NATIONAL LIBRARY OF AUSTRALIA

Vol. XXXIII, No. 5 (Dec. 1, 1962)

Date : 7/17/26, 4:02 AM

https://nla.gov.au:443/tarkine/nla.obj-324395331

Copyright varies by issue and article

Reason for copyright status: Serials have an open range of dates.

Copyright status was determined using the following information:

Material type: Literary, dramatic or musical work

Copyright status may not be correct if data in the record is incomplete or inaccurate. For more information regarding Copyright in Library Collections visit http://copyright.org.au and https://www.library.gov.au/services/copyright-library-collections

The National Library of Australia supports creativity, innovation and knowledge-exchange but does not endorse any inappropriate or derogatory use. Please respect indigenous cultural and ethical concerns.

NATIONAL LIBRARY OF AUSTRALIA

Pacific Islands Monthly

DECEMBER, 1962

VOL. XXXIII. NO. 5.

he News
agazine
Of The
South
Pacific

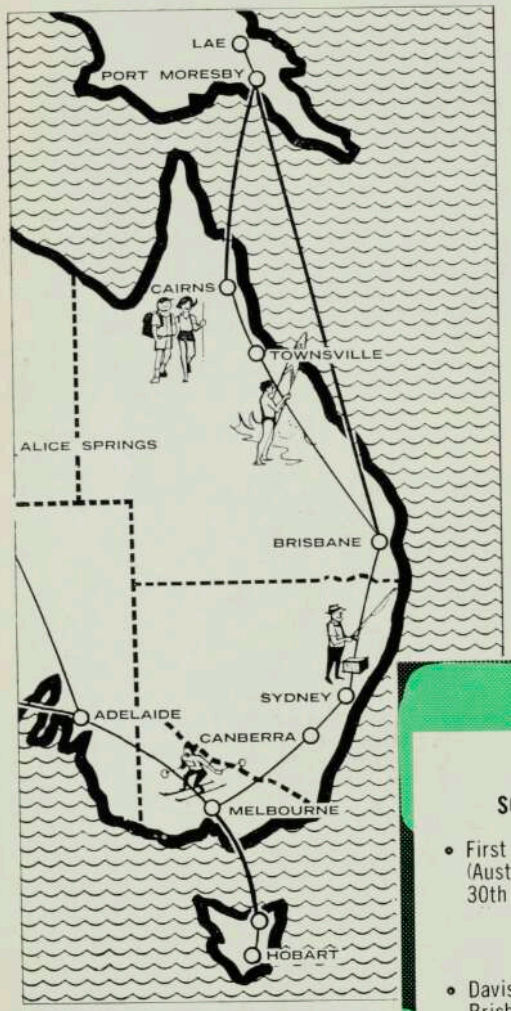
ESTABLISHED 1930

ered at G.P.O., Sydney, and at P.O., for transmission by post as a Newspaper.

nla.obj-324437329
National Library of Australia

Wherever you want to go . . . Whatever you want to do . . .

See Australia with TAA



See more, enjoy more,
do more than on any holiday before,
and even save money!

Save on TAA Tourist Class Fares. You can fly TAA from Port Moresby to Brisbane and back for only £69.6.0.

Regular TAA Sunbird services from Lae and Port Moresby to Australia connect with flights to all States — linking the Territory to more than 90 ports throughout Australia.

Money saving TAA budget holidays. There are dozens to choose from — in such famous places as the Gold Coast, Central Australia, the Barrier Reef Islands.

TAA Travel Service makes all your holiday arrangements . . . plans personal itineraries and tours . . . arranges accommodation and local tours at your destination.

COMING EVENTS IN AUSTRALIA

A selected list from the many interesting sporting, social and business meetings scheduled during 1962.

- First Cricket Test, Brisbane. (Australia v England) 30th November-5th December, 1962
- Davis Cup Challenge Round, Brisbane. 26th-28th December, 1962
- Australian Surf Carnival, Warrnambool, Victoria. March, 1963
- Second Cricket Test, Melbourne. (Australia v England) 29th December '62-3rd January, '63
- Australian Legal Convention, Hobart. 19th-27th January, 1963

TAA will arrange your air travel, accommodation and tickets to these events.

Contact your nearest TAA Travel Adviser:

PORT MORESBY: Len Vaughan, Cnr. Cuthbertson and Douglas Sts. 'Phone 2101.

RABAUL: Max Knop, "Augusta House", Mango Avenue, 'Phone 2702.

GOROKA: Bernie Gamble, Goroka Airport, 'Phone 8.

LAE: Tony Dewiss, Coronation Drive, 'Phone 2311.

MADANG: Henry Ohlmus, Kaislan Avenue, 'Phone 78 or 166.

FLY TAA SUNBIRD SERVICES

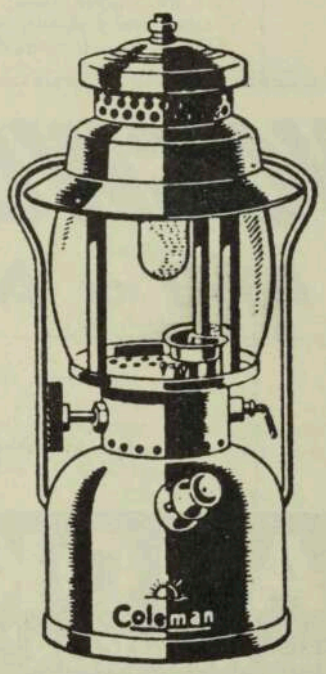
throughout the Territory of Papua/New Guinea — and to Australia.

TAA2303/62

nla.obj-324437647
National Library of Australia

Brilliant Light in all weathers...

Coleman® Kerosene LANTERNS



Robert Gillespie's bring to the Pacific Islands Coleman's lightweight lanterns. These popular brand-name lanterns maintain a steady, dependable light in high winds and torrential rains. Triple nickel-plated with brass founts. Two models available: No. 237—up to 500 c.p.; No. 249—up to 300 c.p. . . . both tested to 200 lb. pressure. Quick to light . . . just preheat with methylated spirits. No need to repump each time lantern is lit . . . the positive shut-off valve keeps pressure in the fount. Easily serviced and spare parts readily available.

Representatives for the Pacific Islands:

BERT GILLESPIE PTY. LTD.
22 Young St., Sydney
334 Queen St., Brisbane
Cable: "Robergill".

ROBERT GILLESPIE (N.G.) LTD.
Rabaul, Port Moresby
Lae, Madang

PEARCE & CO., LTD.
Suva

nla.obj-324437900
National Library of Australia

LANE'S

NOCWEED 2, 4, 5-T KILLS GUAVA

Lane's Nocweed 2,4,5-T contains 36% w/v 2,4,5-Trichlorophenoxyacetic acid as the aliphatic ester. For effective and economical control of guava and other bushy weeds, Nocweed 2,4,5-T is unsurpassed. Available in all sizes to suit your individual requirements.

NOCWEED A40 or A50 KILLS LANTANA

Lane's Nocweed A contains the amine salt of 2,4-D, and is available in two concentrations—40% and 50%. Nocweed A has proved to be the best and most specific chemical to kill lantana. "Premium Grade" Nocweed A, a superior formulation giving better absorption and better weed control is also available but at slightly greater cost.

LANOKIL Containing NANKOR* Insecticide KILLS FLIES, COCKROACHES

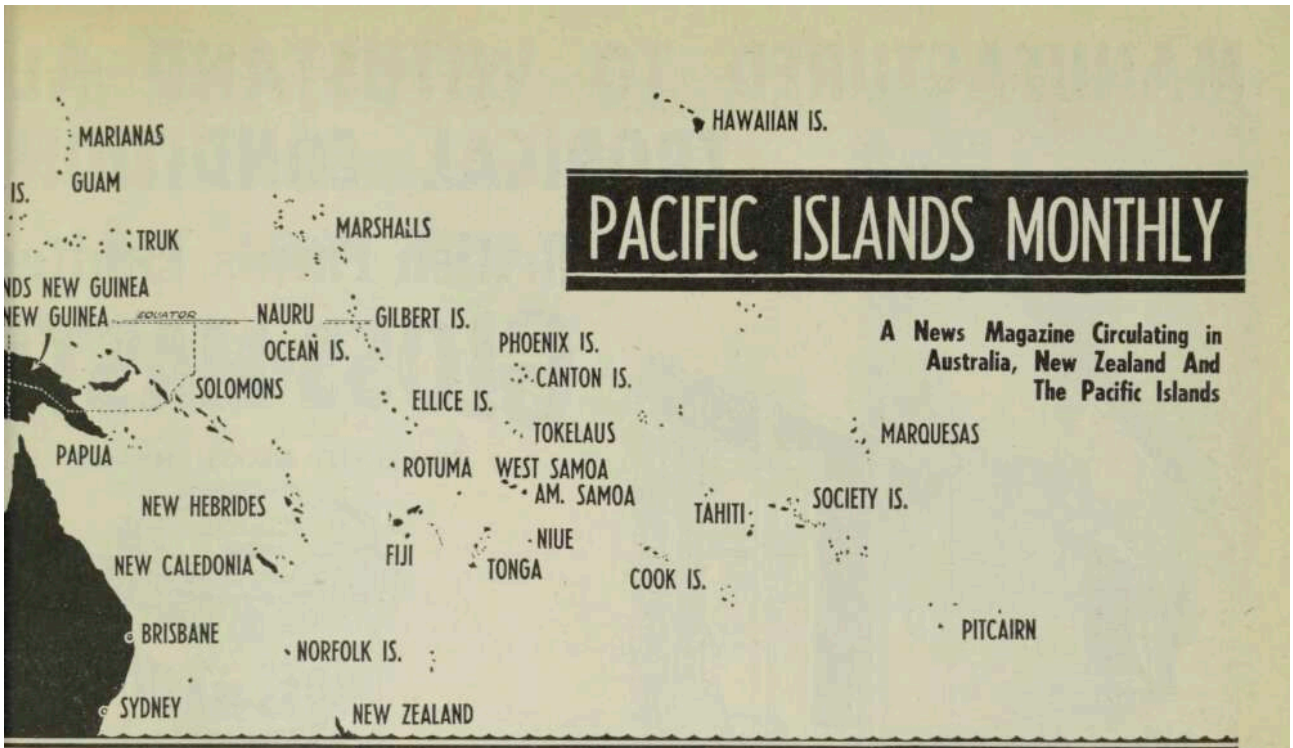
Lanokil is the safer insecticide for use in buildings, food processing plants, dairy barns, poultry houses, abattoirs, etc. It gives quick acting and long lasting kill of flies, cockroaches, fleas, ants, mosquitoes, spiders, bed bugs, carpet beetles, ticks, mites, weevils and other pests.

* Trademark of The Dow Chemical Co., U.S.A.

W. R. CARPENTER & CO. (FIJI) LTD.
Rodwell Rd., Suva. G.P.O. Box 299
Telephone: SUVA 3801

SUVA MOTORS LTD.
Naviti St., Lautoka
Telephone: LAUTOKA 7

nla.obj-324438166
National Library of Australia



PACIFIC ISLANDS MONTHLY

A News Magazine Circulating in Australia, New Zealand And The Pacific Islands

Publisher: R. W. ROBSON.
Editors:
JUDY TUDOR STUART INDER
Manager: SELWYN HUGHES.
ELEPHONES: MA 9197, MA 7101, MA 4369.
G.P.O. BOX 3408, SYDNEY.
graphic Address: PACPUB, Sydney.
ANNUAL SUBSCRIPTION RATES:
Aust. currency; includes surface postage)
fic Is.—P.-N.G., Fiji, Samoa, Norfolk, auru, B.S.I., Cook Is., Tonga, G.&E. rp., Niue, New Hebrides, and other . Pacific Is. **£1 4 0**
ch Pacific Territories and Dutch ew Guinea **£1 7 0**
ralia and N.Z. **£1 10 0**
, British Commonwealth and Foreign 0/- Stg.) **£2 10 0**
A. and U.S. Pacific Territories 7.00 U.S.) **£3 1 3**
le Copies (postage extra) **2 6**
BRANCH OFFICE IN PAPUA-NG
fic Publications (NG) Ltd., Theatre ding, Fourth St., LAE. Tel.: 2577. Miss Pat Robertson, Manager.
BRANCH OFFICES IN FIJI:
: Fiji Times Building, 20 Gordon St. Tel.: 4043.
oka: "Fiji Times" Office, Vidilo St. Tel.: 420.
REPRESENTATIVE IN N.Z.:
D. Whitcombe, P.O. Box 5179, Auckland.
REPRESENTATIVE IN HAWAII:
. Spencer, 203 Yap Bldg., 3465 lae Ave., Honolulu. Tel.: 775538.
REPRESENTATIVE IN U.S.A.:
. Craib, Box 1455, San Francisco California. Tel.: Mission 8-1075.
REPRESENTATIVES IN U.K.:
D. Ashburn, 13 Rood Lane, London, C.3. Tel.: Mincing Lane 8633.
. Mackenzie, 4A Bloomsbury Square, don, W.C.1. Tel.: Holborn 3779.
BOURNE OFFICE: Newspaper House, 247 Collins St. Tel.: 63.7053.
NTS: All main trading firms and stores in the Pacific Islands.
fic Publications Pty. Ltd., is the

No. 5. Vol. XXXIII.

CONTENTS

DECEMBER, 1962

A "New Look" New Guinea as the Bar-room Doors are Thrown Open for All 5
Opportunity Soon for Talks on Fiji Political Change 7
Fiji Introduces a Stay-put Budget 7
New Era in Trans-Pacific Telecommunications 8
NG Anger Over Press Reports 9
Rabaul Aids Battered Guam 10
New Tariff Gives Confidence to NG Coffee Industry 10
Move to Solve 34-Year-Old Sea Mystery 11
COMMENTARY 13
Britain's Common Market Plan for South Seas 15
Indonesia Wants Earlier WNG Take-over 16
Tropicalities 17
From the Islands Press 21
New Competition for South Seas Air Routes 23
TERRITORIES TALK-TALK 29
Fijian's Plea for a South Seas Colombo Plan 34
Sparks Fly Over Those Old Polynesian Voyages 28
Bishop Strong New Archbishop of Brisbane 41
Protests Over NG Shipping Priorities 43
Brett Hilder Profile 44
Emotional Welcome Home for Tongan Castaways 47
New P-NG Council Composition "Aimed at Future Needs" 51
£3-Million Loans Under NG Credit Scheme 55
One Million Samoans in 100 Years? 56
Another Trade Gap for Fiji 57
Red Interest in Samoan Politicians 57
Malaria is NG's Number One Health Problem 61
Uncle Sam Builds an Island "Paradise" 63
SPC Review Conference Next Year 65
New Training Centre Could Mean Dramatic Changes 71
Alfred Poroi, New Senator for French Polynesia 73
Fiji's Souvenir Business is Booming 75
Fiji Luxury Items Will be Duty Free 77
Fred Hargesheimer Says Thanks With a School 77
Raft Experiment Could Lead to Bonanza for Fishermen 78
MAGAZINE SECTION 83
PACIFIC SHIPS AND YACHTS 99
PACIFIC REPORT (with Index) 117
TRAVEL TALK 142
Shipping and Airways Timetables 145
Commerce, Produce 153

THE COVER: We had no special reason for putting this pretty girl on the cover except that we liked the look of her. Needless to say, she's a Tahitian, all togged-up for the Bastille Day festivities.—Studio Mackenzie Photo.

A Product of Pacific Publications Pty. Ltd., 29 Alberta Street, Sydney

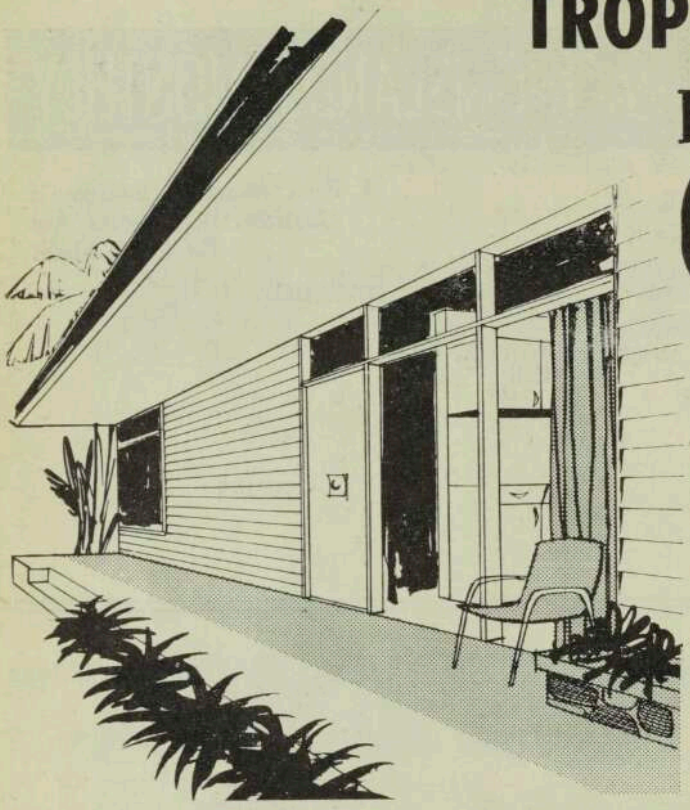
nla.obj-324438425
National Library of Australia

MANUFACTURED TO WITHSTAND ALL TROPICAL CONDITIONS

British Paints Limited

GLOSS-MASTA

BRILLIANT GLOSS ENAMEL



One coat covers any colour.
For interior and exterior use.

Gloss-Masta is specially manufactured to stand up to the rigorous tropical climates. It dries overnight with a brilliant, luxurious, porcelain-like finish that looks and wears like baked enamel. In fact Gloss-Masta sets a new standard of exceptional brilliance . . . the more you wash it the better it looks Gloss-Masta completely withstands boiling water, steam, grease and all cooking fumes.

So very easy to use . . . Gloss-Masta comes to you in the world's greatest colour range . . . ask for your Gloss-Masta colour card at the nearest British Paints Limited depot or store.

ALL PURPOSE UNDERCOAT
for
paints and enamels

MAXIMUM RESISTANCE TO MOULD AND FUNGUS IMPORTANT:

For maximum protection against fungus and mould growth always treat new or previously painted surfaces with British Paints Limited's anti-mould solution.

SOLD AND RECOMMENDED BY:

NEW GUINEA:
Burns Philp (New Guinea) Limited: Wau
Burns Philp (New Guinea) Limited: Bulolo
Burns Philp (New Guinea) Limited: Lae
Burns Philp (New Guinea) Limited: Madang
Burns Philp (New Guinea) Limited: Goroka
Burns Philp (New Guinea) Limited: Wewak
Burns Philp (New Guinea) Limited: Kavieng
Burns Philp (New Guinea) Limited: Rabaul
Burns Philp (New Guinea) Limited: Kokopo
Burns Philp (New Guinea) Limited: Daru
Burns Philp (New Guinea) Limited: Kainantu
Kam Hong: Lae
Scotts New Guinea: Lae
Tang Mow: Wewak
Laurie Chan: Rabaul
Wong You: Buka Passage—Bougainville

PAPUA:
Burns Philp (New Guinea) Limited: Port Moresby
Burns Philp (New Guinea) Limited: Boroko
Burns Philp (New Guinea) Limited: Samarai
Burns Philp (New Guinea) Limited: Popondetta

HONIARA:
A. C. Blair Ltd.: Honiara
Ho Kee: Honiara

FIJI:
Burns Philp (South Sea) Co. Ltd.: Suva
Burns Philp (South Sea) Co. Ltd.: Lautoka

NORFOLK ISLAND:
Burns Philp (South Sea) Co. Ltd.: Norfolk Island

nla.obj-324438700
National Library of Australia

A 'New Look' New Guinea As the Bar-room Doors Are Thrown Open for All

From Correspondents in Papua-New Guinea

Papua-New Guinea's new liquor laws have brought about a big change in the Territory's social habits—but no murders or mayhem. The first month of the new laws has ended without any major incidents, but with a general quickening of drinking activity among the natives, who took the first week very quietly indeed.

According to some social workers there are signs that some families are going hungry while the men drink their wages, and there is apprehension that this practice will grow, causing domestic upsets. It is too early yet to report a trend. But people, particularly missionaries, with experience in other South Pacific islands where drink has been introduced, point out that the first few months are not really a test, as everybody is on their best behaviour. Trouble can develop later.

It's official now. He can drink. With a cold bottle and a plastic glass, this Rabaul Tolai is apparently satisfied with the new liquor laws.

THE new laws come into effect on November 2, the ordinance under which they operate being a temrary one. It will be reconsidered at other meeting of the P-NG Legisive Council early in the new year. The new laws lifted a total ban on ink for natives.

Both sexes, over 18, may drink ything they like on licensed preses, or on social occasions when ey are guests. But they may purase only beer to drink at home. e laws apply to almost two miln natives, but hundreds of thouds of these are in wild areas ere they are never likely to be inested in liquor.

The Acting Administrator, Dr. hn Gunther, went on the air on eve of D-Day to appeal to the od sense of the native population ot to rush into hotels and drink to cess just to use the new opportunity buy liquor."

He also appealed to them to keep ir liquor spending to a sum they ld afford without neglecting family ponsibilities.

"There is nothing clever about be able to drink," he added.

The Secretary for Law, Mr. W. tkins, the same evening on the air tlined the drinking laws and hours. told the new drinkers that hotels re open from 9 a.m. to 11 p.m. nday to Saturday and from 11 n. to 1 p.m. and 5 p.m. until 7 n. on Sundays.

He said stores with licences could only a dozen bottles of beer at ime. Clubs "belonged to the mems" and natives could not enter a club unless they were members or invited by members. Clubs could remain open from 10 a.m. to 12 midnight daily.

He stressed that Legislative Council members "would be interested in the way the native people were drinking," because they could alter the laws.

Most hotels in the main centres of Port Moresby, Lae and Rabaul reported very quiet trading for the first day or two. On the first day at Rabaul a few natives wandered into the town's two hotels, but at lunchtime there was not a solitary one at the bars. Some filtered in after lunch and by late afternoon there were only a handful on one side of the bars, with Europeans on the other.

But trade picked up the first evening, and after that Territory hotels reported a big increase in natives in the bars, while the Europeans retreated to the clubs.

Hardened topers line up at the bar and cling tooth and nail to their preferred positions while those in the back clamor for attention. The scene is little different from Sydney's legendary "swill" except that these drinkers are mostly barefoot (except those who charitably share their footwear around), regard their drinking utensils of thin plastic as being as disposable as a coconut, so that one hotel lost 2,000 in one week, and think it no social error to upthrow before company.

