconut production at Rangiroa, French Polynesia, in August agreed on a series of recommendations on the optimum density for coconut palms.

THE experts agreed that factors determining the most desirable density included the variety of palm to be planted; light intensity; fertility of the soil; and moisture supply.

A dwarf palm, it was pointed out, occupied less space than a tall palm, while light intensity varied according to latitude and climate.

"A triangular system of planting, with one line due north and south makes more efficient use of light than any other system," the experts said.

"On fertile soils well supplied with moisture, vegetative development is greater and therefore optimum density will be less.

Practical Planter

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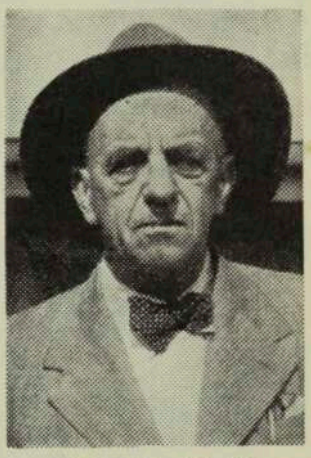

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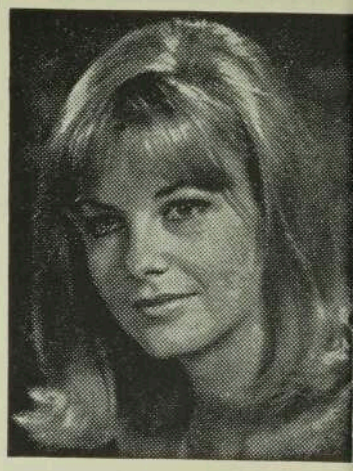

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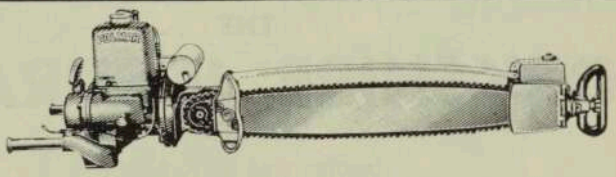

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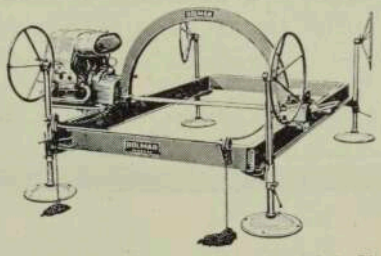

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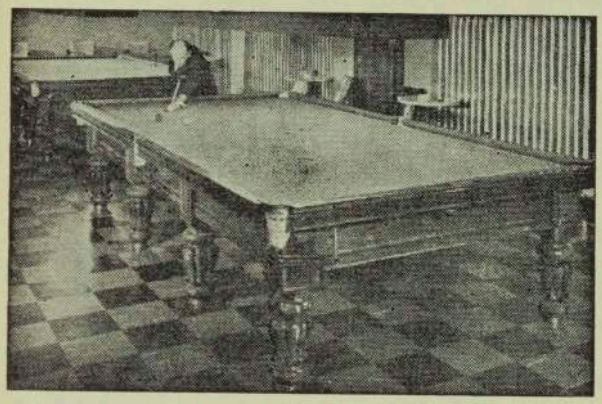

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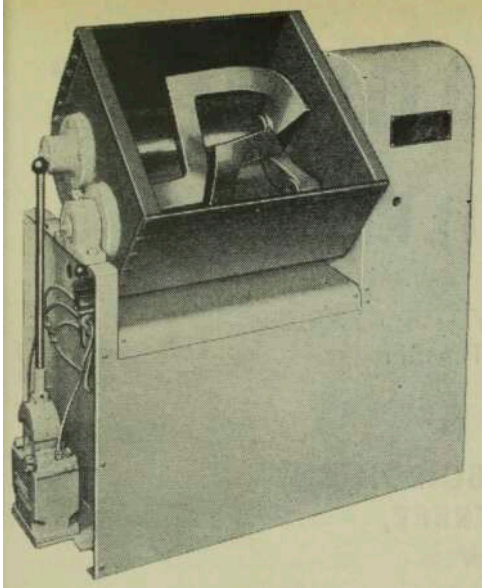