One hotel admits to closing for hours at a time so that the bar-room can be swabbed out for another session. They've also had to close because of shortage of stock and there's no gainsaying the increased custom hotels are enjoying.

As one manager put it, "Our takings have gone up 200 per cent.—and we'll never ever be short of silver again".

Not so happy are other town businessmen who have noticed a falling off in native trade. Most affected are those who previously catered for the sly grog trade and for whom few have sympathy. Others mentally tot the value of beer cartons being

The Hard Facts of Life

A European in Lae decided he would initiate his house boys into the new art of hotel drinking. He explained that he would buy the first drinks and after that it would be polite for them to "shout" the next two rounds.

They all downed their drinks, but when the time came for the shouting the boys didn't feel so well. The boss suggested they sit out in his car until they felt better while he shouted a round for himself.

He later came out to find them asleep. There was no work done in the house next morning, but both boys announced that if that was liquor they were on the water wagon for life.

nla.obj-324438962
National Library of Australia

put aboard homegoing village trucks and calculate this expediture means less to be spent on amusements such as picture shows and soft drinks, and clothing, etc.

Even hotelkeepers despair that their boom trade brings with it unmentionable bar-room manners and sheer "filth".

"They must be taught *how* to drink," is their despairing cry, and as yet no one body has taken on the task. When to stop drinking, not to slop, to stand aside for the other fellow, to observe the barest rules of hygiene, are matters of behaviour yet to be instilled into the native imbiber.

While dropping of the drink barriers was intended as a means of removing discrimination and thus transcending the gulf between white and brown it has in these early days worked in reverse.

Few Europeans have not got an opinion on the vital subject of native drinking, but most confine their feelings in one sentence, "They're the same as us now,"—their tone belying any such relationship.

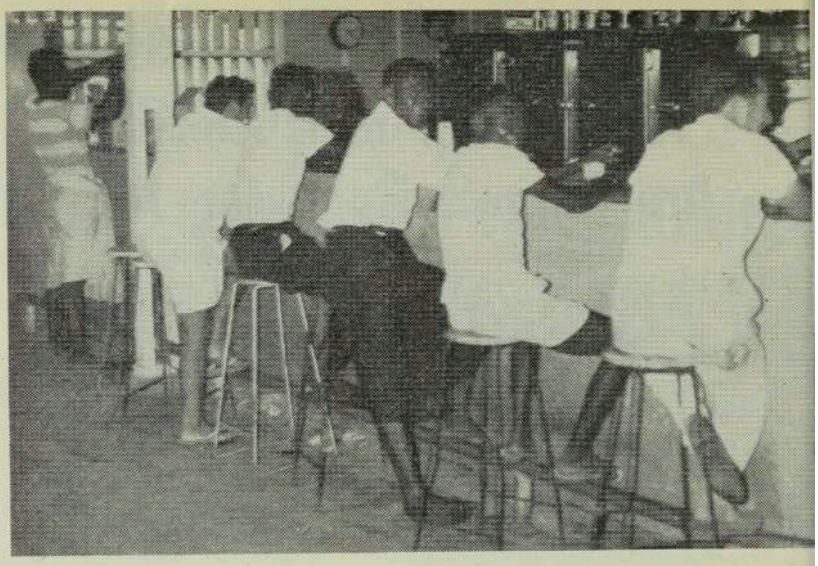
Others predict worse to follow. Even some seasoned police are beginning to say that liquor could be the means of releasing pent-up tribal hatreds in the weeks ahead. But these are mere predictions.

Native Clubs?

Many native leaders for the first time seem to have become aware of the advantages of the clubs, and there are already moves for the natives to establish their own. One of the first to move was Port Moresby's Hanuabada village after a councillor reported that he saw some bad feeling among drinkers in Port Moresby hotels and he thought it would be better for people to drink in their own villages. There were similar moves in Rabaul.

The anti-drinking forces in the Territory were planning for a combined onslaught by the end of the first month. They were led by the Administration, which was organising a conference of Territory bodies for mid-December in Port Moresby. Expected to attend was Pastor Ernest Steed, of Sydney, a leading Seventh-day Adventist and temperance organiser.

The Administration is aiding Territory organisations to conduct temperance education. It is also giving financial assistance. There has been a temporary ban placed on liquor advertisements in the Territory Press.



Time: 4.10 p.m. Scene: Any P-NG hotel. At first the rule was that shoes must be worn in the bar, but the rule didn't last. Bare feet and betel nut are now accepted, so long as behaviour is good. And so far behaviour has been good.

The Administration wrote to 192 organisations and individuals throughout P-NG in October, inviting them to assist in the education programme.

One new society formed was the SEVA—Society Encouraging Voluntary Abstinence—whose secretary is the Rev. Paul Parkin, of the Port Moresby United Church. More than 400 people of all races, including 30 Europeans, attended the first meeting in November, when it was announced that the society would extend throughout P-NG. Missionaries of various churches addressed the meeting.

Mr. Parkin said that already people were going hungry in Port Moresby because food money was being spent on liquor.

Highlights of the month:

● There was a battle of dress in the early stages. Hotels insisted native bar drinkers had to wear shirts and shoes, but this was impossible to police. Barmaids complained of stiff necks received from craning over the bar to check on thousands of feet. Finally, bare feet were "in".

● Beer prices caused confusion when it was found hotels had no uniform standards. In Port Moresby the price of locally brewed beer was finally fixed at 4/3d a bottle, 2/3d a half, whether the bottle was drunk at the bar or taken away. There is to be a general review of Territory prices.

● In Rabaul, many natives used to paying 5/- for a can of beer from their sly-grog suppliers were amazed when they found they could buy a carton of 24 cans for £2/7/-. Many natives everywhere drank cold beer for the first time—and liked it.

● P-NG parents were concerned about the possibility of young men drinking when away at school. The Education Department made it clear that even students over the age of 18 would not be permitted to take liquor to schools and colleges to drink it there.

Free Glasses!

● An Administration official in one out-station told the natives there was no *need* to wear shoes at the local hotel. Later the hotel management reported that drinkers were taking their shoes off and leaving them outside the hotel while they drank, putting them on for the walk home.

● One European who forcibly impressed on his boy that he must be suitably dressed at the hotel, found himself left with two right shoes while the boy was at the pub wearing the two left ones.

● Many native drinkers believed they bought the glass with the beer and the Lae Hotel lost six gross of glasses the first fortnight. Many hotels are now supplying plastic or paper tumblers.

● Concern was being expressed at the amount of foodstuffs being left over from some weekend markets and the fact that natives were drawing regular sums from their savings accounts.

Opportunity Soon For Talks On Fiji Political Changes

From a Suva Correspondent

A hint that there might be constitutional changes in Fiji was given by the Governor, Sir Kenneth Maddocks, when he addressed the Budget session of the Legislative Council late in November. He said it was unrealistic to suppose that the status quo could be maintained indefinitely—he did not believe it was in the interests of the Fijians or Fiji that it should.

UT, the Governor emphasised, the extent and timing of changes uld entail safeguarding legitimate ian interests, particularly of the nership of Fijian land and of equate Fijian representation in the il service.

He said that reluctance to accept nge (by the Fijians) meant also t the constitution of Fiji continued be based on a system not devised modern conditions.

Fiji had become an important tre in the Pacific with opportuni- for education steadily improving, l more and more people from the lony were obtaining higher educa- n overseas.

Economically, the Colony was pro- ssing rapidly, and with that pro- ss there came new standards, ler horizons, and more numerous blems.

Greater Responsibility

"With these changing conditions, h within Fiji and in the outside rld, the time is approaching for people of Fiji to accept greater ponsibility for the government of country," Sir Kenneth said.

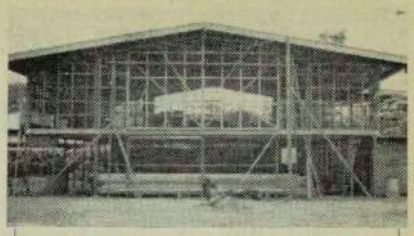
He said that the Under-Secretary State for the Colonies, Mr. N. T. Fisher, hoped to visit Fiji early t year. Mr. Fisher would want to rn the views of all sections of the mmunity about the future of the ony.

The Governor urged the public, members of the legislature, to k seriously about the constitu- al question so that they could e their considered views known Mr. Fisher.

The five Fijian members of the ncil listened intently to Sir Ken- n. They are resolutely opposed to constitutional changes which ht jeopardise their land rights, are not wholly convinced that e would be preserved if the Colony were given a greater measure of self-rule.

The Council adjourned soon after hearing the Budget address of the Financial Secretary (see below) and was not expected to resume till about December 4.

Observers expect fireworks will start soon after.



This fine new hall, to be known as the Pioneer's War Memorial Hall, is being built in Rabaul by the parishioners of St. George the Martyr's Church, mainly with voluntary labour.

To the memory of industrial, commercial and agricultural pioneers, the hall will accommodate on its top floor an auditorium, stage, dressing rooms, kitchen and dining hall; on the ground floor will be two suites of air-conditioned offices, manual arts workshop, toilets and free play area.

Fiji Introduces A Stayput Budget

From a Suva Correspondent

Fiji's budget for 1963 is a "stayput" document with no changes in the main revenue producing heading of Customs and excise duty and income tax. The only handout will be a removal of duty on luxury items bought chiefly by tourists. The Financial Secretary, Mr. H. P. Ritchie, later will introduce a motion into the Legislative Council setting out the items which can be bought duty-free.

MR. RITCHIE had budgeted for a recurrent budget deficit of £81,474. But he issued a stern warning about the dangers of deficit budgeting. He said the deficit could have been avoided by imposing additional taxation.

"But I consider that such a course would be incorrect at the present juncture," he said.

The budget provides for recurrent expediture of £8,813,784, with four items over the £1,000,000 mark. These are annual recurrent works at £1,344,845, education at £1,314,960, miscellaneous at £1,077,824 and medical at £1,015,291.

The capital budget of £3,108,078 makes the estimate of next year's spending £11,921,862. Capital works at £1,168,134 is the biggest item in the capital budget.

Mr. Ritchie expects revenue for the recurrent budget to reach £8,732,310, of which Customs will provide £4,230,000, and internal revenue and licences £2,294,980. He expects the capital budget revenue to be £3,027,536 with Colonial Development and Welfare funds at £1,458,836 and capital loans at £1,240,000 providing the bulk.

Commenting on the Government's decision to remove duty on luxury items sought by tourists, which was made earlier than expected (see p. 77), *The Fiji Times* said: "Some temporary reservations of praise are necessary until the list of goods affected reveals whether the matter has been approached boldly or half-heartedly. If the full benefits are to be obtained, an aggressive boldness is needed on the part of all concerned.

"On an appointed day, the prices of the nominated goods should come down sharply and spectacularly in Fiji's shops, and the full resources of the Fiji Visitors Bureau and any other source of publicity overseas should be applied vigorously to spreading the news.

"The new system should be brought in as soon as possible, and certainly not later than January 1, 1963."

nla.obj-324439483
National Library of Australia

New Era In Trans - Pacific Telecommunications

A new era in telecommunications between Fiji, New Zealand and Australia will begin on December 3 when the second link in the Commonwealth Pacific Cable project (COMPAC) comes into operation.

THE new link will enable 12 high quality telephone conversations to be held simultaneously between Fiji and the other two countries. It will also provide facilities for the transmission of high-quality telegraphic and telex messages, and pictures.

The COMPAC project, estimated to cost £33 million, will eventually link Australia and Canada. When completed, it will provide 80 simultaneous two-way channels.

Each channel could alternatively be used for up to 60 telegraph or teleprinter channels or for the transmission of picturegrams, or music or voice broadcasts.

The first COMPAC link, between Auckland and Sydney, was officially opened on July 9 when the Australian Prime Minister, Mr. Menzies, and his New Zealand counterpart, Mr. Holyoake, spoke to each other by telephone.

The laying of the second cable link, between Suva and Auckland, began on October 17. It was carried out by the British Post Office cable ship *Monarch* and the repair ship *Retriever*, owned by Cable and Wireless Ltd.

The next two sections of the COMPAC cable, between Fiji and Hawaii, and from Hawaii to Vancouver, will be laid by the newly-built British cable ship *Mercury*, which sailed for the Pacific in November.

These two sections of cable are expected to be put down by the end of 1963. The COMPAC cable will then be connected by land-line across Canada to a new trans-Atlantic cable (CANTAT) between Canada and Great Britain, which was opened in November, 1961.

Following the completion of the COMPAC project, the cable ship *Mercury* will begin work on a £24 million project known as SEACOM. This project will link Australia by cable with New Guinea, North Borneo, Singapore and Hongkong by 1967.

The order of construction of SEACOM (South-East Asia-Commonwealth) will probably give priority to the Singapore-North Borneo-Hongkong section.

From North Borneo (Jesselton), there will be a spur cable to Madang, New Guinea, which will link with a cable to Cairns, North Queensland. At Cairns, the system will be carried on a new inland route to Sydney, where it will join the COMPAC trans-Pacific system.

The SEACOM cable will thus connect the countries of South-East Asia not only with Australia but with New Zealand, Fiji, Hawaii, Canada and the United Kingdom.

The opening of the Suva-Auckland link in this vast telecommunications project will mean the closure, after 60 years, of the Norfolk Island cable relay station.

The Norfolk Island station has been in use since December, 1902, when the first trans-Pacific cable came into operation.

This cable, which links Vancouver with Australia and New Zeala through Fanning Island and Su splits at Suva—one section going Southport, Queensland, via Norf Island and the other to New Zealar

In the early days, the Norf Island and other relay stations w operated manually and signals w copied and retransmitted along next section of cable.

In the 1920's, when the automa regenerator system was introduc the staff at repeater stations was c siderably reduced, and for ma years Norfolk Island has emplo only six key men at its station.

This staff has comprised manager, a supervising engineer a four watchkeeper-technicians. Lo Island staff have been employed outside maintenance. One vete islander, Mr. J. D. Edward, has sp 27 years at the station. Only watchkeeper will remain when station closes.

The closing of the station will Norfolk's second economic setb this year—the other being the curt ment of whaling from the island

From December 3, the Departm of Civil Aviation and the Overs Telecommunications Commiss (Australia) will co-operate to prov a telegraphic service between N folk Island and Australia. The D will provide the facilities and OTC will provide a telegraphist w will be stationed at the airport.

The service will operate from a.m. to 12.30 p.m. and from 2 p.m. to 5 p.m. Mondays to Frid and between 9 and 10 a.m. on Sat days. Telegrams may be lodged eit at the airport or the Kingston p office.

There will be no increase in t gram and cable charges.

The cable station at Norfolk Island, which will close down after 60 years' service on December 3. Photo: Ken Mullen

Samoan Head of State Gravely Ill

Tupua Tamasese Mea'ole, one of the two *Fautua* who, as Heads of State, take the place of a monarch in the Constitution of Western Samoa (independent since January) is gravely ill in Apia.

He went to New Zealand dur the year, and underwent opera tions which involved the remova of one lung; but, although he rallied, he has not been able to resume duty.

The other Head of State is Malietoa Tanumafele, who is considerably younger than Tama sese.

nla.obj-324439670
National Library of Australia

ınger In New Guinea Over Newspaper Sensationalism

From a Mt. Hagen Correspondent

Moves are being made in the New Guinea Highlands to combat the bad "Press" that New Guinea has been getting in Australia.

HE moves have followed indigna- tion and even anger in the High- ds over articles in the Australian vspapers by journalists who make ng visits to the Territory.

Much of what these "objective, on- spot" reporters have been writing he worst kind of sensationalism, d with untruths and half-truths virtually inviting agitators to y on the good work.

Much of it appears to be directed he "white man". Readers of these cles—which would be all readers Australian newspapers because are widely syndicated—could be used for thinking that "white n" is a dirty phrase in New nea.

They could be excused for think- that white men are exploiters and hers and that the native people just waiting for the opportunity kick them all out.

n Mt. Hagen recently, the Far- s and Settlers Association, the Re- ned Soldiers' League and the Dis- t Advisory Council have all dis- ed this disturbing growth of sen- onalism.

he District Commissioner, Mr. n Ellis, recently went so far as to that if "this adverse and untruth- publicity in mainland newspapers llowed to continue, a very real ger exists to the political future he Territory".

peaking to the Western Highlands nch of the RSL recently, Mr. s said one recent series of articles appeared as the West New nea question was "being ed for all it was worth as a ce of danger to the security of mainland".

Taken in this light," Mr. Ellis , "the series constituted an attack the Australian Administration of Territory in so far as the articles e directed specifically and entirely ards trying to prove that there ted in this Territory a strong and espread undercurrent of dissatis- ion and ill-feeling on the part of natives against Europeans.

The conclusion they attempted to infer, with, I am afraid, a consider- able amount of success, was that we had failed in our Administration and were disregarding these dangerous attitudes on the part of the natives, which could result in an outbreak of something akin to Mau-Mau.

"This may appear ridiculous to us with our intimate knowledge of the Territory and the actual conditions existing here, but to the average Aus- tralian reading these articles and see- ing these pictures, such a conclusion was not impossible to reach."

Mr. Ellis said another conclusion that could easily be reached was that many newspaper articles were part of a campaign to decry Australia's achievements in the Territory, dis- credit Australia in the eyes of the world and thereby force its with- drawal.

"We are the last 'colonial' ad- ministrators," he said, "and as such there are many eyes turned towards us from the newly created nations of Africa and South-East Asia and none of these is friendly.

"To these peoples the word colon- ialism is a dirty one and I can assure you that in the course of the years immediately ahead of us these nations will attempt to exercise stronger and continuing pressure, through the UN, to oust us from this country, without reference to the wants and the needs of the native people and without consideration of the effects that such an untimely withdrawal would have."

Mr. Tom Ellis.

Mr. Ellis said he felt the time was ripe for a counter publicity campaign to be launched, to repair the damage and to "bring clearly and forcibly home to the Australian public that the conditions existing in this Terri- tory are precisely opposite to that inferred by recent adverse publicity."

He added that unless the publicity was combated swiftly the time would come quickly when the Australian newspaper readers would have ac- cepted the false picture and the task of correcting it would be immeasur- ably more difficult.

One suggestion that has come up as a result of public discussion of this dangerous and vicious Australian newspaper trend is that New Guinea organisations should group together and employ their own Press officer, or a journalist who would write a series of articles giving the correct story.

Such a man could point out that the New Guinea people are aghast at any suggestion that Australians should leave. The natives realise it is impossible for them to reach their economic destiny without the Aus- tralians. The general feeling between the native people and the Europeans, especially in the Highlands, is one of friendliness and mutual respect.

More Baby Gardens

Bougainville's Hahalas Welfare Society is still "baby gardening". That is, it is still selecting young women to give birth to children out of wedlock.

P-NG's Acting Administrator, Dr. John Gunther, announced this in November after visiting Bougainville. The Hahalas "society" comprises a group of native heretics who came into prominence following the Buka riots earlier this year.

Said Dr. Gunther: "What we have to do, and do quickly, is to try to persuade the Hahalas people to give up their ob- noxious, immoral practices and re-enter the church that has done so much for them."

Rabaul Aids Battered Guam

The US Navy LST "Cayuga County", which has been working with an American geodetic survey team in New Britain, was involved in two mercy operations in November—first to rescue three fliers whose helicopter had crashed in the cloud-shrouded Bainings mountains, then to take emergency supplies to typhoon-shattered Guam.

THE helicopter, which was attached to the *Cayuga Country*, was being used to ferry supplies from the ship in the Ataliklikan Bay area on the north coast of New Britain to a geodetic survey base camp being established in the Bainings. When it crashed it burst into flame.

First word of the disaster reached Rabaul when a Government surveyor in the Witu Group picked up radio messages from *Cayuga County*.

A civil air search was begun, and that night, a medical ground party headed by Dr. J. McCosker, of Nonga Hospital, travelled as far as New Massawa Plantation.

Meanwhile, *Cayuga County* had put ashore a ground party which began to work its way up to the camp site. Two C54's, alerted at the USN base on Guam, flew to Rabaul next morning.

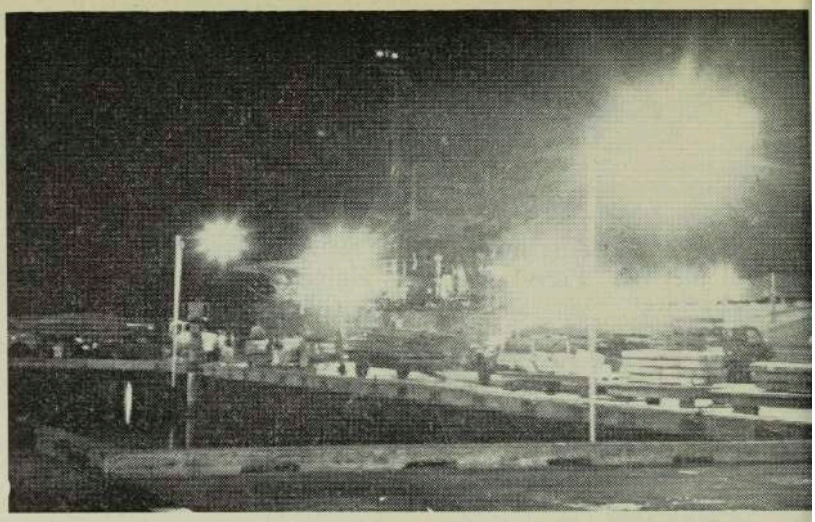
The party from the *Cayuga County* was the first to locate the crashed fliers, and they were brought down to the coast and taken in the *Cayuga County* to Rabaul, where they were temporarily admitted to Nonga Hospital, and next morning put aboard a C54 and flown to Guam.

Cayuga County remained in Rabaul for a week to take aboard a new helicopter, but when typhoon Karen hit Guam on November 12 she was ordered to take emergency building supplies to the stricken island.

Altogether 100 tons of roofing iron, 10 tons of nails and 300 tons of sawn and dressed timber were taken aboard before *Cayuga County* sailed.

The Acting Governor of Guam, Mr. Manuel Guerrero, said in a message to President Kennedy that the "entire territory" had been devastated. Damage was estimated at $100,000,000 at least.

The typhoon unleashed winds of up to 172 miles an hour, leaving many of the 70,000 islanders homeless, one dead, and hundreds injured.



Loading of building materials into the US Navy LST "Cayuga County" for typhoo shattered Guam went on day and night in Rabaul in November. Every available pie of timber in the town was commandeered, every nail and sheet of roofing iron. T picture shows the scene at Rabaul wharf during one of the night-loading sessio

NEW TARIFFS GIVE CONFIDENCE TO NG COFFEE INDUSTRY

By a Staff Writer

The Australian Tariff Board's report on the New Guinea coffee industry has provided the industry with a heartening lift by guaranteeing it assistance for at least another two years.

IT removes the air of uncertainty in the NG industry and allows it to face the future with some confidence.

The report was released in Canberra in November. Its recommendations provide for:

- Raw coffee from P-NG to continue to enjoy duty-free entry into Australia.
- Import duties on overseas coffee to be increased (from 3d to 5d per lb for raw or kiln dried; from 6d to 9d per lb for roasted; from 1/6 to 5/3 per lb for concentrated extracts, either soluble or instant).

The Australian Government announced when it released the report that the new tariffs would apply on the roasted and soluble coffee immediately.

The increase proposed for raw coffee will have to wait for overseas negotiations required under the GATT agreement. When it begins Australian roasters who use fro 25 and up to 30 per cent. N Guinea coffee will get a duty mission of 2d a lb; if they use per cent. or more they will recei the full 5d remission.

Meanwhile, the present inter arrangements to assist the marketi of NG coffee in Australia will co tinue. Ordinarily, coffee from soure other than P-NG pays 3d per duty, but this is temporarily waiv in the proportion of 72 units of ov seas coffee for every 28 units Australian roaster buys from P-N at the current agreed prices (rangi from 4/2 to 2/9 per lb accordi to grade).

The new tariffs will be review in two years. But the Acti Minister for Territories, Mr. Willi McMahon, warned roasters that object of the tariffs was to ensu that a significant quantity of N coffee was sold, and unless this v done there would be a prompt revie

Australian instant coffee manuft

nla.obj-324439934
National Library of Australia

ırers are the largest users of NG eans (last year 89 per cent. of the G crop went to Australia. Holland ok about nine per cent.).

The Australian manufacturers have ecently had to compete against a od of cheap imported solubles, ut the new steep rise in tariffs on ese will help sales of the two main cal producers (Nestles and Bushells) d consequently mean larger sales NG beans.

By overseas standards the NG ffee industry is insignificant—the cord 1960-61 output of 5,600,000 was a mere .6 per cent. of the orld production.

But it is of growing importance NG. It earns about £1,100,000 in ports, being fourth after copra, conut oil and cocoa. Estimates of e capital investment in the NG ffee industry range from £4,500,000 £6,500,000.

The Tariff Board began hearings to the NG industry in Sydney in ctober, 1961, and later visited NG. heir report was compiled last April.

Since then, a five-year inter- tional coffee agreement has been ached among world coffee-growers, cluding NG. NG has been defined a "Trust Territory" and given rmission for a quota-free export of 0,000 bags of 60 kilos (132 lb).

However, one of the conditions of e agreement will be the abandon- ent of new coffee acreage; P-NG ll not be allowed to set aside rther land for coffee production— hich is what the Tariff Board fore- w.

The decisions of the Tariff Board d the new international agreement ll result in a certain amount of -organisation in the NG industry, t on the whole it has been given degree of security that it has not d before.

EW SECRETARY OF MERICAN SAMOA

New Secretary of American Samoa Mr. Owen S. Aspinall, the torney-General. He replaces the e Mr. Eric Scanlan, who was owned near Pago in August.

Mr. Aspinall, 35, comes from olorado. For four years he was Deputy District Attorney at Grand nction, Colorado, where he also actised law. With his wife, Sherry, arrived in Samoa last January.

Also in November it was nounced in Pago Pago that Mr. mes C. Flannery had been pointed to the new post of Special ssistant to the Governor, H. Rex e.

Paullette, young daughter of Mr. and Mrs. Reece Discombe, of Vila, New Hebrides, holds the piece of wreckage which may have been a nameplate on a lifeboat of the five-masted Danish sailing vessel "Kobenhavn". The wreckage has now been sent to Denmark.

Move To Solve 34-Year-Old Sea Mystery

By a Staff Writer

Danish shipping authorities and Mr. Reece Discombe, of Vila, New Hebrides, are currently trying to get to the bottom of an intriguing sea mystery which *PIM* brought to public attention in November.

THE mystery concerns the origin of a piece of wreckage bearing the word "Kobenhavn", which a native of Vanikoro, in the Southern Solomons, gave to Mr. Discombe earlier this year.

It is possible that the wreckage is a nameplate from a lifeboat, and that it may have come from the five-masted Danish sailing ship *Kobenhavn* which disappeared without trace on a voyage from Buenos Aires to Australia in 1928. (*PIM*, Nov., p. 7).

Mr. Discombe, a deep-sea diver and motor engineer, who sent the wreckage to *PIM* last month, obtained it when he went to Vanikoro in June to investigate the possibility of salvaging a cargo of jettisoned brass.

He has now returned to Vanikoro for the actual salvage job, and during this visit he will try to learn from the natives where and when the wreckage was found and in what circumstances.

Meanwhile, *PIM* in November handed the wreckage to the Danish Consul-General in Sydney, Mr. N. C. Stenderup, and he has airmailed it to Denmark, where shipping authorities will try to establish whether it did, in fact, belong to the sailing ship *Kobenhavn*.

The Sydney Morning Herald, which gave front-page prominence to *PIM's* story on November 9, quoted Mr. H. Huttemeier as saying that the nameplate could have come from one of the *Kobenhavn's* lifeboats. Mr. Huttemeier is managing director in Australia for the East Asiatic Steamship Co., of Copenhagen, the owners of the ship.

Mr. Huttemeier added that the nameplate could also have come from a lifeboat of a Copenhagen-registered ship sunk in World War II—Kobenhavn being the Danish spelling of Copenhagen.

Drifted for 10 Years

If the nameplate did belong to the sailer *Kobenhavn* it must have drifted thousands of miles, as the ship was last heard from when half way between Buenos Aires and Tristan da Cunha Island in the South Atlantic.

Proof that such a long drift is within the realm of possibility was provided recently when a US coast Guardsman picked up a medicine jug on a beach at Iwo Jima, which had been thrown overboard 10 years earlier from the Matson liner *Lurline* midway between Honolulu and San Francisco, more than 4,000 miles away.

The jug had been thrown over the side by a hospital attendant, James F. Hood, of San Francisco. In the jug was a copy of the ship's newspaper, dated August 8, 1952, and a message asking the finder of the jug to write to Hood.

John D. McCulloch, the Coast Guardsman who found the jug, wrote to Hood recently that the condition of the message and the newspaper was "excellent considering being bottled up for 10 years, one month and 21 days".

Hood is now a hospital attendant in the Matson liner *Monterey* in the South Pacific cruise service.

nla.obj-324440060
National Library of Australia

MORRIS HEDSTROM LIMITED

HEAD OFFICE: SUVA, FIJI

LONDON OFFICE
Morris Hedstrom Limited
Barclay's Bank Buildings,
73 Cheapside,
LONDON, E.C.2.

AUSTRALIAN REPRESENTATIVE
Morris Hedstrom (Aust.) Pty. Limited
Wales House,
27 O'Connell Street,
SYDNEY

REGISTERED CABLE ADDRESS:
DEUMBA—SUVA, MORRISHED—LEVUKA, MORSTROM
SYDNEY, SUVAMARK—LONDON, MORRISCO
NUKU'ALOFA, DEUBA—APIA, CODES: ALL

For Friendly Service and complete satisfaction it's Morris Hedstrom Ltd. in

General Merchants
Produce Buyers
Importers and Exporters
Ship Owners
Plantation Owners
Commission and Insurance Agents

AGENTS & DISTRIBUTORS FOR:

Adhesive Tapes, Ltd.
Bush Radios, Ltd.
Bowater—Scott Corporation, Ltd.
China Navigation Co.
John Dewar & Sons, Ltd.
Electrolux Limited.
Evinrude Outboard Motors.
Ford Motor Co.
General Electric Co. Ltd.
Goodyear Tyre & Rubber Co.
Guinness Exports, Ltd.
Hedley, Thomas & Co. Ltd.
Imperial Chemical Industries, Ltd.
Matson Navigation Company.
Mobil Oil Australia Pty. Ltd.
Max Factor & Co. Inc.
Parker Pen Company.
Ransomes, Simms & Jefferies, Ltd.
Rootes, Ltd.
Smiths English Clocks, Ltd.
Tanqueray Gordon & Co. Ltd.
Taubmans, Ltd.
Yorkshire Imperial Metals Ltd.

Morris Hedstrom Limited are LLOYD'S AGENTS in Fiji and Samoa

FIJI — SAMOA — TONGA

nla.obj-324440193
National Library of Australia

COMMENTARY

elated Awakening In he Colonial Office

N issuing a warning that Fiji soon must move on to a greater easure of self-government, and ould prepare itself accordingly, overnor Sir Kenneth Maddocks erely gives official voice to some- ing seen and discussed years ago non-official folk. There is nothing w in it.

But what is disconcerting is the ntinuing inability of the British olonial Office—for one presumes at Sir Kenneth is its mouthpiece— prepare the Fijian communities r the pending, inevitable change.

The Colonial Office, in these st-war years, has a heartbreaking cord of failure to prepare colonial oples adequately for self-govern- ent. Unless something positive, d skilled, and imaginative—of hich there is no sign—is done soon, ji will be added to the unhappy t.

"I am aware that the Fijians are prehensive that any major change the *status quo* will be detrimental their interests," said His cellency.

Of course he is aware of it. So every adult person in the Colony. e younger Fijians leaders, a year o, left us in no doubt where they nd.

"If the present system is to be anged by the British," they said, effect, "then the British must hand ck to the Fijians the powers rrendered to them in 1874."

But what has the Colonial Office ne about it? Nothing, except ack platitudes, and change its inisters and its Pacific Section top icials with bewildering frequency.

The Fijians are the friends and ll-wishers of the British. They uld welcome consultation and re- surance at the highest level. They ve been treated like children.

The Indians, whose establishment Fiji is the major embarrassing tor in a difficult situation, are in sense hostile to the British; and y also seek consultation and re- surance by Whitehall. They have nerally been ignored.

Both Fijians and Indians, in a litical sense, now are grown up. th communities can contribute mething helpful to a solution of problem of Fiji's future.

But, after 15 years of Colonial Office fumbling, the Fijians and the Indians—as well as the Europeans who, sensing urgency, have tried repeatedly to get some intelligent action—feel a sense of frustration, and a growing fear of the future.

The community leaders should have been brought together years ago, and encouraged to study the common problems presented by any move towards self-government, and given the opportunity to find compromise on difficulties that now seem insurmountable. But nothing of that kind was done—and there still is no sign of anything practical being done.

All we are told is that "Mr. N. T. L. Fisher, MC, Under-Secretary of State", is coming out soon from London to look the Fiji situation over. What qualifications has he got for assessing administration problems like those associated with Fiji, Mauritius, and similar small, multi-racial colonies?

No politician or bureaucrat, no matter how well-intentioned, should be allowed to fumble around with Fiji's major problem unless and until he knows the history of the Fijian race, and all that it implies.

The more complex the little colonies' political and economic problems become, and the greater the call for an expert understanding of racial psychology, the more the products of the sheltered British Colonial Office are certain they have all the answers. In point of fact, as the events of the decade have shown, there are few classes more completely divorced from realities.

Why do not Fiji's communities get together and give the Colonial Office a lead?

New Guinea In Need of Public Relations

THE New Guinea residents who are angry at the type of publicity New Guinea has been getting in the Australian newspapers lately have reason to protest. Much of what is claimed to be "objective" reporting is more often than not a mess of half-baked personal prejudices wrapped up in a sensational headline.

This stuff is not the work of regular P-NG journalists. It is the specialty of the "glamour" writers of the mainland trade; the "man-on-the-spot" men; the red-hot reporters who are flown anywhere at the drop of a hat, and depart 24 hours later amid the crash of dropped bricks.

Their pieces are written in stark terms of black and white. There are no half-tones.

They make wild predictions for the future, but their pace is so fast and furious that they can't stop in their verbal panic to look back and compare today's New Guinea with yesterday's, and so measure the remarkable progress achieved.

Their stuff could be dismissed as something-nothing, designed as mere entertainment, if not for the fact that it is doing New Guinea and Australia a grave disservice. If it continues unchallenged it will help more than anything to deliver New Guinea into the hands of the enemy.

The affairs of New Guinea today need responsible reporting. They need honest interpretation by balanced writers.

New Guinea is a country in transition, where facts can be found to fit any preconceived notion a visitor cares to bring in with him. From an objective, competent observer New Guinea has nothing to fear. The record is there, of economic and political progress and progress in human understanding. The pointers for the future are bright, not evil; but sense, not stupidity, is needed.

New Guinea organisations should accept the counsel of Tom Ellis and appoint their own Press officer to help straighten the record.

A New NG Campaign For Indonesia?

THE aggressive hate campaign, culminating in virtual war, which enabled Indonesia to get its hands on West New Guinea, left no doubt in the minds of most P-NG people about the kind of neighbour the Territory was getting. Any who had had any doubt left must have lost it as a result of Indonesia's new campaign to own West New Guinea by December 31, despite its agreement. (See p. 16).

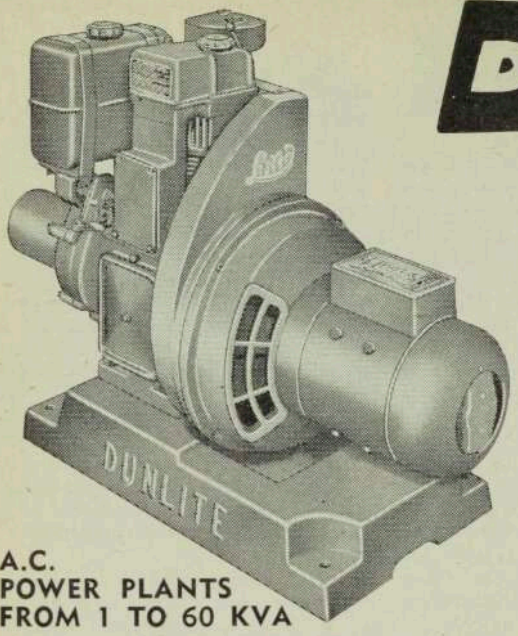
What now? Will Indonesians in West New Guinea now launch a propaganda campaign across the Australian border, directed at the native people, inviting them to "join with their Papuan brothers to make the whole island of New Guinea one, and throw out colonialism"? Will there be infiltrations, organised by the Indonesian communists so that President Soekarno may officially look the other way?

How long have we, President Soekarno, before P-NG is where the Dutch were a few months ago?

nla.obj-324440325
National Library of Australia

DUNLITE IS THE ANSWER

TO ALL POWER AND LIGHTING PROBLEMS



. . . and has for over 30 years been Australia's specialist in supplying equipment for outlying areas not served by power mains. Dunlite power plants offer an economical and trouble free power supply for lighting, operating radios, radiograms, tape recorders, movie projectors, power tools, automatic appliances.

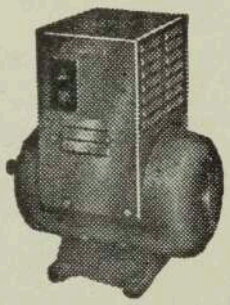
Every Dunlite plant is conservatively rated and robustly constructed for long life, economy and utmost efficiency . . . each is fully run-in, tropic proofed, thoroughly load tested before dispatch, and is a complete, ready-to-run, packaged unit with no special installation requirements. The special 'Single Unit' construction means a compact power unit, permanently aligned, giving more years of service free operation, and can be safely maintained by unskilled labour.

A.C. POWER PLANTS FROM 1 TO 60 KVA

Over 200 plants to choose from. Illustrated is 1.75 KVA single cylinder, Lister diesel powered plant, **£301.** 4 KVA twin cylinder Lister diesel plant, **£392.** 6 KVA three cylinder Lister diesel, **£498.** 10 KVA Lister diesel, **£616.**
(Plants also available with Ruston diesel engines.)
Press button, remote or automatic control slightly extra. Prices quoted—packed and delivered free main Pacific Ports.

DUNLITE BELT DRIVEN ALTERNATORS

The easiest and most inexpensive way to convert an existing engine or plant to 240 Volt AC. Permits operation of radios, 'grams, projectors, AC household appliances. The Dunlite Alternator is simplicity to install —no intricate wiring—and easy to maintain. Available in 1 to 30 KVA single phase . . . 6 to 60 KVA three phase.



2KVA	£81 4 0
4KVA	£100 16 0
6KVA	£164 10 0
10KVA	£196 14 0

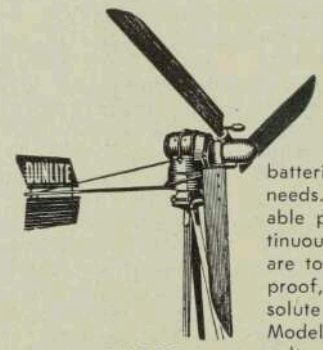
Packed F.O.B.

ALSO MANUFACTURERS OF

32V PETROL/DIESEL PLANTS.
BELT DRIVEN DC GENERATORS.
DC ELECTRIC MOTORS.
AC POWER PACKS.

Write for Free literature and Expert Advice

DUNLITE WIND DRIVEN PLANTS



Packed F.O.B.

Australia's finest "free-power" plants. Dunlite wind-driven geared plants are suitable for all conditions and all climates. Operate even in a 7 m.p.h. breeze — and bring all city comforts to the home. Charge batteries for all lighting and power needs. Fitted with automatic, variable pitch propellor for steady, continuous battery charging. Generators are totally enclosed, dust and waterproof, and are noted for their absolute reliability.
Models available in 12, 32, 50, 110 volt capacity . . . 300 to 1,500 watts.

DUNLITE HI-RATE BATTERY CHARGER

For 6 and 12 volt batteries

This charger—especially designed for garage use—will charge 6 or 12V batteries at trickle charge, normal charge or high rate charge. Special design transformer and tapping gives complete control of charging currents without use of resistors. Simple to operate ● Completely safe ● Portable ● Robust construction.
£25 packed F.O.B.

MANUFACTURED BY:

DUNLITE ELECTRICAL CO. LTD.

Tavistock St., Adalaide, Sth. Aust.
Telegrams: "DUNLITECO".

DISTRIBUTED BY:

Rural Services Pty. Ltd., 65 Ipswich Rd., Woolloongabba, Brisbane.
T.P.N.G.-Steamships Trading Co. Ltd., Port Moresby.
N.G.G. Trading Company, Lae.
New Britain Electrical Co., Rabaul.

nla.obj-324440459
National Library of Australia

Britain's Common Market Plan For South Seas

By a Staff Writer

In his address at the W. R. arpenter Holdings annual meet- g on November 23, chairman . B. Carpenter made some in- resting comments on Islands ading conditions. For example:

IJI's sugar industry has settled down to more stable conditions, d stores turnover in particular had own a recovery.

It was expected that the group's incipal merchandising company, orris Hedstrom Ltd. (which trades Fiji, Tonga and Samoa) would re- at in 1963 the reasonably success- year it had in 1962, while the rpenter copra-mill in Fiji and the cific Island territories' operations uld cause some concern, because Common Market possibilities.

"We believe it is the intention that i and the Pacific Island territories der the Colonial Office administra- n would be offered the opportunity joining as associated territories d obtaining the benefits to accrue m such a decision should the ter- ories become finally associated," r. Carpenter said.

"In that event the production of mill would find ready access into British and Common Market untries at rates of duty which uld permit of a reasonable return ng won by the mill for its opera- n."

Mr. Carpenter said nothing about Carpenter copra-mill in New inea. The question of whether the w Guinea mill, being in Austra- n Trust territory, would enjoy lonial Office protection like the i mill, still has not been answered.

The chairman reported that the up's shipping operations again had en disappointing, and there was no n of changes which might improve outlook. It was indicated that re would be no further purchases replacement of ships.

It was indicated that, following the up's unsuccessful bid to take over amships Trading Co. in Papua, ectors would pursue a policy of di- rsification in investments, and prin- ally within Australia.

Ideal New Year Gifts

FOR FRIENDS OVERSEAS

HANDBOOK OF FIJI

(1st Edition)—224 pages. Published August, 1962.

This new "Handbook" is as comprehensive and authoritative as our **"Pacific Islands Year Book"** and **"Handbook of Papua and New Guinea"**, which are recognised as standard reference books.

The **"Handbook of Fiji"** contains all information about Fiji—history, geography, details of administration, taxes and tariffs, education, agriculture, industries, etc., etc. There is a special TOURIST SECTION—what to see, where to stay, how to get there.

There are lists of Fijian Government officials, trading corporations, manufacturers and business firms, and social and sporting clubs and associations. Numerous sectional maps—together with a folding coloured map of the whole Group—are included; also a detailed index of place-names and subjects.

A handy reference book with a wealth of information on Fiji.

PRICE: 15/-, plus 1/3 postage, etc. (2/3 to foreign countries), or $2.00 U.S. (including postage).

A FAMILY IN FIJI

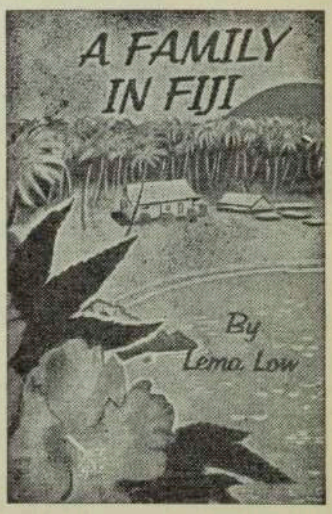
By Lema Low—160 pages. Published September, 1962.

A delightful description of life on a small, isolated, coconut plantation on a beautiful island in the South Seas. Well illustrated—and a striking, artistic cover.

With charm, simplicity and great good humour, Daughter Lema describes the life and experiences of her family, from its arrival on a Fiji Plantation in 1928, through the Depression years of the '30's, to the Yanawai gold discovery and the beginning of World War II.

A Book for ALL the Family.