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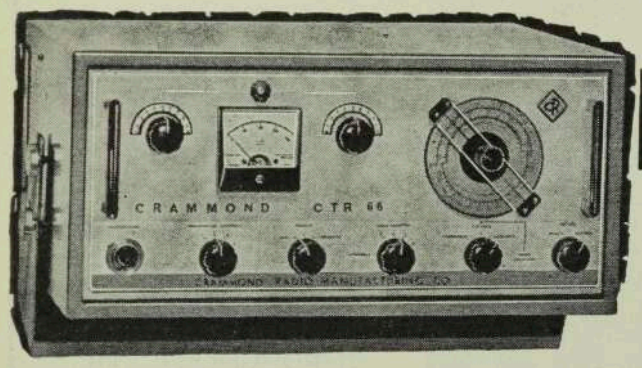

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NG Assembly Budget session

(continued from p. 27)

contract system for overseas ic servants was unsatisfactory; he seriously questioned the Ad- stration's ability to recruit 2,186 ble local public servants this cial year (as proposed in the et) because, he said, only about) Form 3 and Form 4 students now at territory schools. Of many would be recruited for niversity, the Institute of Higher nical Education, the Vudal cultural College, several teachers' ges, the Papuan Medical College, Forestry College, Army, Police e and private enterprise.

r. Barrett, who is chairman of "watchdog" Public Accounts mittee, said that the Public Ser- was in such a bad way that at next Assembly session, he would that a firm of consultants should a "comprehensive overall re- of the organisation of the inistration and make a report e House.

Too complicated

. Barrett's notice of motion on the last day of the Budget n which was notable also for:

Numerous attacks by elected pean members on the Depart- of Territories. (The general was that the Territories Depart- interfered unnecessarily in many rs that could be dealt with by House and the Administration).

Statements by the Speaker, Mr. e Niall, and members of the rnment that because the native bers had found the business he House too complicated to v, efforts should and would be to make things easier for them e new Assembly to be elected year.

A concerted, but unsuccessful by the elected European mem- in the last hours of the session ve the tax on public and private anies reduced from the 22½ per as proposed in the Budget, to per cent.

e session got off to a lively start a motion moved by Mr. Graham ore, member for South Mark- (Special).

is was that before any further opment towards self-govern- or independence took place in territory, a referendum should eld in Papua to see whether the ans wished to form a full and anent constitutional union with Trust Territory of New Guinea, or whether they wanted to retain their link with Australia and their present Australian citizenship.

The motion was subsequently amended to read that both Papuans *and* New Guineans should be given a referendum or plebiscite to state their views before any irrevocable act took place to unite them constitutionally.

Speaking to the original motion in Pidgin, Mr. Gilmore said: "If the Papuans want to join us, I think New Guinea can be a strong country. However, if we join and get self-government or independence and the Papuans decide that no one asked them whether they should be joined together or not, there will be trouble. This has happened in Africa where people have decided that groups should be united without telling them, and there are many fights and wars because of this."

The contributions by many of the native members to the six-hour debate that followed left no doubt that they had no clear idea of what the motion meant, and that the very idea of talking about it was dangerous.

"We do not want a lot of talk that may divide the country and the people," said Edric Eupu, member for Popondetta, Open.

Zure Zurecnuoc (Finschhafen, Open) thought the "mistake" of having two territories should be rectified "while the Australians are still here." But he was emphatically against haste. "Please give us more time—a little time—we are up against time," he said. "We cannot absorb everything because so many things are coming at once."

Wrong time

Lepani Watson (Esa'ala-Losuia, Open) thought the present was the wrong time to discuss the motion, and that it would be more appropriate to pass a motion to educate the people so that they would know the difference between Papua and New Guinea.

Pita Tamindei (Maprik, Open) expressed no view on the motion at all, but made it clear that a lot of disturbing talk emanated from the educated young men in the towns. "We in this House must not hear what these young men have to say," he said.

Kaibelt Diria (Minj, Open) said that Papuans and New Guineans were "all one kind," but he thought the Europeans were trying to spoil the country with their alien ideas.

Mr. Keith Tetley (Gulf, Open) had some critical things to say on the Budget.

"You, Europeans, started the idea of political parties, and the idea of self-government came from you, too," he said. He added: "If we work easily and go slowly, then later on we can stand up and be strong."