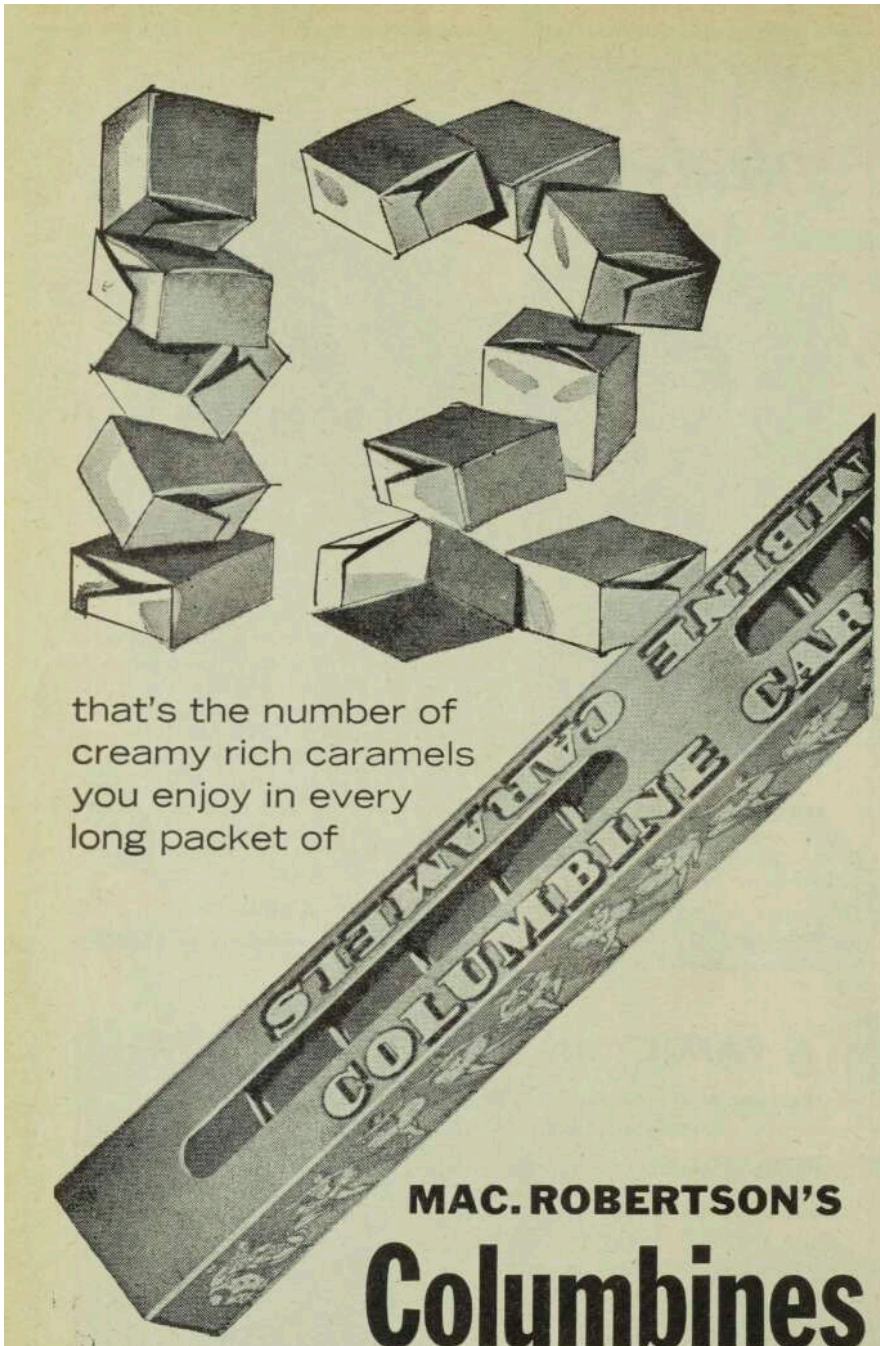
PRICE: 18/9, plus 1/3 postage, etc. (2/3 to foreign countries) or $2.50 U.S. (including postage).



PACIFIC PUBLICATIONS PTY. LTD.

29 Alberta St., (G.P.O. Box 3408), Sydney, Aust.

nla.obj-324440598
National Library of Australia



INDONESIA WANTS EARLIER WNG TAKEOVER

Indonesia in November was pres ing to take control of West Ne Guinea by December 31, in contr vention of its UN-sponsored agre ment with Holland for a takeov next May.

THE earlier takeover is the pri Indonesia is demanding for permit to allow KLM to land Djakarta—one of the routes t Dutch airline had before diplomat relations between Holland and Ind nesia were severed in 1961. Rel tions are shortly expected to be r established.

Indonesia's acting President, D Djuanda, said in November: "If bo sides agree that the territory shou be transferred to us before May the should be no reason for the UN object."

Indonesia, which has boasted th West New Guinea would be hers b fore the end of 1962, apparently co siders it a point of honour to tal possession in fact as well as in su stance.

Other West New Guinea develo ments during November:

● All top administrative positio in West New Guinea formerly he by the Dutch are now held by U appointees, and many other publ service positions are held by Ind nesians.

● A new daily newspaper, *Tje derawasih* (Bird of Paradise) has a peared in Hollandia, with Papua leader E. J. Bonay as Editor-in-Chie Official Indonesian sources said a objective of the paper was the pr paration of the Papuans for "welcor ing the territory's reintegration wi the rest of Indonesia". Bonay lat led an official delegation of Papua to Indonesia.

● The serious cholera outbre continued to rage in the Southe areas of West New Guinea, wi many deaths reported. Australi Minister for External Affairs, S Garfield Barwick, said the outbre had caused Australia concern. At U request Australia sent two Arm helicopters to Merauke to help r strict the spread of the disease.

● Indonesian Foreign Ministe Dr. Subandrio, said Papuan leade would be screened for pro-Indonesi or anti-Indonesian sympathies wh Indonesia took over.

nla.obj-324440728
National Library of Australia

Tropicalities

The decision by the Nauruans to ask Australia for Fraser sland for their new home has not at this time of writing been fficially confirmed, although *PIM* reported the decision n November (p. 6.). The reason for the delay, we suppose, s that officialdom is just not sure how to handle the request, and ve, let it be said, are rather sympathetic to officialdom's plight. Ve wouldn't like to have to settle the matter ourselves, or whatever anybody does might well be wrong in Nauruan eyes.

NAURUANS appear to be talking in one voice, but the fact is that here are many voices on Nauru. There are many Nauruans who would be quite happy to go to Australia to settle, on the basis proposed by the Australian Government—that , to receive a house somewhere in he suburbs.

But officially the Nauruans have sked for an island home of their wn, where they would be self-overning.

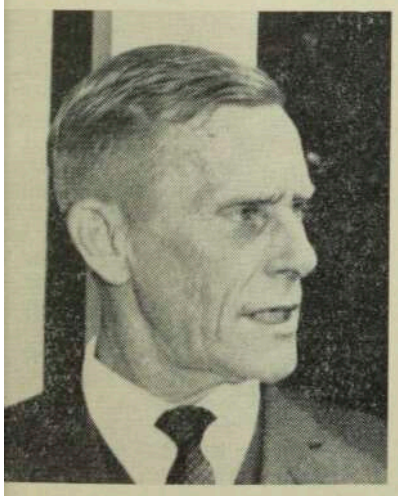
They want to be self-governing on raser Island, which is Queensland erritory and a forestry reserve. hey want to have their own police orce, their own Customs, their own ealth department—their own every-hing—and be related to Australia by Treaty of Friendship.

The Government appears to have ade it plain to the Nauruans that is matter of wanting self-govern-ent on Australian territory is rather tall order. It has told them that if n island were available off Australia they would be allowed to run it the same way as a municipality is run in Australia, with the extra advantage that they could have control of "immigration". That is, the Nauruans would be able to say who should live on their island and who should not. But matters of health, Customs, etc., would still be a matter for the Commonwealth Government.

If the Nauruans could be encouraged to accept an island on this basis then there is little doubt that the Australian Government would get what it unofficially hopes for in the long run—that is, final integration of the Nauruans with the Australian people. Nauruan youngsters on an island near the coast eventually would go to the bright lights to work and settle—the same way as Norfolk Islanders and even Pitcairners, now find their way to New Zealand and Australia. (Remote Pitcairn has in fact been suffering a serious man shortage as a result of the number of able bodied men who head west, never to return.)

But the Nauruans have certainly forced officialdom's hand in asking specifically for Fraser Island. The ball is now in officialdom's court. For this tactic the Nauruans probably have to thank Mr. W. A. Baker, a Sydney union advocate, who has been able to give some of the Nauruan leaders quite a lot of advice lately.

And what does Queensland think about it all? The next step is awaited with interest!



Reg Evans, now of Sydney.

The Bright Lights

BACK in the Solomons after seeing the bright lights of the US is Ben Kevu, of Wana Wana Lagoon. It was Ben's first time out of the Solomons, and every report we have makes it clear that the BSIP has had no better ambassador. He acquitted himself like the gentleman he is.

Ben Kevu, of Wana Wana Lagoon, British Solomons, on his US trip. This photo was taken at the offices of the "Readers' Digest".

Ben is the man who took the message from Australian Coastwatcher Reg Evans to PT boat captain J. F. Kennedy in 1943, and then took Kennedy back to a rendezvous with Evans. Ben, earlier this year, took part in the filming of the Kennedy saga by US TV man Jack Paar and he and Reg (who lives in Sydney) went off to the US in September, at Paar's expense, for the premiere of the feature. After the show Ben and Reg met all the former crew members of Kennedy's PT boat except one man who had died since. It was quite a party. George Ross, third officer of PT109 the night the boat was rammed, was one who showed Ben around, and he reported later that Ben took to getting up at one party and reciting a poem about a little flower—which made a great impact!

Ben called at the White House, where President Kennedy sat in his rocking chair and reminisced with him. He showed Ben the note on an OHMS envelope which Reg Evans had written to him and which Kevu had delivered. He also gave Ben a number of PT boat emblem tie clasps to give to Ben's family. On the way out of the White House office J. F. Kennedy introduced Ben to Australian Prime Minister Robert Menzies who was on his way in for an interview with the President.

Only once was Ben stumped for the right thing to do during his US trip. That was when the Jack Paar show presented him with a gold watch and he complained later that he couldn't wind it. Not surprising—it turned out to be the self-winding kind.

(Over)

nla.obj-324440856
National Library of Australia

SURPLUS STOCKS

Offered at

Drastically Reduced Export Prices

115 volt, 250 watt D.C. "BRIGGS & STRATTON" ELECTRIC SETS with air-cooled Petrol Engine .. .. **£25 Stg.**
32 volt, 1500 watt D.C. "MOFFAT-VIRTUE" ELECTRIC SETS with 3 HP water-cooled Petrol Engine .. .. **£80 Stg.**
12-15 volt, 300 watt D.C. "BRIGGS AND STRATTON" ELECTRIC SETS with 1½ H.P. air-cooled Petrol Engine, with spares and tools .. .. **£32 Stg.**
27 volt, 400 watt D.C. "HOMELIGH" POWER PLANT with 120 volt 1400 watt Alternator and air-cooled Petrol Engine .. .. **£24 Stg.**
"BROCKHOUSE" 1 cylinder, 2 cycle PETROL ENGINES 1½ H.P. at 2500 R.P.M., air-cooled, weight 40 lbs. .. .. **£28 Stg.**
"PETTER" 2¾ H.P. single cylinder, 4 cycle air-cooled PETROL ENGINES, 1800 R.P.M. weight 140 lbs. .. .. **£28 Stg.**
"BURNOIL" 2 cylinder, 4 cycle DIESEL ENGINES, 6¾ in. Bore, 425 R.P.M., weight 4200 lbs. .. .. **£250 Stg.**
"GARDNER" ELECTRIC PLANT, 4 cylinder Kerosene Engine, 600 R.P.M. with 32 KW Alternator, 415 volt, with Exciter .. .. **£200 Stg.**
"CADILLAC" V/8 ENGINE with 25 K.V.A., 415 volt, 3 phase Alternator, 1500 R.P.M. with Switchboard .. .. **£140 Stg.**
"FORD" V/8 ENGINE with 20 K.V.A., 415 volt, 50 cycle Alternator, with Switchboard .. .. **£80 Stg.**
"HALL-SCOTT" 12 cylinder MARINE ENGINE, with water-cooled Exhaust Manifolds, Electric Starter, and equipment (excepting Reverse and Reduction gear and Generator) .. .. **£50 Stg.**
"STUART-TURNER" 4 H.P. PETROL ENGINES, 1800 R.P.M. Magneto ignition, fitted with automatic clutch .. .. **£30 Stg.**
ELECTRIC PROPULSION UNITS with 24 volt, 1¼ H.P. Electric Motor with Reduction Gear for anchors, fish traps nets, and life boats .. .. **£30 Stg.**
"HOOVER" A.C. ELECTRIC MOTOR 1/3 H.P., 400 volt, 3 phase, 50 cycles, fan cooled .. .. **£3 Stg.**
"LUCAS" 12 VOLT GENERATORS, for English Ford V/8, 2 brush, shunt wound **£2 Stg.**
"ROLA" ½ in. GEAR PUMPS with 3½ to 1 Reduction gear, Ball-bearings, weight 6 lbs. .. .. **£2 Stg.**
"VZ" ALTERNATORS, 80 volt, 12 amps Excitation: 24 volt D.C., weight 45 lbs. **£2 Stg.**
D.C. AMPLIDYNE MOTOR-GENERATORS (fan -cooled) Input: 27 volt, Oput: 60 volt .. .. **£2 Stg.**
"NEWAGE" 5.6 K.V.A. ELECTRIC GENERATING SETS. 230 volt, single phase, 50 cycles with 10 H.P. Ford Engine, Radiator and Switchboard .. .. **£180 Stg.**
"THOMSON-HOUSTON" 12 volt, 500 watt GENERATORS type A—high speed service .. .. **£3 Stg.**
"B.T.H." 7 cylinder AIR-CRAFT Magnetos £2 Stg., "Leibing" Vacuum Governors **£1 Stg.**
R.H. BRONZE PROPELLERS, 3 blade, 26 in. diameter, taper bored for 1¾ in. shaft .. .. **£9 Stg.**
"CARTER" downdraft CARBURETTORS with speed control Vacuum Governor, 1½ in. Throat .. .. **£3 Stg.**
"ZENITH" 2½ in. CARBURETTORS with air-cleaner and flame arrester ex Hall-Scott Engines .. .. **£9 Stg.**
"CAPITOL" 2:1 REDUCTION GEARS removed from 12 cylinder, 200 H.P. "Hall-Scott" Marine Engines .. .. **£40 Stg.**
25 H.P. Horizontal "IMPERIAL" DIESEL ENGINES, 600 R.P.M., weight 17 cwt. (supplied with a large assortment of spares) .. .. **£300 Stg.**
500 PIECES of assortment of spares for SCHEBLER MODEL "D" CARBURETTOR for .. .. **£5 Stg.**
2.75 K.V.A. "COVENTRY-CLIMAX" 240-415 volt GENERATING SETS, 3 phase, 50 cycles with Radiator and Switchboard .. .. **£85 Stg.**
"J.A.P." single cylinder, 2 stroke air-cooled PETROL ENGINES 35 m/m bore and stroke (1/3 H.P.), weight 12 lbs., for Lawn Mowers and many other application .. .. **£10 Stg.**
94 K.V.A. "RUSTON-HORNSBY" ELECTRIC PLANT consisting of a 150 H.P. 4 cylinder diesel engine coupled to a 440 volt Alternator, weight about 12 Tons .. .. **£800 Stg.**
69 K.V.A. "McLAREN-BRUSCH" Diesel Electric GENERATING PLANT, 440 volt, 3 phase, 50 cycles with 88 H.P. 4 cylinder Diesel Engine complete with all Accessories **£1,000 Stg.**

Special illustrated Catalogues available for all the lines listed (Posted Free)

INVINCIBLE MOTORS PTY. LTD.

53 North George Street, Sydney, N.S.W., Australia

Telephone: BU 4044. **Cables and Telegrams: VINCO-SYDNEY.**

ADDRESS ALL COMMUNICATIONS TO: BOX 3104, G.P.O., SYDNEY.

The Idealists

WHETHER the Nauruans have heard of Bernard Stanbury and the Great Barrier Reef islands of Percy and Hummock Hill we don't know, but perhaps all of them ought to get together.

We ourselves had never heard of Mr. Stanbury or those two islands until the other day when we got in the mail from London a roneoed handout from "S. Goodall (Press Officer) of Shepherds Bush" giving us the news that one of those two "warm, beautiful, exotic and fertile islands is to be the future home of an international group of Idealists".

It seems that Mr. Bernard Stanbury, described as a London businessman, and his wife, Sally, 24, announced last year in the personal columns of *The Times* that they were organising a small self-supporting community on a tropical island—a community in which (says the handout) "money will be obsolete and co-operation will replace competition as the keynote in their lives".

There are now 22 people in the group and some of them will begin to head for either Percy or Hummock Hill (the final decision hasn't been made apparently) early next year. But there are still vacancies for anybody mad enough to want to be in it—which is the reason why the public relations handout was handed out to us. (They want people qualified in agriculture, botany, medicine, horticulture, diesel engineering, food processing and "teachers interested in non-competitive education", whatever that is.)

What with independent nations and international groups of Idealists, the Queensland coastline is not going to be what it was.

Mister Sport

KEVAN GOSPER, former Olympic runner (despite his fame he still gets his name incorrectly spelled with an "i") is pretty pleased at being given the honour of managing the first Papua-New Guinea combined sporting team to compete internationally under the Territory's own banner—the team that competed at the Perth Commonwealth Games.

But it's an honour he deserved, for never has anybody so quickly and firmly established himself as a New Guinea identity than Gosper, who had been in New Guinea less than 12 months, when he was appointed Shell man in Rabaul.

"Kevan Gosper came just at the right time for New Guinea," Le Michel told us while we drank

nla.obj-324440980
National Library of Australia

ew Guinea's "Mr. Sport"—Les Michel. It's pronounced mish-shell.
Photo: "South Pacific Post."

n and tonic together as the team ent through Sydney in early No- mber. "He was the right man to ain our blokes and he got stuck to it. He's worked remarkably rd in his own time. New Guinea's cky."

New Guinea is. But we couldn't lp raising a smile at Les Michel's lmiration for people who give up eir own time without stint. Michel mself didn't earn his own title "Mr. Sport" for sitting behind his fice desk in Port Moresby.

Les Michel has been a sporting me in New Guinea since 1949 hen he was discharged from the rmy there with rank of captain. In Rabaul he was a leading light cricket, and he kept shining when 1951 he went to Port Moresby. r the last 10 years he has been esident of the Port Moresby icket Association; but his interests n to Rugby League, swimming, nnis, athletics, basketball; just out anything.

Eighteen months ago Michel was tending a dinner for the Port oresby Women's Basketball Asso- ation, of which he is president, hen Lady Cleland, wife of the P- G Administrator, made the remark at it would be "wonderful" if New uinea could send its own basket- ll team to the Perth Games. It was merely a dream. But Les Michel decided that perhaps the dream could be a reality—P-NG to field its own team at international sport. A P-NG British Empire Games Association was formed—Les Michel as president—and everything followed from there. The first successful hurdle was to obtain international recognition for P-NG.

In the last year P-NG sport has come of age—all as a result of that first dream. That shot at the moon unified the whole Territory, and in all the key centres sporting clubs and associations have been formed—boxing, weightlifting, athletic clubs (there are four athletic clubs in Port Moresby alone now) and a P-NG Athletic Association was established.

"Everything's been the first because we started from nothing," Michel told us.

The public kicked in with £8,000 to send the Games team to Perth.

After Perth comes next year's first South Pacific Games, in Suva, and after that—the Olympics perhaps.

When Les Michel is not being New Guinea's "Mr. Sport", he is secretary of three Papuan rubber planting companies — Kerema, Rubberlands and Maraboi.

The Hon. Peter

AFRICA was something of an eye-opener for the Hon. Peter Plowman, West Samoan MLA, who passed through Sydney in November on his way home to Apia after representing the independent state of Samoa at the British Commonwealth Parliamentary Association convention at Lagos, Nigeria. Nigeria was most hospitable to the 141 delegates, who were shown all over the large West African State.

But on the way home, in Leopoldville, in the Congo, his group were held sternly incommunicado, mostly behind doors. "There is no doubt conditions are grim in the Congo," he said.

In Bloemfontein, in South Africa, there was an unpleasant incident. Bad weather had forced their aircraft to land, but one member of their party, an educated American Negro with a medical degree, who as representative of a US organisation was distributing large gift sums for medical work in Africa, was segregated from the European party.

For the night he was allotted a grubby servant's room at the back. His fellow travellers were indignant, but the Negro shrugged philosophically and said it was a topsy turvy world.

Peter Plowman takes a keen interest in West Samoa's political and social affairs. He is chairman of the Public Accounts Committee and also has a Samoan title—he is High Chief Leilua Plowman, of Savaii. He has taken Western Samoan nationality.

Back home, High Chief Leilua Plowman will for awhile shed his official mantle to become plain Peter Plowman, successful trader and poultry farmer. His farm is supplying an increasing proportion of eggs consumed in Samoa.

He is also specially interested in developing banana growing areas in Savaii for the Japanese trade. He says there is plenty of land, and what are needed are suitable port installations.

Fiji's Pretty Miss

ETA ULUVULA, Fiji's "Miss Hibiscus" for 1962, seemed as if she had been used to reporters, photographers and TV cameramen all her life when she arrived at Sydney's Kingsford Smith airport in November for her two-week holiday in Australia —one of her Miss Hibiscus prizes.

From the time she arrived at 8.30 a.m. until 10 a.m. she saw more flashbulbs and answered more questions than in any similar space of time before. But Eta remained unruffled and charmed everyone.

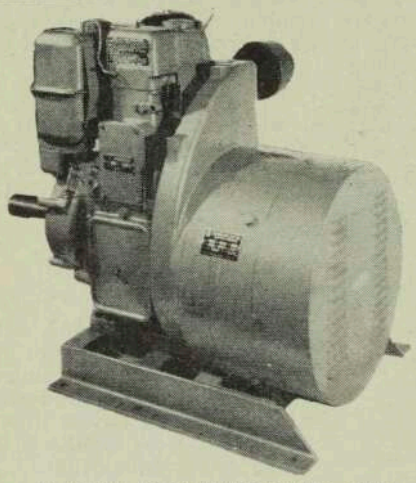
We met Eta later at a big reception at the Pacific Hotel, Manly, her home for three days. The hospitality

Miss Hibiscus—Eta Uluvula.
Photo: Stan Whippy.

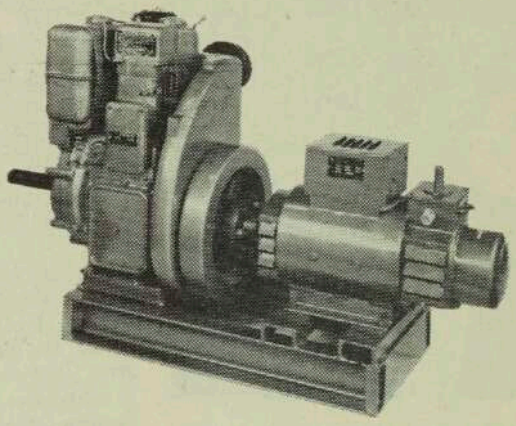
nla.obj-324441112
National Library of Australia

The sign of Quality Products

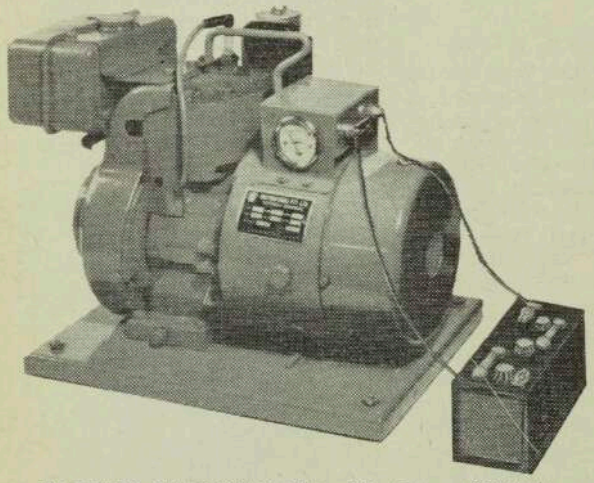
BRAYBON . . .
PETROL AND DIESEL SETS



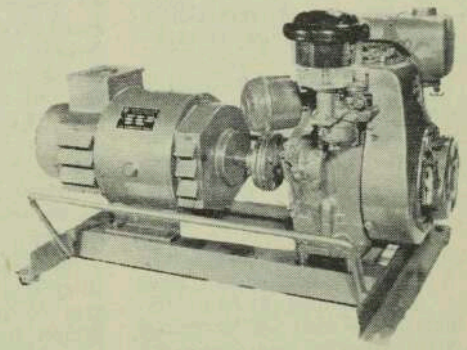
2 K.V.A. 240 VOLT DIESEL SET
£312 F.O.B. Sydney



2 K.V.A. 240 VOLT ELECTRIC START DIESEL SET
£360 F.O.B. Sydney



BATTERY CHARGING SET—12, 24 or 32 Volt
£108/10/- F.O.B. Sydney



PORTABLE 240 VOLT PETROL SET—
1,000, 1.500, or 2,000 Watts
From £108/10/-

MANUFACTURED BY:

QUOTATIONS GIVEN WITHOUT OBLIGATION

BRAYBON BROS. PTY. LTD.

Electrical Engineers and Manufacturers

Telephone: MA 6853. **27-33 Washington Street, Sydney** **Telegrams: "Braybonian", Sydney.**

Distributed by:

TUTT BRYANT (NG) LTD., Port Moresby, Rabaul, P-NG. L. T. STAPLES, P.O., Rarotonga, Cook Islands.

nla.obj-324441245
National Library of Australia

eally was turned on by the organ-sers—and Sydney Press and Public Relations were left in no doubt that Eta had arrived.

She told us that during her free ours of the day she had intended oing swimming at one of Sydney's eaches that she had heard so much bout but "it was a bit too cold". hat says little for Sydney's climate ompared with Fiji's, as it was one f the finest and warmest days for ome time.

Keeping a watchful eye on Eta n Sydney was Ratu Joni Vuiyasawa, Fijian law student at Sydney Uni-ersity. Joni had been asked to be n hand to give Eta moral support ut he assured us she did not need ny. Joni and Eta are old friends. oni attended the Queen Victoria chool, brother school to the Adi akobau School, where Eta was edu-ated.

Joni was also a judge in the Miss ibiscus quest of 1960.

"In that year," said Joni, "second lace was filled by Miss Wendt who as runner-up to Eta this year. Any-ne who can defeat Miss Wendt really eserves to win the title."

lthy Islands Lucre

FILTHY, evil-smelling and dilapi-dated" is a description applied the Fijian 5/- and 10/- notes. The mplaint was recently voiced by the a Chamber of Commerce, whose embers had apparently had to put with growls of tourists about the ate of the money they were some-nes asked to handle.

The Ba Chamber decided to ask e Fiji Visitors Bureau to ask the easury to do something about it. ey considered that such notes were poor advertisement for Fiji.

The Commissioners of Currency plied that in the past year 712,300 serviceable notes had been with-awn by Fiji banks, and the reason y dirty notes continued in circu-ion was that they never reached banks.

Fiji should cheer up. Its problem is neral. An American banker we ran o in Apia recently told us that est Samoan banknotes were the rst *he'd* ever seen. Said the banker:

/here I come from the average life a dollar bill is reckoned at six nths. In Samoa a banknote erages about two months. But what you do but keep pulling them "

From the Islands Press

AGREEMENT between hotels and (the P-NG) Administration on standard prices of beer has a great deal to commend it. But many people will regret the agreement which relaxes dress standards in bars.

Papuans and New Guineans who can afford to spend 10/- a week in bars can afford to appear properly dressed in public places which ask this of them. Dress requirements should surely be left to the discretion of each individual publican.

It is as wrong to ask all hotels to admit shoeless natives as it is for all hotels to insist on shoes being worn.—*Editorial in the "South Pacific Post", Port Moresby.*

* * *

I READ with interest the recent statement in the Press about the record number of yachts in (Rarotonga's) Avatiu Harbour this year. There is no doubt that the yachts make a very beautiful picture in the harbour.

It is, however, an unfortunate fact that a good number of the crew members of the yachts visiting here seem to think they can dress and behave in any way they please.

It is not unusual for unshaven, ragged males to be parading the streets in bare feet—and though this is less true of the womenfolk, many of them seem to think that anything goes.—*Letter from "No Snob" in "Cook Islands News".*

* * *

IN any island group (such as Fiji) whose connecting links are inevitably set fundamentally in the sea, the importance of sea training and the maintenance of the sea tradition is of the very first importance.

The folly of the destruction of the Fiji Royal Naval Volunteer Reserve, and of the obstinacy with which those in authority in Fiji have aggressively opposed all efforts to have their actions re-considered, becomes increasingly clear as time goes on.

If war or any other disaster on a great scale should affect the South Pacific, Fiji's continued life would almost certainly depend on the sea—to move people and to provide and carry food.

It is not too late to revive the Reserve, and this should have a high place in any planning for the future of Fiji.—*Editorial in "The Fiji Times".*

* * *

THE number of crimes which have been committed (in Western Samoa) during the last few months prompts the question, is the police force adequate?

It is impossible to prevent all crime but a strong active police force could prevent the commission of many offences. The first requirement of a strong force is manpower.

It is too much to expect the Government to find all the money which would be required for the immediate establishing of an ideal force, but some money could be provided and some improvement could be made if the Government would divert to the police force a part of the money which is wasted in futile enterprises.—*Letter from "Observer" in "Samoa Bulletin".*

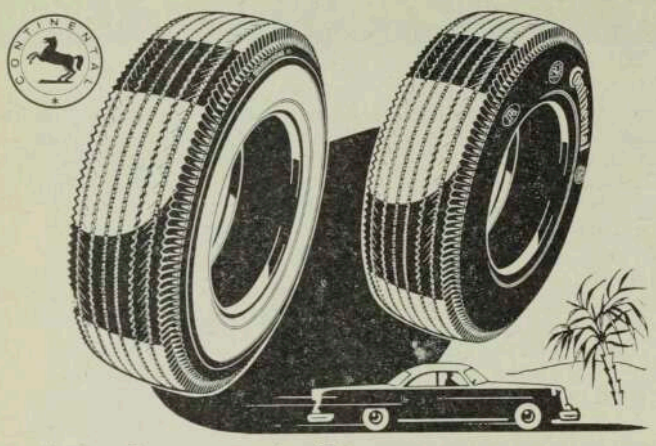
* * *

I AM very glad to see that the Department of Agriculture has imported three hives of honey bees for the benefit of the farmers and, in fact, the island (of Niue) as a whole.

I would like to point out that honey bees are good insects. They have been kept by man for over 5,000 years, not only for the honey they make, but for the good they do to our crops, for without them very little fruit, grass, or food crops would grow.

If any person should see any of these busy little bees work on any flowers, please don't hurt them, but let the Department of Agriculture know about it.—*Letter from P. J. Walsh in "Niue Newsletter".*

nla.obj-324441371
National Library of Australia



Continental Tyres

Famous throughout the World for Troublefree Service - High Mileage
Outstanding Quality - Superior Comfort - Maximum Safety

Proved under all climatic conditions on every kind of road in more than a hundred countries

Continental Gummi Werke Aktiengesellschaft Hannover

Largest and Leading Tyre Manufacturers in the Federal Republic of Germany

One of the World's Oldest, but Most Modern Tyre Factories

Sole Distributors:

Wm. Breckwoldt & Co.

RABAUL
P.O. Box 222.
Tel.: 2143

SUVA
P.O. Box 369.
Tel.: 3254

HONIARA
P.O. Box 136.
Tel.: 84

APIA
P.O. Box 47.
Tel.: 76-3R

for New Hebrides contact:
H. M. S. Wright.
NOUMEA
B.P. 352.
Tel.: 3506

the 10 year tested latex paint

RESENE

Is a time tested and proven latex paint incorporating Polyvinyl Acetate resins (P.V.A.) and top grade pigments. Important features are: available as an interior Satin finish or a specially formulated exterior Semi-Gloss; bridges hair cracks in stucco; moisture and mould resistant.
Proven over 10 years, under tropical conditions. Used extensively by N.Z. Ministry of Works throughout the Islands.
Wraps buildings in a plastic cocoon yet retains elasticity to meet the extremes of heat and cold.
Specially suitable for masonry surfaces, concrete, asbestos, cement board and stucco. Light, fast and lime-fast colours.

PRINCIPAL AGENTS: Burns Philp, Suva;
Angus MacDonald, Apia.

STIPPLECOTE PRODUCTS LTD.

KAIWHARAWHARA — P.O. BOX 2288, WELLINGTON

nla.obj-324441508
National Library of Australia

New Competition For South Seas Air Routes

From PIM Correspondents in Suva and Auckland

There will be new pressures in South Pacific aviation next April when the BOAC flag flies in the South Seas for the first time.

BOAC Comet 4's will cross the Tasman from Sydney to Auckland twice a week as an extension of the present London-Sydney Comet service. BOAC will thus compete with Qantas, TEAL and Canadian Pacific on Tasman services. Until last year the Tasman was a TEAL monopoly. PAA and TAI have yet to come in, but this is only a matter of time.

The BOAC decision means the first leg home in the British effort to get back into the South Seas—an area they left when BCPA was absorbed and when they dropped out of TEAL several years ago.

British airline chiefs have conceded in the last 12 months that Britain made a mistake in getting out of the South Seas. The area now has one of the quickest-growing tourist potentials in the world, and Britain until now has had no aviation interest in it—except for Fiji Airways in a minor way.

The new BOAC service will terminate at Auckland and follow the same route home, via Australia. But there is no doubt that BOAC's next bid will be to bridge the gap between NZ and Honolulu, and thus get a round-the-world service via the South Seas. Its present service between London and Honolulu, using Boeing 707's, goes on to Tokyo and then round the world.

BOAC may run its own service across the gap or else come to some kind of charter arrangement with TEAL. The second scheme is the most probable—TEAL will do the flying.

The key to it—as with all future services through NZ—is completion of the big new jet airport at Mangere, serving Auckland. The £10-million scheme is expected to be finished in 1965.

BOAC will eventually replace the Comet with the Vickers VC10, and BOAC has offered TEAL the charter of these aircraft. BOAC no doubt would like to see TEAL buy the VC10 to replace the present TEAL Electras, but no public announcements have been made by TEAL on its re-equipment programme.

PAA Plans

Other important news in November was the announcement that PAA from early December would operate one of its three trans-Pacific jet services a week through Pago Pago. The aircraft, a 707, will fly Sydney-Pago-Honolulu, over-flying Nadi.

No announcement was made as to the reason for this, but *PIM* reported in September (p. 141) that PAA was planning to route its Pacific trunk services through Pago because landing charges at Pago were lower and because the US Government wanted to encourage use of the big new jet airport, which was opened in July for day landings and which only recently has ben operational at night. PAA would eventually operate feeder services to Nadi.

With the advent of the new trunk service once a week, PAA will cease to operate the Honolulu-Pago leg of its weekly DC7c service between Honolulu and Auckland. The DC7c will in future be based at Auckland instead of Honolulu.

Pago airport, like Nadi airport, is nothing but an airport, and through-passengers will still have to take a ride to see any local colour.

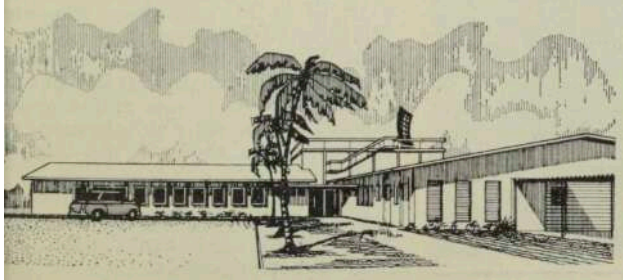
However, at Nadi through-passengers have no chance at all of seeing the Fiji capital of Suva, which is on the other side of the island, but Pago passengers may get the opportunity of a fast ride into town to see the capital, Pago, on its famous harbour. Earlier this year the Administration put through a first-class sealed road between the airport and Pago, a distance of about 10 miles.

Pago's new jet airport is very much like the new one at Faa'a, in Tahiti, in that it is built on coral on the coast.

Nadi's Future

New Pacific air developments such as these have recently brought into prominence the future of Nadi as an international airport.

Millions have been spent on bring-



A £NZ111,000 contract has been let for this new operations building at Nadi airport. It will be supervised by the NZ Ministry of Works. Nadi's new terminal (above) was completed in 1960.

(Advertisement)

Be Beautiful at Forty

The secret of a youthfully radiant complexion, even when first youth is past, is simple daily care. Start your personal beauty care at night by removing all make-up with a nourishing milk cleanser. Next work in a layer of rich ulan vitalising night cream massaging gently in a circular movement—always upwards and outwards—tissuing off any surplus. In the morning after brisk patting with toning lemon delph skin freshener give your skin the benefit of moist oil care and protection all through the day. Smooth on a film of oil of ulan before you make up—it will guard against the drying effect of weather and cosmetic pigments and feed your skin with lastingly youthful beauty.

. . . . Margaret Merril.

nla.obj-324441632
National Library of Australia

ing the airport to its present state (and more money is planned) and some people have been asking whether it has been worth the expenditure. The answer should certainly be yes. Nadi will always be an international airport of importance, despite the bids for additional trunk services, at Nadi's expense, being made by Faa'a (in Tahiti) and Pago, American Samoa.

With bigger and faster jets coming into service Nadi can be overflown, just as PAA plans to do. But Nadi is Fiji, and Fiji can't be ignored.

As Governor H. Rex Lee, of American Samoa, said earlier this year (*PIM*, Sept. p. 31), "Pago Pago Airport won't be taking anything from anybody. We will be giving things. Air services need to work together and if people go through the South Pacific one way they will want to go back another."

Those who want to see Fiji will still have transport to get them there—whether direct or as a feeder service it probably doesn't matter. Direct trunk services go through Nadi so fast these days that nobody benefits much anyhow, except the Government with its landing fees (which is just one of the reasons why PAA has decided to shift a service to Pago).

This fact was underlined by *New Zealand Herald* aviation correspondent Dan Henderson in November, in an article he wrote for his paper after a fortnight's visit to Fiji.

He drew attention to the £300,000 Nadi terminal building which was virtually deserted during daylight hours, and the fact that the terminal building shops were closing. He asked whether there was danger of Nadi airport becoming a white elephant.

Henderson pointed out that the major international airlines, Qantas and PAA, plus Canadian Pacific Airlines on their weekly flight, use Nadi only as a fuelling stop, lasting a maximum of one hour. Arrival and departure times are between 10 p.m. and 2 a.m. northbound and 5 a.m. and 8.30 a.m. southbound.

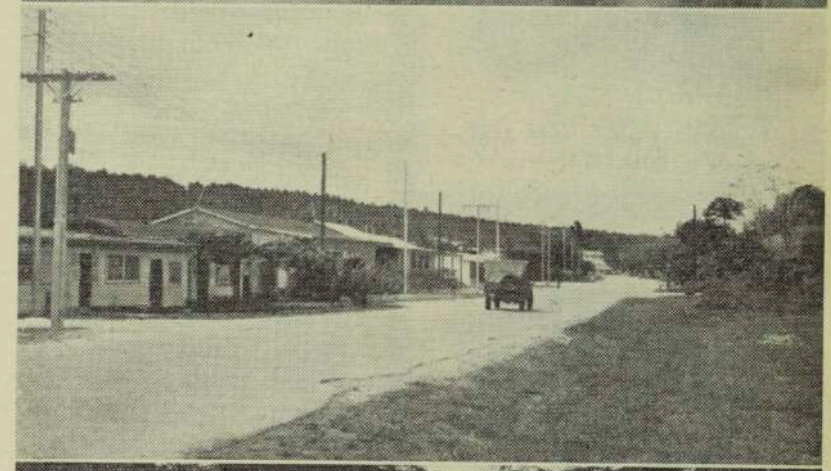
The feeder services provided by TEAL and Qantas (through New Zealand to Sydney or Melbourne) have to fit in with these schedules. Thus through-passengers rarely have more than an hour to fill in during refuelling. As disembarking passengers usually go to one of the nearby hotels there is not much business offering for the shops in the terminal building.

Some shops in the terminal building are feeling the pinch, and some have closed. The banks have shut their airport agencies.

nla.obj-324441763
National Library of Australia

The Air Road to The Solomons

Passengers on the colourful Fiji Airways route between Fiji and the Solomons, the frequency of which has just been increased (see p. 27), call at these places. Top is the main street of Vila, in the British-French Condominium of the New Hebrides. Centre is a street in Santo, next stopping place after Vila, before Honiara and its tree-lined Mendana Avenue is reached (below). The poinciana trees blossom in December. The photographs were taken by Rob Wright, of the Fiji PRO.



Henderson said that matters are t likely to improve, as the airlines unlikely to change their schedules, ich have been arranged for the ivenience of passengers arriving at lney or Honolulu.

But he added that Nadi will always nain a convenient junction between ckland, Sydney, Noumea, Hono- u and Tahiti.

Meanwhile, official figures tell an eresting story. Air travel in the ific, and through Nadi Airport in ticular, has grown spectacularly in last few years. For example, the nber of aircraft which entered Fiji reased from 1,763 in 1957 to 04 in 1961.

While the number might not be remarkable, it is the tonnage of craft which shows what is hap- ing. In 1957 the tonnage was 700 and in 1961 it had risen as n as 179,895, which showed that average size of aircraft had risen siderably. Nadi has been getting re and bigger aircraft.

Last year 68,287 passengers arrived Fiji, 19,275 to disembark and 292 in transit. Nadi accounted for bulk of the number, 67,594. sori Airport, 14 miles from Suva, red for the remainder who ved by Fiji Airways from the P, Tonga and Western Samoa, by RNZAF and other planes.

Of the aircraft which arrived in the ony 1,304 were British-owned, 900 were foreign. Most flight ar- ls were from the United States 4), New Zealand (566), and Aus- ia (563). But the tonnage of air- t from New Zealand was much ller—27,763, against 62,347 from United States and 61,129 from tralia.

here was a considerable amount traffic from neighbouring island ips—141 from Canton Island, 97 n Tahiti, 72 from American oa, 42 from Tonga, 22 from the

nla.obj-324441891
National Library of Australia

You enjoy the goodness of a gallon of milk in every pound of

KRAFT PROCESSED CHEDDAR CHEESE

AUSTRALIA'S FINEST PROCESSED CHEESE

Available in 2oz., 4oz., 12oz., blue cans.

Available in 8oz. blue cartons.

All in slim re-usable glasses.

Kraft Cheddar is made under the most hygienic conditions from creamy, dairy fresh milk. It takes *one gallon* of milk to make every pound of Kraft Processed Cheddar Cheese—that's why it is the ideal food for health, strength and energy. Kraft Cheddar can be used in so many different and exciting ways . . . sandwiches, salads, grilling or cooking. Kraft Cheddar Cheese keeps its mild, consistent flavour in all temperatures.

For quick-spreading sandwiches and savouries try

KRAFT SPREADS

4 Delicious Flavours

- Blue Cheese Spread
- Gorgonzola Cheese Spread
- Cheddar Cheese Spread
- Cream Cheese Spread

KR437B

This area is being cleared for an airstri on Malaita, BSIP. It is hoped a sma internal air service will be developed t improve communications between th island and the capital, Honiara. Preser communication and transport is by sma boat.—Photo: Rob Wright.

Gilbert and Ellice Islands (mainl RNZAF) and 19 from Wester Samoa.

New Hebrides Moves

In the New Hebrides, work is g ing on to improve Bauer Field, Vila airstrip, and new airstrips have bee completed at Tangoa and Aneityum.

First job to be done at Baue which is a grass strip, is to improv the drainage. The field is still usir drains put down by the American during the war.

Tongoa's new airstrip is 670 y long. The New Hebrides Airway Drover made the initial landing.

The Aneityum airstrip is 280 yar and was built by the Condominiu Government—the first to be built a joint effort. With its opening a southern New Hebrides islands no have strips.

During the construction of the ai field a number of relics and remai of the old whaling station whic existed on Aneityum in the midd decades of the nineteenth centu were uncovered. They included th graves of three Europeans, a ma woman and child, now re-interre harpoons, pottery, the foundations buildings and the pots in which th whale blubber was rendered dow It is hoped some of these artifac will be put on show in the Vila Cu tural Centre.

The first permanent settlement Aneityum was made by the notorio Paddon of Sydney who established station for the collection of sand wood there in the late 1840's, usi his ex-opium brig, the *Brigand*. H built up a small colony of about six people. The sandalwood was shipp direct from Aneityum to China.

A few years later, however, sa dalwood supplies dwindled as a resu of excessive exploitation and th small colony of permanent settle turned their hand to whaling.

Since the 1880's the number of whales in New Hebridean waters is said to have diminished. However, Paul Burton, of New Hebrides Airways, has recently reported seeing from the air whales in fairly large numbers around the southern islands.

Easter Island Plans

The prospects for construction of a jet airport at Easter Island, some 2,100 miles east of Pitcairn Island and 2,200 miles west of Chile, were revived in mid-October when two big United States Air Force Hercules jet-prop transports flew to the island from Chile.

One of the Hercules landed, the US State Department said, and the other returned to Chile. The reason for the second plane's immediate return flight was not given.