Tei Abal (Wabag, Open) denied that the "white man is trying to destroy us," but said the natives should "not be too anxious to get something and then collapse and blame the white man."

"I agree with Mr. Gilmore's motion, but I do not want to hurry it up," he said.

Of the many other native members who spoke, all took similar stands to those quoted.

The European elected members strongly supported the motion; while the Government opposed it on the ground that it would cut across a decision already made by the House —that the ultimate constitution for Papua-New Guinea should be left until experience gained in the light of recent constitutional developments could be a guide for the future.

It was not surprising, therefore, that when the motion was finally put to the vote, it was soundly defeated —30 votes to 19.

The debate on the Gilmore motion overshadowed all other business— apart from the presentation of the Budget—during the first four days of the session, and it did not show the native members up as very promising material for a fully self-governing House.

There was, however, one debate in which they did shine. This was on a motion by Gabriel Ehava Karava (Lakekamu, Open) that the Admin-

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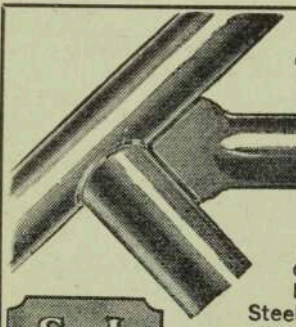

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...G Assembly

...on should do more to actively ...rage small-holder rice-growing.

...e was a subject they could all ...understand, and they spoke on ...structively.

... rice debate put everyone in ...ght sort of mood for nearly two ... of talking on such matters as ...overnment, political parties and ...tion.

Abal reiterated an oft-expressed ...on his part that the people in ...Western Highlands did not want ...uropeans to go away, and this ...was echoed by a number of the ...native members.

...iye Siune, who thought it was ...yet time for political parties," "Many Papuans and New ...ans on the coast have had the ...nment with them for a long ... and they understand many ... and their businesses are pro... well. But we people from ...Highlands—we are still newly-...ered people. We have not seen ...lace progress properly yet."

Budget criticised

...ates on a variety of minor sub... kept the House so busy that ... not until the evening of the ...h sitting day that members got ... to discussing the main item ... notice paper—the Budget.

...m the European members, at ...this came in for quite a "roast-...while the native members took ...ut to tell the government over ...ver again how much their dis... needed schools, teachers, roads, ...s and economic development.

... main complaints about the ...t from the European members ...that:

...The Administration had made ...ort to reduce unnecessary and ...wasteful expenditure.

...Company taxes were too high ...act or keep capital in the terri...

...The Administration was trying ...rt at the top and work down, ...as it should be starting at the ... level and working up.

...The natives were not doing ...h to pay for their own develop...

... Keith Tetley (Gulf, Open) said ...ne way of putting the country ...irm economic footing would be ...r down the new university and ...he material to build primary ...s in the villages. He also ...ed the appointment of an asso... ciate professor in prehistoric archaeology for the university at nearly $10,000 a year.

Mr. Percy Chatterton (Central, Special) said he did not entirely share Mr. Tetley's objection to prehistoric archaeology, but he did think there was a need to get down quickly to the problem of basic education.

Between 50 and 60 per cent. of the territory's school-age children were going to grow up illiterate because there were no schools for them to go to, he added.

Considering the enormous amount of emphasis that native members placed on education, public works and agriculture, the message of the Budget session clearly was that Australia could well afford to forget about the United Nation's urgings for a while, and concentrate on trying to give the people what they really want.

WORK has begun on a new hotel at Erakor Lagoon, an attractive spot behind Vila, the New Hebrides capital. There are two other hotels in Vila.

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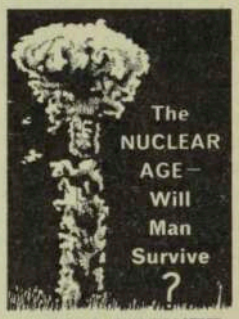

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Minister in Cooks

(Continued from p. 31)

worked out so that wage increases given locally would be more realistic.

● NZ and Cook Islands economies had similarities. Both countries were isolated, far from their main markets and dependent on expensive transport, and both had to import a high percentage of their goods.

● Both countries had to spend increasing amounts on such things as education and health just to maintain standards for their current populations. NZ had had to take some unpopular measures, such as raising taxes and curtailing import and government expenditure, and the Cooks Government had been asked to assist NZ in this.