Easter Island has a 4,000 ft airstrip, unsealed, but US engineers have said they can build a 9,000 ft strip there. Easter Island would be an important link in a new air route to South America. This route was surveyed by Sir Gordon Taylor in 1951.

Australia is taking close interest in negotiations for an airstrip at Easter Island, which belongs to Chile. However the growth of trade between Australia and South America "will be a significant factor in deciding whether an air service from Australia to South America will be instituted," says the 1961-62 Australian Department of Civil Aviation report, released in November.

Qantas representatives travelled with an Australian trade mission which visited South America earlier this year.

The report says that any routing to South America "will almost certainly involve the solving of new and interesting operational problems, and active consideration is being given to these at present".

NG Developments

Work continues in Papua-New Guinea on new airstrips and improvements on old ones.

Two officers of the Department of Civil Aviation in November were surveying potential airstrip sites near the island of Samarai, headquarters of the Milne Bay district. The sites are on the mainland—one adjacent to Loani plantation, about 20 minutes launch trip from Samarai, and another about the same distance away from Samarai, six miles distant, near the old plantation of Konabirubiru.

If an airstrip is built at either site, the four-to-five hour launch trip from Samarai to Gurney airfield, at the far end of Milne Bay, would be eliminated.

Milne Bay people have had poor air services over the years, mainly due to the lack of suitable landing strips.

A Catalina flying-boat service was suspended some months ago when the aircraft crashed at Daru, at the opposite end of Papua, but a new service has recently been resumed. The new airstrip sites should be capable of taking DC3 standard aircraft.

Mendi, in New Guinea's Southern Highlands, in November greeted its first DC3. Its arrival created great excitement among the local natives.

The DC3 brought in a stone crusher which is being used to develop Mendi from its present Category B (light aircraft) to Category A (for DC3's and Bristol Freighters). Dry weather allowed the DC3 to land with the equipment.

At Mt. Hagen, in the Western Highlands, work is continuing on a new 5,200 ft airstrip at Kagamuga, about five miles from Hagen's present strip, which is to be closed because it is too small.

The new strip will take DC3's and Bristol freighters, said P-NG's Director of Works, Mr. J. Glen, in November, adding that it would be capable of extension to take DC6 types.

The strip will have a top layer of four inches of packed clay brought from hills half a mile away. The topping will give a hard, impervious surface. Local labour has now excavated 5,200 ft of black topsoil from the strip and this is being replaced by a sand and gravel mixture from nearby rivers.

Work is expected to be finished by the first quarter of next year.

Runway and apron improvements are to be made to Lae airstrip next year. Lae is an important international strip in New Guinea, but there are no immediate signs that it is to be brought up to the importance it had not long after the war, when it completely overshadowed Port Moresby's £2-million Jackson's Airport.

There has been some agitation in Lae recently for the airstrip to be returned to its former glory.

An editorial in the *New Guinea Times-Courier* of November 14 predicted that when the Australian internal airlines replaced their Electras with Boeing 727 jets in 1964, the Electras would be used for the New Guinea service in place of the DC6B's. But at present Jackson's was the only New Guinea airport capable of handling the Electras, said the *Courier*.

Figures released in November show that Jackson's handled most passengers in New Guinea for the year-ended June 30, 1962, with Lae, Rabaul and Madang following next in order. Port Moresby handled 64,000 passengers (7,431 aircraft movements) compared with Lae's 62,000 (6,624 movements). In passenger traffic Port Moresby ranked 20th in importance of all P-NG and Australian airports, and Lae ranked 28th.

However, Madang easily took the honours for the greatest number of aircraft movements per year in P-NG and the greatest amount of freight shifted. Madang had 11,150 movements last year and carried 17,180 short tons of freight, compared with Port Moresby's 4,202 tons and Lae's 6,088 tons.

Increased Fiji-BSIP Air Services

From a Suva Correspondent

The demand for air travel between Fiji and the Solomons has been so good that Fiji Airways on December 1 will step up their fortnightly service to three flights every four weeks. From March 1, there will be a weekly service.

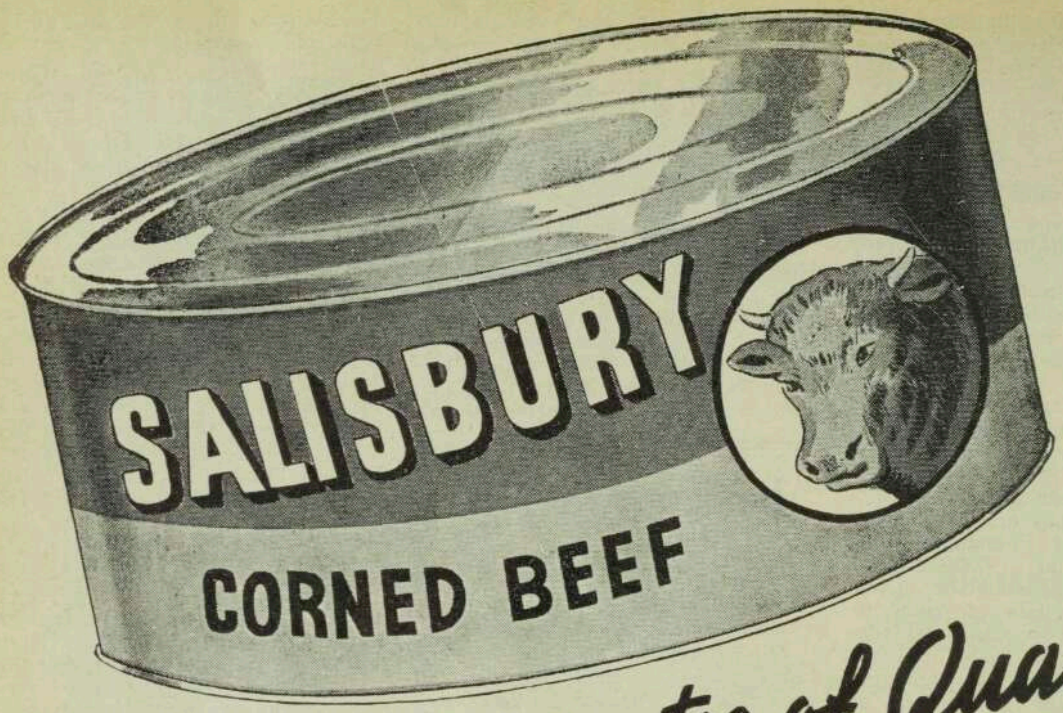
ANNOUNCING the additional service, Mr. Chris Ritchie, manager of Fiji Airways, said the airline would require another aircraft so that it would guarantee the increased frequency.

It had sent its chief engineer, Mr. K. P. Beohm, overseas to examine several aircraft before deciding on a selection.

Mr. Ritchie said the new aircraft would be another Heron, which would bring the fleet to four Herons, plus a Drover, and the single-engine Piper Caribbean bought from Korolevu Air Transport. The new Heron would be Series 2 type, with a retractable undercarriage. (The present Herons, Series 1, have fixed undercarriages).

The new Heron will be 30 mph faster than the Series 1 and will significantly reduce the time on the longer sections of Fiji-Solomons route.

With the increase in the services on December 1 there will be a rise in air fares. The new fares (Fijian currency), with the old fares in brackets for the various sections of the route, are: Suva-Nadi £4/14/- (£4/14/-); Nadi-Vila, £25/19/- (£21/16/-); Vila-Santo, £9/1/- (£7/12/-); Santo-Honiara, £27/17/- (£23/8/-).



- your guarantee of Quality

"SALISBURY" and "PALM"

CANNED MEATS ARE SPECIALLY PACKED FOR THE PACIFIC ISLANDS

CORNED BEEF
CORNED MUTTON
MEATREAT
SHEEP TONGUES
SAUSAGES & TOMATO
PAT DRIPPING
PAT LARD
SANDWICH PASTES
LAMB & GREEN PEAS
STEAK & KIDNEY PUDDING

Also KEGGED MEATS
FROZEN MEATS
SMALLGOODS
BULK DRIPPING AND LARD

Price Lists: We will be pleased to forward price lists on application

Westfield Freezing Co. Ltd.

Postal Address: Private Bag, C.P.O., Auckland, New Zealand
Cables: "FILALORA", Auckland

Territories TALK-TALK

With Tolala

There is no doubt but that some of the enthusiastic servants of the public dream up odd words at times in order to emphasise, or stimulate, integration in P-NG.

)UT a brickbat to the cove who) thought up "expatriate" to desigte a non-native member of the Terory's population; and a bouquet to . Brian Darcey, of the Rabaul wn Advisory Council, for his intinal fortitude in condemning its .

He is reported to have moved in uncil that "the offensive word be)pped from official usage" saying it "to expatriate" meant "to nish". And he seems to have someng there if one only stops to reember one's school days Latin: *ex* it of", *patria* "native land".

And yet . . . when one considers it the main idea of coining phrases P-NG is to avoid discrimination, y make the non-native people burnt offering for the Afro-Asian egates to UN?

nds Across e Sea

That used to be a popular phrase noting international friendships. day it has become a bit out-moded l "Voices over the Air" is a more plicable term.

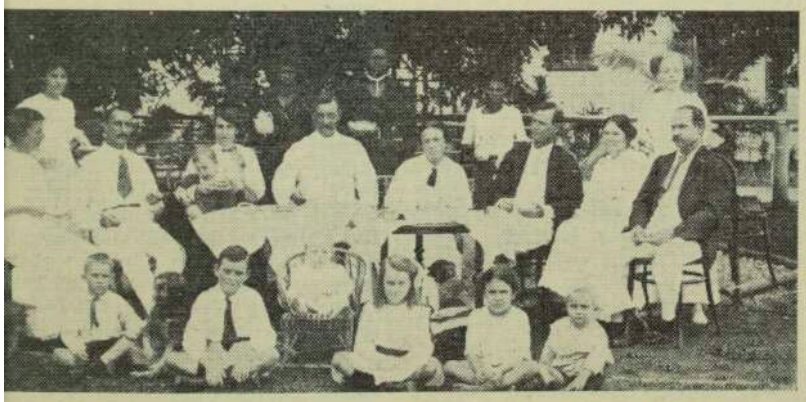
This in particular applies to John Troster (*T.T.*, August) of Calinia, who is a ham radio fan of mean dimension, and his letters me make me realise what wonder- media these hams are in extending international understanding which, of course, is the solid foundation for friendship.

In a letter he mentions Danny Weil of the cruising yach *Yasme III* who, he says, "is now in the Manihikis" on his world cruise. Apparently John had not received his October issue of *PIM* when he wrote, for in that issue (Cruising Yachts, p. 120) *Yasme* rated a mention.

John writes: "He [Weil] is being supported by amateurs (hams) all over the world who have subscribed to the *Yasme* Foundation and who at their own discretion enclose a dollar when they send in their call-card after talking to him." John was recently talking to Tonga and "the operator there said one of his friends was the local correspondent for *PIM*".

Incidentally John remarked that as a result of a *TT* par. in June he had received a very interesting and informative letter from Bruno Kroening, of Emirau, and hoped to hear from him again.

The mention of Bruno Kroening reminds me that I was speaking to him the other day on the phone. He and his wife had come down from Squally, travelling in *Malaita*. He was in Sydney on his way to Perth and the Games, travelling the hard way—by road.



UT OF THE PAST: Can anyone identify any of these old New Guinea-ites? The hotograph was taken outside the Government offices at Bwagaoia, Misima, about 1920. It was sent to "PIM" by a reader.

Olive Kroening with the portrait of Kevan Gosper which she entered in the Archibald Prize contest.

His wife, Olive, a well-known Territorian artist (whose portrait of Paul Mason was entered in last year's Archibald prize contest) has an entry in the coming Archibald contest. Her subject is that of Kevan Gosper, manager of the Territory's Games team in Perth. I have heard some nice comments on her work. At least one does not have to stand on one's head or go into a psychiatric trance to realise what she is painting. Good luck to her entry.

This Urge for Integration

There is a saying that "the onlooker sees most of the game" and I am inclined to think there may be some truth in it.

For some time now I have been observing (with as open a mind as possible for one with my natural disadvantages) the manoeuvres and machinations of implementing the official policy of integration—the eradication of racial consciousness. The whole process has been some-

nla.obj-324442416
National Library of Australia

what absorbing. There is now a generous scattering of professional and social titles amongst the indigenes; detailed reports in local newspapers of their social activities (weddings, coming-of-age parties, arrivals and departures); of their progress in the arts and crafts, to say nothing of their profound opinions on topical political questions, not forgetting the all-too-modern housing and amenities for the inmates of the Corrective Institutions. And now there is the open door for John Barleycorn and Mr. Booze.

Undoubtedly the papers, the police and the pubs will have to expand their respective pages, personnel and premises to cope with the increased demand for news coverage, potential inmates of the luxurious institutions and the consumers of alcoholic liquor —boots or no boots.

It is a great pity that global pressure has been brought to bear to such an extent on Australia in regard to P-NG conditions, and a greater pity that Australia has deemed fit to conform to this general pattern of acceleration of forcing Western civilisation (with all its faults) upon a still primitive people.

The day will come when this present policy will be regretted. But now . . . no stone may be left unturned to give an uplift to the native ego, as rather subtly illustrated b the Hamori-design of the 2/3 Games stamp.

The stamp is one of the Commor wealth Games series, issued on Oc tober 24, and depicts three runne in a track race—two natives and or non-native—with one of the nativ runners well to the fore.

Enter John Barleycorn

The letting-down of the colou barriers in the bars of Papua an New Guinea had such a general good Press that it is to me som what suspect. Be that as it may, a cording to Press reports there we no riots, clashes, rapes or botton pinching of females; at least, not a curtain raiser. Time will tell.

No doubt the main participan were more or less well-seasoned tos pots who had learned their drinkir with the Army in the war.

It is to be hoped there will be n repetition of incidents that I sa amongst native drinkers during th Japanese occupation of Rabaul whe on many occasions, I was on the r ceiving end as native police, attache to the Kempei Tai, asserted the authority upon interned European "pulling no punches" (in a ver literal sense) whilst full of *sake* an beer. That was a phase of alcohol dispensation in Rabaul which I d not appreciate!

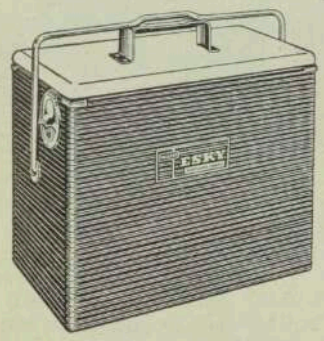
I have seen various phases Rabaul of the art of drinking. German days the popular drinkir spots were the company clubs. Th Neu Guinea Kompagnie, E. E. Fo sayth and Hernsheim & Cie had the premises where staff members co gregated. The NGK club was locate in the premises which during th 1914 military occupation became th general canteen for the troops, an when Civil Administration came in being became the offices of th Crown Law Office in Mango Avenu opposite Park Street.

There was also a European hot named "Frederichshof" and run, think, by the NDL. It was locate in a two-storey building, later a quired by Cyril Gasgoine and use for a time as the Masonic Temple its early years. In Chinatown the were two hotels: Ah Chee's an Ching Hing's, patronised mostly l the Chinese and Malays.

In the early twenties, after Civ Administration took over, there we the Rabaul Hotel, run by Nelson Robertson, the two Chinese hote the New Guinea Club (the old mi tary Sergeants' Mess) and the Raba Club (the old Officers' Mess).

MALLEYS

THE GENUINE ESKY



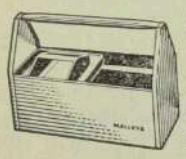
Australia's No. 1 portable cooler offers you:— ● Exclusive 'Eskimo' insulation for permanent efficiency ● Exclusive 'Drink Waiter' bottle-rack/drinks-tray ● Gold-anodised food tray ● Tough steel body, zinc-chromate sprayed, finished in hard-wearing baked enamel ● Airtight lid with permanent seal, locked firmly by handle ● Handy bottle opener ● In Red, Blue, Green or Yellow.

For hot drinks and food anytime, anywhere . . .

MALLEYS PICNIC KETTLE. Holds enough water for 12 cups of tea. Burns **any** fuel — twigs, paper, etc. Boils water in minutes, safely. Heats food, too. Only 14 ins. high.

FOR TRADESMEN and HANDYMEN . . .

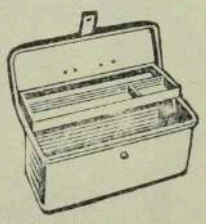
MALLEYS "PORTABOX"



Robust multi-purpose carrier box, made in 22-gauge steel, durable enamel finish. Saves time, temper and tools.

MALLEYS TOOL BOX

Rugged construction, durable enamel finish. Cantilever tray moves into lid when closed. Holds screws, small tools, etc., securely



MALLEYS *Order through your usual Islands' Agents*

BUILT BETTER TO SERVE YOU BEST

SYDNEY ● MELBOURNE ● BRISBANE ● ADELAIDE

V192

By that time the drinking popula-
n had grown considerably; the
proboard was established (nearly
ex-Diggers of War I) and the
lministration staff had been stepped
, with the usual public service ten-
ncy towards numerical strength.

There were no cinemas; no mixed
cktail parties, the only relaxation
nained in the pubs and the clubs.
night it was the usual thing to
outside each club and pub
gathering of house-boys, each
ned with a hurricane lantern, squat-
g about waiting for the time when
ir mastas would decide to go
me, which meant a somewhat tor-
us path in the dark to some
chelor bungalow.

Rabaul night-life often had its
hlights. There were German old-
e residents, still there, awaiting
finalisation of their affairs before
ving for the homeland. Many of
m were somewhat desperate. They
d lost the war, they had to leave
country, the future was most un-
tain. With old Omar Khayyam
y thought:

Ah, fill the Cup—what boots it
to repeat
How time is slipping underneath
our feet:
Unborn Tomorrow and dead
Yesterday,
Why fret about them if Today be
sweet.

And that's exactly what many of
m did.

There was pompous and very big
x-foot-two and twenty stone) Herr
the manager of one of the Big
rman Firms, who used to come
vn to Chinatown at night in im-
culate evening dress and wearing
of those old-time collapsible
ra hats. He was a most imposing
ure, full of good cheer and Girl
and beer. After a session at Ah
ee's he would occasionally return
his home in a wheel-barrow. . .
Then there was the inimitable old
l Gevers, a long, lean cadaverous-
king individual, who was native
our clerk for the HSAG. Bill was
jovial soul; he never had trouble
h his labour line; ships' captains
ew there would be no trouble with
oading or loading while Bill was
the job.

But there were times when he just
l to relax. At night, after a pre-
inary visit to Ah Chee's, he would
, borrow or steal a T-Ford, com-
te with driver (a luxury in those
s) and invariably with the hood
vn he would be driven through
town slowly playing an old
mophone.
don't quite know why I am re-

This was Chinatown in Rabaul in the early 1930's. The photograph was published in one of the first issues of "PIM", which accounts for the black border around it —borders around pictures being the fashion in journalism in those days.

calling these old-time identities. There are few—very few—folk still alive who remember those Rabaul nights, and those who do are probably sitting back sedately, not the least eager to remember the nights when their house-boys guided them back to their bachelor flats.

And yet . . . it was a phase of Rabaul drinking before the advent of the cocktail parties, which followed the coming of the women-folk with their social cliques and social symbols of maidenhair fern and polished brass and marital tropical triangles.

In Retrospect

In September *PIM*, I mentioned Australia's first Expeditionary Force (AN&MEF) in War I and the speed with which it was organised and despatched to German New Guinea.

Came a letter the other day from a member of this same Force, commenting on some of the events and asking: "Can you remember the nicknames given by the troops to the different forces and reinforcements as they arrived in Rabaul during the military occupation? I used to know them, but I've forgotten. Many of the names were not complimentary terms because some of the coves were pretty tough blokes".

Replying to this old-timer it is needless to say the men were not hand-picked, and some of the characters amongst these willing Diggers were "weird mobs" and their behaviour startled the natives to no small extent. It is, however, interesting to know the name by which the subsequent Forces and Reinforcements were popularly known, as suggested by the writer.

The Second Force, to arrive on December 7, 1914, was dubbed the "Druids". They arrived with Colonel Pethebridge, who succeeded Colonel Holmes as Administrator on January 8, 1915.

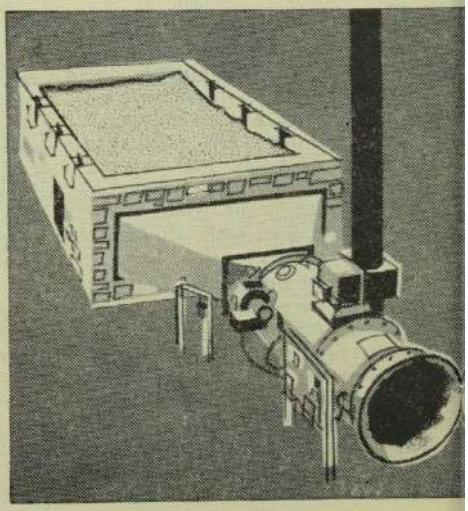
The Third Force was called "The

THE
YORKSHIRE
INSURANCE
CO. LTD.
(Incorporated in England)
ALL CLASSES OF INSURANCE
Including
Fire — Accident — Guarantee — Motor — Workers — Marine
PAPUA AND NEW GUINEA BRANCH
James Arcade, Cuthbertson St., Port Moresby.
Manager, K. S. Ewing.
CHIEF ISLAND REPRESENTATIVES
Port Moresby . . . E. A. James & Co.
Rabaul . . . . . A.S.P. (N.G.) Ltd.
Lae . . . . . Paul Hyman
Madang . . . Rabaul Trading Co. Ltd.
Manus . . . . Edgell & Whiteley Ltd.
Honiara, B.S.I.P. . . E. V. Lawson, Ltd.
Suva . . . . Williams & Gosling Ltd.
Noumea . . . . . R. Laubreaux
Norfolk Island . . . Martin's Agencies
Apia . . . . . E. A. Coxon & Co.

nla.obj-324442672
National Library of Australia

Can Airwoods dry cocoa beans! These and 1,672,454 just like them in 24 hours, regardless of the weather!

If you prefer a longer drying time than 24 hours, no problem. Airwoods Cocoa Drier is completely flexible—can deliver *your* ideal drying weather, tailored to *your* particular needs. Airwoods will even fit neatly into your present system. But you ought to write for our data sheet F12. Fascinating reading, the drying time, weather headaches and labour costs you save with its modern, automatic operation. The Airwoods Drier's built-in safety controls prevent overheating; the aluminium bed can't taint the beans. Installation is easy, too, using your own labour. But there's much more in folder F12. Write for it now! *Airwoods Limited, 66 Barrack St., Colchester, Essex; Tel.: Colchester 78484; Telegrams:* AIRWOODS COLCHESTER.



A subsidiary of Woods of Colchester Limited

Airwoods

nla.obj-324442806
National Library of Australia

Christmas Greetings

In Christian countries this particular time of the year is still regarded as symptomatic of peace and goodwill and originates, of course, from the message of the angels at the birth of Christ. And, despite the fact the promised peace and goodwill have not as yet eventuated, we still cling to the hope that by repeating the message, in various forms, we may attain those promised qualities.

Since my greetings last year, when I urged for tolerance, there have been several near-escapes from ominous global misunderstandings. Let us sincerely hope that in the coming year we may, as nations, reach a greater understanding and tolerance which may ensure a peaceful living for all; for once that is attained then international relations will become humanly peaceful and that, in turn, will be reflected in the daily life of each one of us.

Let us send up a wish, a prayer, a toast (whichever suits our need) at this Christmas-time for a better global understanding and tolerance, and may it be a happy Christmas-time for all of us.

Comicals" and arrived on February , 1915; the First Reinforcements, rriving on November 29, 1915 were The Measlies".

Over a year later, on December 4, 1916, came the Second Reinforcements, "The Wallingfords". In October of the next year the Third nd Fourth Reinforcements arrived nd were respectively named "The orty Thieves" and "The War abies". Finally, on June 22, 1918, ame the Fifth and final Reinforcement, "The Hungry Hundred".

And such were the component arts of "The Coconut Lancers" as ney were called by the civilian uropeans in New Guinea. One can raw certain inferences as to the eneral characteristics of the ersonnel from the titles, and there no doubt there were some tough abies amongst them. Nor did the other ranks" have a monopoly mongst the (Get Rich-Quick) Vallingfords, the Forty Thieves or ne Hungry Hundred.

orrection

To keep the record straight it nould be pointed out that in Lew riday's article on the Duke of Yorks (*PIM*, Nov. p. 93) there appears an error (most likely a typographical one) where it mentions "we came to Mioko or Port Hunter . . . the first Christian settlement in the whole of New Guinea". This should have read Molot, not Mioko.

Means to An End

About NG's health: Only recently another letter came from an old-timer in which he was recalling some of the incidents in the early 'Twenties in an isolated NG area where, as was the usual custom, the DO had been transferred from the Military to the Civil Administration (which dated from May, 1921).

"The same Captain X," wrote my friend, "had cornered the local market for tortoise-shell, the odd pearl, etc., and when he was transferred to the Kavieng district in 1923 he had the opposition of a young doctor there. This doctor had a brain-wave. He put a boy in every village with a few bandages, salts, etc., thus competing with the DO's representative, the Tul Tul. Thus were Medical Tul Tuls born, or that's the way I heard it, anyway."

I don't suppose the official history of the NG Public Health Department will agree that this personal acquisitiveness laid the foundation to the creation of this useful adjunct to the service. But it could have been so. There were queer things 'neath the Tropic Sun, around ninety-hundred and twenty-one. . . . And there were some good things which have gone unsung: Tom Brennan sailing about in the *Lady Betty* amongst isolated island groups for weeks on end; Raphael Cilento checking up on health conditions in forgotten areas in the *Boina*. And then about the same time was the famed Dr. Sylvester Lambert on his hookworm campaign, with his well-organised willing workers and their chenopodium.

No, when you really stop and think and then compare the work of the P-NG PHD with both the Federal and States Health Departments in Australia (and in many other countries, too) with all their shillying and shallying and their astronomical expenditures, P-NG has done, and is doing, a very fine job. And, to my mind, of the greatest importance.

Of what use is a literate nation if it is not healthy?

Roofs and Earthquakes

That public relations man was a bit off beam in his statement (*PIM*, Nov. p. 41) that ash and soil were piled 10 ft on the roofs of all buildings in town following the 1937 Rabaul eruption, adding "Most collapsed . . ."

My first comment is "Hooey!" My second is to state that I doubt very much if even 10 *inches* of ash accumulated on the roofs, and to my personal knowledge only one roof of a building collapsed—and that was the temporary office of the Bank of NSW in Mango Avenue.

Advertisement

Pretty Hair

To have hair that is alive with glistening highlights, follow this simple plan. Always prepare the scalp for a shampoo by moist ulan oiling. Then, just before the hair is dry, pat on lemon delph freshener. This brings out the highlights because it removes film from the tresses. The freshener also aids setting and quicker drying of the hair. You will rejoice in pretty sparkling hair and a dandruff-free scalp.

. . . . . Margaret Merril.

EXPORTERS TO SOUTH PACIFIC ISLANDS

Pareu Cloth, Irregular Pieces, Fents, Mosquito Nets, Rubber Beach Sandals, Bamboo Ware, Toys, Sun Glasses and General Merchandise.

Enquiries solicited. *Please write:*

JIRO MITSUZUMI & CO., LTD.

Kobe Port P.O. Box 479, Kobe, Japan

nla.obj-324442936
National Library of Australia

As the writer of this article says, Fiji now has 200,000 Indians, as a result of the early indentured labour system. The Indians shown here are cutting matured cane for the crushing mills.

Fijian's Plea For A South Seas Colombo Plan

By Ratu Joni Vuiyasawa

One has only to look at the more developed countries of the South Pacific—Western Samoa, Tonga, New Caledonia, Fiji —to find that one of the greatest barriers to their independence is economic under-development.

FIJI, for example, has wide potentials in the field of agriculture; but unless it has trained men and women capable of putting into practice scientific methods of agriculture the country will be soon struggling to feed its fast-growing population. At this moment it is of prime importance that Fiji produces enough to cut down as much as possible on its imports of foodstuffs.

In many of the Pacific Islands almost the only possible sources of income are copra and bananas.

But in Fiji and in Papua-New Guinea there are wider possibilities. These should not be left in the hands of Europeans who, even in these enlightened days, tend still to think of the Islands as a place of cheap labour.

There is only one way to prepare for indigenous leadership in the scientific field and that is through tertiary education. At present this is deplorably slow, nor can there be much change in the foreseeable future unless some such scheme as that advocated by the South Pacific Commission is implemented.

One of the serious problems confronting Fiji is racial, arising out of the presence of 200,000 Indians.

They are there because the Colonial Sugar Refining Company wanted cheap and efficient labour. These indentured labourers were promised repatriation, but the necessary provision was not made. In the meantime they were settled comfortably in our country and, without any thought for the future, the CSR, assisted by the Colonial Office, left this problem of two distinct races right in the lap of the Fijian people.

The Indians have nothing in common with the Fijians. Ours is a chiefly society and, for the last 100 years, most of our people have been Christian. The Indian are chiefly Hindus, with a percentage of Muslims. Their culture is entirely different from ours.

We have to confess that they are far more thrifty than the Fijians. They have already captured a good deal of the local trade and there is much evidence that in this respect the Fijians may have to take a secondary place in their own country.

So far, we have been able to avoid any serious clashes between the two peoples. This is due chiefly, I believe, to the happy and contented temperament of the Fijians.

Not enough thought has been given to the problem of their living together. Like Topsy, the problem has "just growed". So far, the Indians and Fijians have not even found a way of worshipping together.

Recent articles in "Pacific Islands Monthly" and "Fiji Times", describing the concern of the South Pacific Commission regarding future government in the South Pacific Territories, the need to train the indigenous people for self-government, and the special problem presented by multi-racial Fiji, have been read with interest by Ratu Joni Vuiyasawa.

Ratu Joni is a young Fijian student at Wesley College, Sydney. He is a member of the well-known Sukuna family—his father is Ratu Charley, a brother of the late Sir Lala Sukuna.

Invited to write his opinions for "Pacific Islands Monthly", Ratu Joni gave us an article that is both forthright and notable for constructive thinking. Many will find it controversial.

No thinking has been done by th Government on this matter. It seem that, like most governments handlin undeveloped peoples, the onl method they know of preservin racial harmony is that of bayonet and tear gas. In 1943, and again i 1959, the Government resorted t these measures in clashes betwee Fiji's two peoples.

The services of trained Fijians ar essential, if the two groups are t live together in harmony. Foreig leadership is no answer to the prob lem. Leadership means training at th tertiary level.

One of the most unhealthy situa tions in Fiji is the lack of an edu cated and independent Fijian voic Most Fijians who have graduate either from Australia or from Ne Zealand are civil servants. All th

nla.obj-324443069
National Library of Australia

ijian members of the Legislative ouncil today are civil servants. This, believe, is entirely unsatisfactory. do not have to come all the way rom Fiji to tell you what happens o Government people who "speak ut of turn". We need more people ho are free to speak their mind.

At next year's election, when the ijians, for the first time, will elect eir representatives to the Legislative ouncil, they will be able only to lect civil servants because there is st no reliable independent Fijian oice outside the civil service.

The Indian people, however, have o such problem, because their raduates, without any exaggeration, utnumber the Fijians by almost 10 o 1.

A "Colombo Plan"

Do not for a moment think that he Fijian is incapable of taking rtiary education. He is capable hen given the opportunity. Our en and women have proved that ey can take their places with other aces. The opportunity can only come New Zealand and Australia will be ore generous and establish a Co-mbo Plan for the Pacific territories.

It is pointless to talk about giving e peoples of the South Pacific more sponsibility in the work of the ommission, if you have not got e qualified men to do the highly chnical work that would be re-uired of them.

Each year the number of Fijian oys and girls who pass the equiva-nt of your Leaving Certificate out-umber those of any other race. Yet hen you look at the number of eople who come overseas from Fiji is usually the other way around.

This is because the Indian is conomically stronger and is capable f sending his children overseas with-ut seeking support. The Fijian, on e other hand, has always relied on e limited number of Government holarships. This creates an im-alance at home, and is continually ading to misunderstanding and mis-ust and suspicion—an altogether un-ealthy and unhappy state of affairs.

The fact that Fijians are mostly hristian does not, in itself, go far the solution of the inter-racial roblem. "Thou shalt love thy neigh-our as thyself", has to be spelled in rms of social ethics—equal oppor-nities in education and equal se-rity for family life.

In every country in the world to-ay trained men and women are in-estigating these matters for their own peoples and governments. This should have commenced years ago in the Pacific Islands. But it must be postponed until more and more people can be given a university education.

It is true that more and more post-graduate people from the Australian universities are using our islands of the Pacific as happy hunting-grounds for material for their doctorial theses; but little or no benefits have accrued for our people out of these excursions.

Fiji's Debt to Neighbours

One further point. the Pacific Islands are linked to Australia and New Zealand in a very much closer way than are the countries of Asia. Most of our trade has been with Australia and, for our part, we have much for which to thank Australia and New Zealand.

It has been largely due to your missionary effort that our people have been awakened to seek some better form of social life. We shall always be grateful for what you have done. But we do not want to go on through the years looking to you and depending on you for social progress or for the determination of our destiny as a people.

Therefore, having done much for us, do this one thing more: Make possible amongst us that training by which our people may be led to nationhood, independent and free and able to take our place in the wide family of nations. Into that family of nations, we believe, we have our tribute to bring; and one day we shall bring it with gratitude to you, and to God.

BURNS PHILP (New Hebrides) LTD.

REGISTERED Office: VILA, NEW HEBRIDES
Branch office at SANTO

Exporters, Importers and General Merchants

Commission, Shipping and Customs Agents

Representatives for BURNS PHILP TRUST CO. LTD., QUEENSLAND INSURANCE CO. LTD., and LLOYD'S OF LONDON, Agents for SOCIETE DES PETROLES SHELL DES ILES FRANCAISES DU PACIFIQUE, and numerous overseas manufacturers of all classes of merchandise.

Sydney Agents: BURNS, PHILP & CO., LTD., 7 Bridge St.
San Francisco Agents: BURNS-PHILP CO. OF SAN FRANCISCO INC., 311 California St.
London Agents: BURNS, PHILP & CO., LTD., 35 Crutched Friars, E.C.3.

THE UNIVERSITY OF SYDNEY

The Walter Mersh Strong Scholarship

The late Dr. Walter Mersh Strong, of Port Moresby, bequeathed his residuary estate to the University of Sydney for the purpose of encouraging education and research in subjects relating to Papua. From this bequest the University of Sydney has established the Walter Mersh Strong Scholarships to enable Papuan natives to undertake a course of study leading to a degree at the University of Sydney. A scholarship will be available in 1963.

QUALIFICATIONS: The Scholarship is open to Papuan natives who have qualified to matriculate in the University of Sydney.

VALUE: The Scholarship is valued at £700 p.a. and also covers the scholar's fees within the University. It is estimated that this stipend is sufficient to allow a scholar to live at one of the University Colleges while undertaking his course.

TENURE: The Scholarship will be tenable while the holder is considered to be making reasonably satisfactory progress towards his degree.

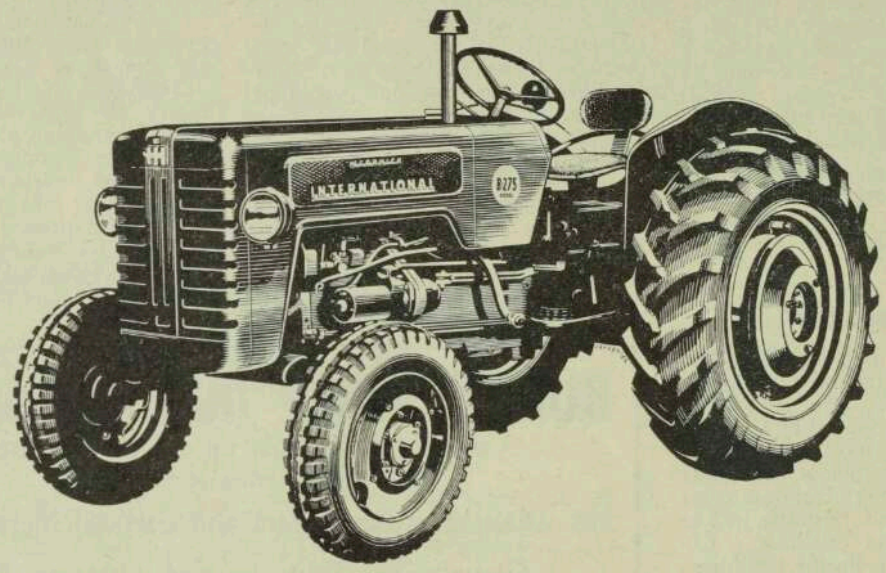
APPLICATIONS: Applications in which the candidate should state his full educational qualifications, the course he wishes to undertake and the names of referees should be lodged with the Registrar, University of Sydney, Sydney, by January 25, 1963, along with an enrolment application form which is available from the undersigned. Candidates should at the same time apply for matriculation in the University of Sydney.

Sydney,
November, 1962

M. A. TELFER,
Registrar

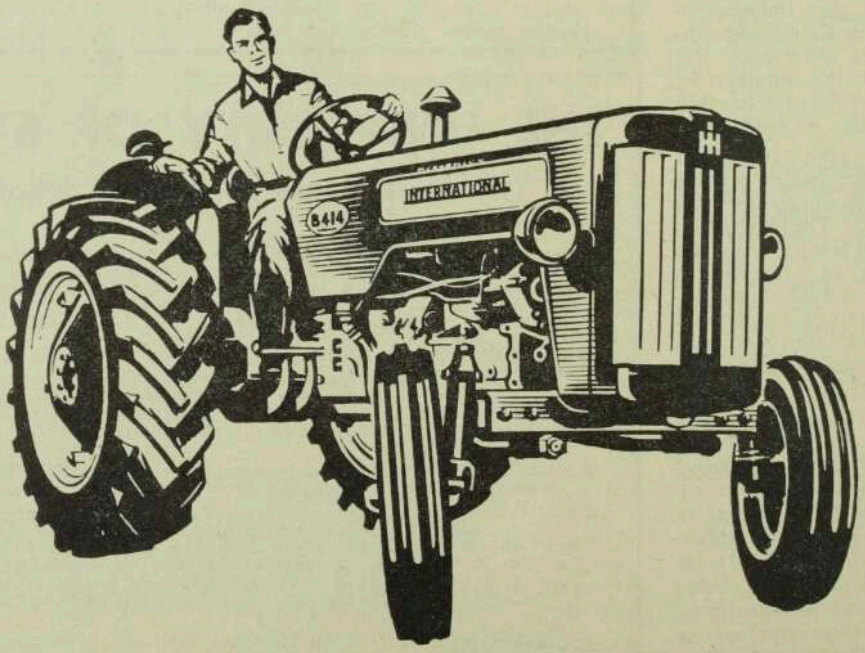
nla.obj-324443226
National Library of Australia

NOW! 2 GREAT TRACTORS



McCORMICK
INTERNATIONAL B-275

McCORMICK
NEW INTERNATIONAL B414



P.I.M. 405/F.P.L.

nla.obj-324443353
National Library of Australia

McCORMICK INTERNATIONAL B-275 & B414

Here's your opportunity to choose the tractor with the exact features you require for your farm or plantation. Both these McCormick International tractors, the B-275 and B414 are built by the world's largest farm equipment and tractor manufacturers with the experience of over 60 years' manufacture of popular tractors.

The B-275 and B414 are British-built, each with various different regular features as listed below. For further details of the McCormick International tractor that suits your requirements best, contact your local IH Distributor.

McCORMICK INTERNATIONAL B-275 TRACTOR

35 H.P. DIESEL ENGINE
10 SPEED GEARBOX
3-POINT LINKAGE
ENGINE DRIVEN HYDRAULICS
POWER-TAKE-OFF
DIFFERENTIAL LOCK
ADJUSTABLE WHEEL TRACKS
WATER-TIGHT DISC BRAKES
Additional Feature
HAND PARKING BRAKE

AUTOMATIC TRAILER HITCH
FRONT & REAR WHEEL WEIGHTS
TEMPERATURE GAUGE
FRONT & REAR LIGHTS
"DE-LUXE" SEAT
REMOTE HYDRAULIC COUPLING
LARGE CAPACITY RADIATOR
SWINGING DRAWBAR
5.50 x 16 4-ply front tyres
11.00 x 28 4-ply rear tyres

McCORMICK INTERNATIONAL NEW B414 TRACTOR

40 H.P. DIESEL ENGINE
10 SPEED GEARBOX
3-POINT LINKAGE
"VARY-TOUCH" HYDRAULICS
(With Position & Draft Control)
POWER-TAKE-OFF
DIFFERENTIAL LOCK
ADJUSTABLE WHEEL TRACKS
WATER-TIGHT DISC BRAKES
HAND PARKING BRAKE

AUTOMATIC TRAILER HITCH
FRONT & REAR WHEEL WEIGHTS
TEMPERATURE GAUGE
FRONT & REAR LIGHTS
"DE-LUXE" SEAT
REMOTE HYDRAULIC COUPLING
LARGE CAPACITY RADIATOR
SWINGING DRAWBAR
6.00 x 16 4-ply front tyres
12.00 x 28 4-ply rear tyres

NTERNATIONAL HARVESTER

trict Sales Offices in Australian Capital Cities. Works: Dandenong, Geelong and Port Melbourne.

STRIBUTORS: NEW CALEDONIA: Agence Automobile, Noumea. FIJI: Niranjan's Service Station, va. PAPUA: Steamships Trading Company Limited, Port Moresby and Samarai. NEW GUINEA: w Guinea Goldfields Ltd., Wau; N.G.G. Trading Co., Lae; Colyer Watson (New Guinea) Ltd., baul. WEST NEW GUINEA: H. Englebert, n.v. Hollandia. SOLOMON ISLANDS: Solomon Motors . Ltd., Honiara. TAHITI: Hintze & Company, Papeete. NEW HEBRIDES: Kerr Bros. Limited, Sydney.

P.I.M. 405/F.P.R.

nla.obj-324443481
National Library of Australia

SPARKS FLY OVER THOSE OLD POLYNESIAN VOYAGES

By a Staff Writer

One of the most fascinating pastimes in the field of anthropology is to try to figure how Polynesians and Micronesians managed to populate their vastly scattered islands in the North and South Pacific.

SOME theorists hold the view that the islands were populated deliberately. They picture the Islanders as people with great courage, incurable curiosity and a wonderful knowledge of offshore seamanship, weather, etc.

These theorists maintain that the Polynesians and Micronesians set out to seek new islands when their own islands became over-populated, when they were driven from them through defeat in war, or when ambition urged them to look for pastures new.

Other theorists believe that the Pacific islands were populated by accident when storms, winds and contrary currents drove canoe-loads of people from one island to another.

The most noted protagonist of the accidental voyages theory in recent years is New Zealander Andrew Sharp, whose book, *Ancient Voyagers in the Pacific*, first published in 1956, has won him many followers.

However, a movement now appears to be on foot to restore the deliberate voyages theory to favour and to take the wind out of Sharp's sails.

In the latest (September) issue of the *Journal of the Polynesian Society*, the first part of a symposium has been published on Sharp's accidental voyages thesis.

The idea of the symposium was conceived about two years ago by Jack Golson, then editor of the Polynesian Society's journal.

In a foreword to the symposium, he says that when Sharp's book was published few reviewers could be found who were competent enough to assess Sharp's arguments, so it was decided to get a panel of reviewers to do the job.

The Polynesian Society's panel of reviewers comprises:

- Mr. G. S. Parsonson, senior lecturer in the Department of History at Otago University, who has been working on a history of the New Hebrides since 1949.
- Mr. G .M. Dening, a recent MA graduate with first-class honours of Melbourne University.
- Dr. C. O. Bechtol, a University of California professor, with a lifelong interest in sailing boats.
- Captain G. H. Heyen, general manager of the Australian National Line, Melbourne, who has had long sea experience in the Western Pacific.
- Captain Brett Hilder, master of the Burns Philp ship *Malaita* who is well known to *PIM* readers for his profiles of Pacific personalities and other articles.

Only papers by Mr. Parsonson and Captain Heyen have so far been published, but Mr. Golson says that Captain Hilder is the only contributor who fully accepts Sharp's accidental voyages theory. (Captain Hilder published an article on these lines in the August issue of *PIM*, p. 67, and there was a reply to it by Gordon Russell in the issue for November, p. 95.)

Mr. Parsonson's contribution to the symposium is a 53-page onslaught on Andrew Sharp's theory. He says Sharp's case for accidental voyages "omits and misinterprets material evidence, selects whatever suits the

Advertisement

A Refreshing Beauty Bath

Little attributes more to beauty than the full luxury of a beauty bath. Pour in a little of your favourite bath oil, relax in the water and dream of sweet loveliness. Add further to your luxury by bathing with a super fatted complexion soap—a good lemon toning soap is best—why shouldn't your body be pampered occasionally as you would your complexion. Go further. Complete your beauty bath by smoothing in a film of oil of ulan from top to toe. A dusting of your talc and you'll feel on top of the world. This will give you an aura of fragrance and a body of glorious smoothness.