One hopeful comment by Mr. Marshall was that there were "obvious signs" of progress being made under self-government. He also said that he had noticed "a continued affection for New Zealand".

During its visit Mr. Marshall's party also flew to Aitutaki.

Tom Ellis

(continued from p. 26)

GOA, GOB and GOC for three of them, but "were too damn scared to register the fourth in case Tom Ellis claimed it!"

The big question is how will Tom Ellis fare when he is no longer a little god in his own district, but overall co-ordinator and policy-maker, who has to receive recommendations for the progression of New Guinea from a colony to pre-independence and eventually independence?

His own department will have to redefine its role. Not every district is developing at the same rate, and there are many members of the far-flung District Administration empire who do not agree with the role the department must follow. In addition, lack of promotion prospects have tended to create a sub-system of intrigue and jealousy throughout the districts.

As co-ordinator of the overall picture Mr. Ellis will not always have the opportunity to back up his *kiaps*, as he has in the Western Highlands. Or even the same desire, for he is a shrewd man with a mind for business. He will give no support to what he considers inefficiency, and that is what many districts are suffering from the moment.

To maintain his department on present lumbering lines will cre criticism.

Pre-independence has alrea brought many new changes, local g ernment being perhaps the most reaching, where *kiaps* invested v police and court powers are suppo to establish and advise local g ernment councils. Mr. Ellis, look for the kudos, could create a Dep ment of Local Government i which his enemies, drones sycophants, as well as some men v an efficient knowledge of local g ernnment, could be placed.

This would leave him head DDA with few troops to control, it might also reduce his influence

Meanwhile, the man whose sh he fills, Mr. McCarthy, may well around to watch and criticise. has announced that after a visit his home town, Melbourne, he return to contest next year's Ho of Assembly elections in the P Moresby Open electorate. Of cou contesting that election and winn a seat in it may be two differ things, and Mr. McCarthy may f next year *ex-kiaps* aren't go political bets.

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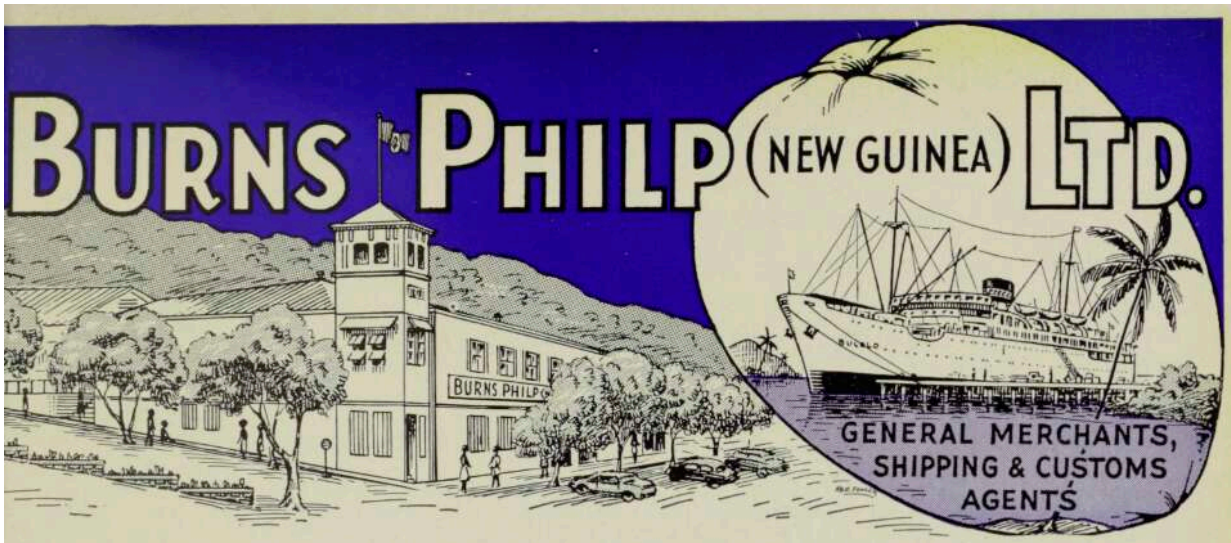

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