. . . . Margaret Merril.

This is how Tahiti looked in the days of the early European explorers. The two ships are Bougainville's "Boudeuse" and "Etoile", which visited the island in 1768. A Tahitian ocean-going canoe is shown at right.

nla.obj-324443613
National Library of Australia

argument and leaves out or explains away what does not".

"It quite inexcusably denies," Mr. Parsonson says, "no doubt in the interests of uniformity, the most irrefragable testimony concerning long distance voyages in other seas in medieval times."

He says: "Its basic assumptions are often quite untenable, if not wholly illogical. The Atlantic islands, it claims, though many of them were desirable and near at hand, were all uninhabited before being discovered by accident or by systematic exploration in and after the 15th century, and this presumably because early European seamen blown off course could always find their way back to their extended coast.

"Why the ancestors of the Polynesians did not also seek safety in such circumstances in the land from where they had originally come, is, however, far from clear . . .

"Further (Sharp's) book is quite unreliable on nautical matters: a weakness which reflects its preoccupation with theory rather than with fact, and overmuch reliance on secondary sources.

"It thus constantly exaggerates the difficulties involved in oceanic sailing . . . It becomes hard in the end to believe that the Polynesians could have negotiated even the limited distances allotted to them."

Mr. Parsonson says that the accidental voyages theory owes its survival to such factors as: the incompetence of the early explorers as observers of native life; the sudden and almost complete destruction of the ancient Oceanic culture in the great epidemics and civil wars of the 19th century; and the comparative infancy of Pacific studies, notably of archaeology, which might eventually lead to the solution of the problem.

Captain Heyen says in his paper: Andrew Sharp has made an excellent study of the Polynesian problem, and his argument in favour of accidental voyages appears logical.

"But his logic does not explain the colonisation of all the islands, nor does it disprove deliberate exploration."

After discussing such matters as storms, winds, currents, waves and swell, Captain Heyen says:

"Surely in Oceania, early man had the same urge for adventure and widening of knowledge that inspired early exploration by other maritime peoples.

"The men of Oceania today are hardy, brave and intelligent, and are good weather-wise seamen. Conceivably, their forbears had the same qualities, possibly to a greater degree. Whether they were capable of exploratory voyages over long distances depended on various factors—knowledge of navigation, seamanship and weather-lore, and the sea-keeping quality of their canoes."

Captain Heyen considers in detail the possibility of voyages by primitive navigators between Nukuhiva and Hawaii; Tahiti and Hawaii; Tahiti and New Zealand; Tongatapu and New Zealand; Kadavu and New Zealand; and Savaii and Hawaii—distances varying from 977 miles to 2,242 miles.

He concludes that voyages between all those points would have been possible either from north to south or from south to north, or both ways.

"Undoubtedly many canoes would have been lost, but it is possible that some canoe captains did discover new lands and return to tell of their wanderings." he says.

"How, otherwise, would tales still be told of Gilbertese journeys to Samoa, and Polynesian voyages to New Zealand? Sea traditions stem from hard fact, not fancy."

Judging from the first instalment, readers interested in the settlement of Oceania can look forward to some further lively reading on the subject in the next two or three issues of the *Journal of the Polynesian Society*.

When you travel — use the

WALES TRAVEL DEPARTMENT

FOR ● ITINERARIES
● TRANSPORT AND HOTEL BOOKINGS
● LOCAL AND OVERSEA TOURS
AND ADVICE ON ● PASSPORTS, VISAS AND TAXATION CLEARANCES

There is no extra charge for these services

BANK OF NEW SOUTH WALES

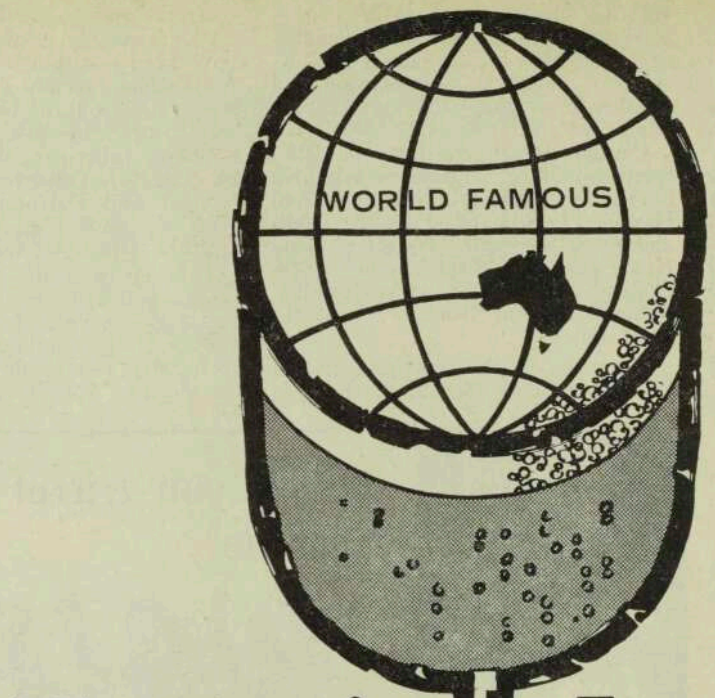
FIRST BANK IN AUSTRALIA

(INCORPORATED IN NEW SOUTH WALES WITH LIMITED LIABILITY)

P.S. *If you are going to the British Commonwealth and Empire Games in Perth in November, the "Wales" can make all the arrangements for you. Enquire at any branch.*

A6218

nla.obj-324443741
National Library of Australia



Foster's Lager

FROM AUSTRALIA

Drink a beer that's really beer — Foster's Lager. Enjoy its clean, keen, cold taste. Linger over its full-bodied sparkle and get a lift that makes you glad you're thirsty. Foster's Lager is a man's drink which refreshes like nothing else can. Try it. You'll understand, at once, why Australians and people the world over who know good beer drink Foster's.

BREWED BY THE FAMOUS CARLTON & UNITED BREWERIES LTD., MELBOURNE.

IT'S AUSTRALIA'S—INDEED THE WORLD'S BEST BEER.

CB.284.63

BISHOP STRONG NEW ARCHBISHOP OF BRISBANE

Papua - New Guinea's best - own mission leader—Bishop ilip Strong—is to leave the rritory after 25 years as the shop of New Guinea.

'E has been elected Anglican - Archbishop of Brisbane, in suc- sion to Archbishop Halse, who d in August.

The New Guinea mission scene won't be the same without him. has seen great changes—and ped make many others—since he ived there in 1937 from England.

He was Vicar of Sunderland when was offered the Bishropic of New inea, and before he left for his ote area he was consecrated hop in St. Paul's Cathedral in ober, 1936. He was then 37 and, now, unmarried.

Archbishop Strong.

The new hop had n educated Worcester Cambridge at 18 ned the val Engin- as a nd lieuten- He was harged in 9, and was ained in 1923, at Durham. He served in various English ishes.

Bishop Strong administers the Ang- n mission throughout Papua-New nea, although his headquarters is Dogura, in eastern Papua. Dogura off the beaten track and conse- ntly does not see a great number visitors.

ut Bishop Strong has always elled a great deal—especially in early days when he would spend ks, by foot or by canoe, visiting ly posts.

le remained in New Guinea ng the war. He was a chaplain he troops and at times was under

he early days of the war were ones for the Bishop. The Jap- se captured two Anglican priests, mission sisters and a lay mission ker from the Sangara mission beheaded them all at Gona in gust, 1942. Two other women, ng from Gona mission with Father James Benson, were also captured and murdered, although Benson himself escaped death (and died after the war).

Bishop Strong has never been a dramatic campaigner. His work for the Church has been notable for its quiet and steady progress—his utterances for their tolerance.

He has been a particularly keen supporter of native education and progress. It was because of this steady work that in 1960 Bishop Strong was able to present the Church with its first indigenous Bishop in the South Seas—the first native Bishop in any South Seas Mission. Bishop George Ambo, a Papuan, is the Assistant Bishop of New Guinea.

Commenting on Bishop Strong's new appointment, the Dean of Brisbane, the Very Rev. William Baddeley, said: "Bishop Strong is a real man of God, and will undoubtedly be the spiritual leader which the diocese and province needs. To my mind, no better choice could have been made.

"It will be wonderful for the Papuan people to think that their bishop has been chosen to be Father-in-God not only to them but to all the Province, too."

PRESBYTERIAN AND METHODIST SCHOOLS' ASSOCIATION

THORNBURGH

AND

BLACKHEATH COLLEGES

CHARTERS TOWERS, NORTH QUEENSLAND

For BOYS AND GIRLS from GRADE 3-UNIVERSITY-MATRICULATION

Courses available:—ACADEMIC, COMMERCIAL, INDUSTRIAL, HOME SCIENCE. MUSIC and ART OF SPEECH taught.

Excellent sporting facilities, swimming pool, good climate.

First term commences on 29th January, 1963.

Applications are invited for Bursaries to be awarded on results of this year's Scholarship Examination.

Prospectus from the Principal, G. E. Thomson, B.Com., or Secretary, City Mutual Bldgs., 90 Queen Street, Brisbane, Queensland.

Warnock Bros. Limited

AUCKLAND, N.Z.

Manufacturers of well known brands of Laundry Soap

"KIA ORA" AND "NATURU"

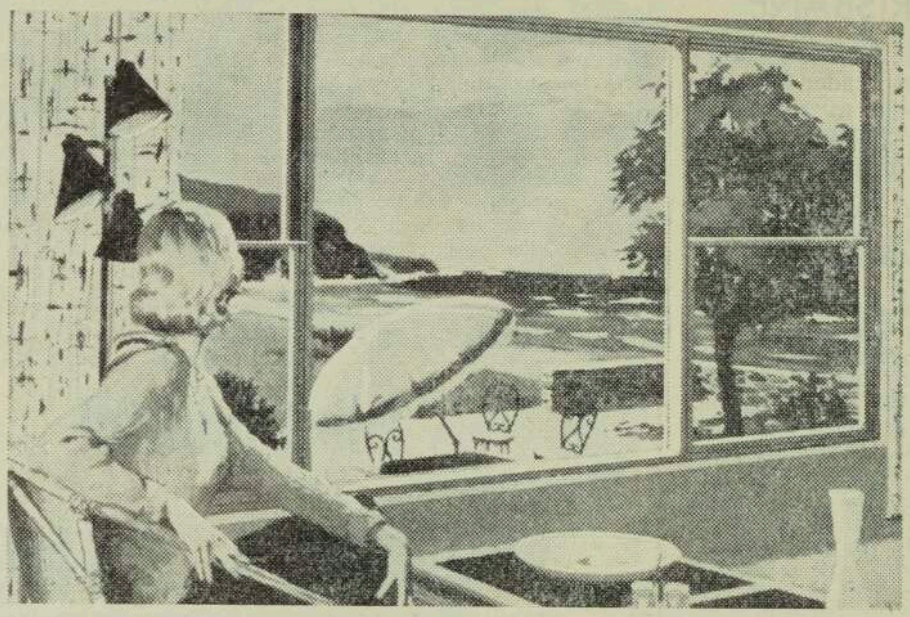
Also: "Foam" Soap Powder Detergent

"Electric" Pumice Sand Soap

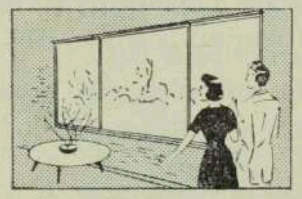
Obtainable from Auckland and Island Merchants

nla.obj-324444002
National Library of Australia

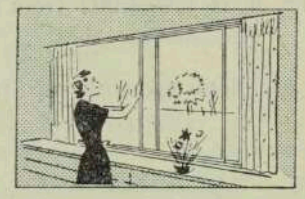
WUNDERLICH SETS THE MODERN TREND IN WINDOWS AND DOORS



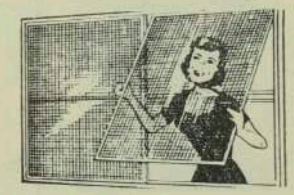
Wunderlich Aluminium Windows give you—The widest range of types and sizes • Beauty and economy • Easy installation • Trouble-free—no painting necessary.



Sliding picture windows for easy operation and smooth, noiseless action. All Wunderlich aluminium windows withstand all climatic conditions.

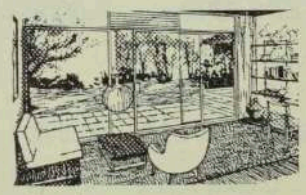


Horizontal sliding windows are maintenance-free. Give an abundance of light and ventilation.

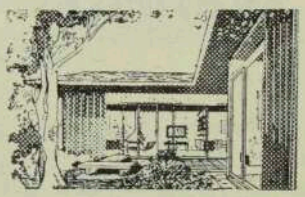


Double hung windows are neat in appearance—rattle-free. Fly-screens available for window series—easily attached.

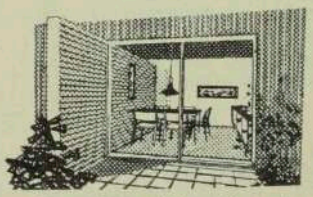
RANGE OF SLIDING DOORS INCLUDES . . .



The finest aluminium residential sliding doors available. These doors combine with today's modern styling trends



— require no maintenance, no painting — are completely weatherproof — and save £'s on initial installation costs.



These doors slide easily, and there are sizes available for your present or future home.

Wunderlich

Manufacturers of Australia's largest range of
Building Materials
Visit exciting Metal Display at Modern Showroom. Write for Free Colour Catalogues.

83.CM.1. | *Head Office and Showroom:* 393 Cleveland Street, Redfern. 69-0366

nla.obj-324444133
National Library of Australia

Protests Over NG Shipping Priorities

By a Staff Writer

On Monday, September 10, e *Aros*, of the Australia-West acific Line, berthed at Lae, ew Guinea, and began to dis- arge cargo from the Far East.

N Wednesday, September 12, at daylight, the Burns Philp liner *alaita* entered Lae; whereupon the *os* was obliged to move out into e stream to allow *Malaita* to rth.

On Thursday, September 13, the *alaita* departed and *Aros* re- rthed.

On Friday, September 14, at 1 n., the *Aros* again was obliged to ove out into the stream to allow e Burns Philp liner *Bulolo* to berth.

Thereupon, the exasperated A-WP ople ordered the *Aros* to proceed Brisbane to meet her commit- ents, although the liner still had 0 tons of cargo for discharge at e.

That is a sample of conditions in e Papua and New Guinea ports, ncerning which a lively correspon- nce has been going on for years tween the Swedish Minister in Aus- lia and Messrs. Wilhelm Wilhelm- n Agency Pty. Ltd., on behalf of e Swedish-owned Australian-North- est Pacific Line, and the Australian epartments of External Affairs and rritories, which control port regu- ions in Papua and New Guinea.

The Swedish Line operates the ves- s *Aros, Delos, Milos, Samos* and *nos* between Australia, the P-NG rritory, and Far East ports. It thus ovides three services—namely a rect express monthly (both ways) rvice between Australia and Japan; onthly sailings from Australia to anila, Hongkong and Japan, via P- G ports; and monthly sailings from pan and Far East ports to Aus- lia, via Lae and (every third sail- g) the Solomons.

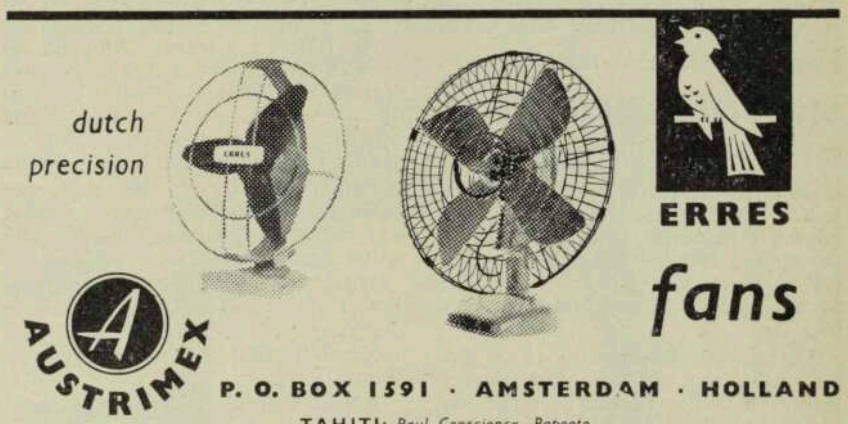
The managers of that shipping line ake the point that they provide ustralia and the Australian Terri- ry with a valuable and growing eight connection with developing arkets, especially in the Far East, d that they are obliged to plan d maintain fairly tight schedules. ey object very strongly to the frequent dislocation of their time- tables, as shown in the above in- stance.

The Australian authorities have given "priorities" to four vessels called "trunkships", which run regu- larly from Australia to Papua and New Guinea ports—namely, the *Bu- lolo* and *Malaita*, of the Burns Philp Islands line (which is subsidised by the Australian Government) and the *Shansi* and *Soochow*, of the New Guinea-Australia Line.

In reply to the protests of the Swedish Line interests, Canberra has said that the "trunkships" provide essential two-way services between Australian and Territory ports; that the Territory depends on these ships for its more important supplies, and for marketing most of its products; and that it is vital to the Territory's economy that the ships adhere to time-tables. Hence, they are given priority in the ports.

The Swedish Line has answered by quoting figures showing the quan- tity and importance of the cargoes which it carries between the Terri- tory and its markets, and the man- ner in which this valuable trade has increased.

It is claimed that the Swedish Line gave invaluable service in the imme-



BISH LIMITED

Registered Office: Suva, Fiji

Cables and Telegrams: "BISH" Suva. G.P.O. Box 172.

Engineers, Structural Steel Workers, General Blacksmiths, Boiler Makers, Iron and Brass Founders, Metal Sprayers, Sole Distributors in Fiji for Southern Cross Diesel Marine and Stationary Engines, Generating Set, Windmills, Milking Machines, Pumps, Berkfeld Filters and Water Softeners, etc.

BISH LIMITED

ELIZA STREET, WALU BAY, SUVA

nla.obj-324444263
National Library of Australia

A Brett Hilder Profile

BRUNO PLANTS WHILE HIS WIFE PAINTS

BRUNO FREDERICK KROENING was born at Kieta, Bougainville, on July 27, 1914, only days before World War I started.

SINCE then several flags have flown over the island, and we wonder what the next one will be.

Bruno's father was Dr. Bruno Karl Kroening, of the German Administration, who arrived in the Territory about 1911. He was first stationed at Namatanai, New Ireland, under the famous Bulominski, and later set up a fine hospital at Kieta.

He relieved Captain Dollinger as District Officer about 1913. Bruno's mother was Frances Highly, born in the Mortlocks, her father being English and his mother a Samoan member of "Queen Emma's" group.

Emma gave the young couple her rights in the Mortlocks as a dowry, and they later bought Toboroi plantation near Kieta.

Mrs. Highly remarried and became Mrs. Calder, and was well known in that part of the world until her accidental death in the Mortlocks about 1929.

When Australia occupied Bougainville, Dr. Kroening, as a German official, was sent to Germany with his family. During the war years two daughters arrived to keep Bruno company, Irmgard, later Mrs. Jimmy Joyes, of Bougainville, and Beatrix (or "Muschi") who is Mrs. James Tandy, of Sydney.

At the end of the war the Toboroi plantation was not expropriated because it belonged to Mrs. Calder as British subject.

The Kroenings' fourth child, Helmut, was born in Sydney in 192 While the parents and two younge children went to Bougainville, Irmgar and Bruno remained in Sydney school.

Bruno went to "Shore" in du course. He left school at 17 and aft six months at the Hawkesbury Agr cultural College went on to Bougai ville to join his father on the plant tion.

In 1934 he moved up the coast Raua, working under Fred Urban the Rugenhaven Coffee estate, ar spent four very interesting years ther

His next job was at Bulolo, wor ing for BGD, and he was there whe the Japanese arrived on the coast.

Bruno had tried to enlist in th NGVR, but failed medically. He le Bulolo with a group of civilian mostly miners, under John Murph for the long trek overland to th South via Bulldog and so on to Yu Island and Moresby. They sailed f Sydney in one of the last voyages the *Macdhui*.

In Sydney Bruno tried to enlist the AIF and the American force but was rejected as an enemy alie He worked in Sydney at a variety jobs until he could get back to Ne Guinea.

Then he took a job with Mic Leahy in Morobe Transport Com pany. After leave in Sydney he r turned to the Territory in the *Malai* in 1951, meeting and later marryin Miss Olive Rossiter at Madang.

Bruno was keen to get back plantation life, so they went Kavieng where he got a job wit Fred Patten on a plantation Squally Island, owned by W. R. Ca penter. He has since bought th property and is paying it off.

Apart from a few spells at Toboro Bruno and his wife recently cam South for their first leave since the were married. This included a vis to the Games at Perth.

Olive was born in Australia, b spent most of her girlhood in En land. Four years ago she took u painting, at first in watercolours, an later in oils, and with her determin tion and natural ability she ha achieved marvellous results.

Last year she had a portrait of Pa Mason accepted for the Archiba competition in Sydney, and a lan scape of Kieta for the Wynne com petition

This year her Archibald entry is portrait of Kevan Gosper, and whe it is exhibited a lot of people, as we as Bruno, are going to be very prou of her.—BRETT HILDER.

SHIPPING PRIORITIES

(Continued from page 43)

diate post-war years, when ships were scarce, and that the owners co-operated helpfully with Australia in developing Eastern trade (the *Delos*, for example, was fitted out and ran as an Australian trade-ship, at very low cost).

During the 'fifties, Canberra's dictum ruled the situation. But in very recent years the Territory's trade has increased very much; the number of overseas shipping lines servicing the Territory has grown; and there now is strong pressure upon Canberra to share the Territory's port facilities more liberally with the "non-trunk" ships.

Early this year, the Swedish Line presented its case to the Planters' Association of New Guinea. The Association replied that, after consideration, it fully supported the Line's contention that the system of allotting berths in the ports should be "first arrived, first served" and priority to none.

Burns Philp & Co. Ltd., which has contributed so much to the Territory's development over the last 50 years, and which now is suffering acutely from the competition of shipping lines not on Australian articles (which means that the latter ships can be run more cheaply) has a strong case for continued Australian protection.

The other companies reply to that by pointing out that the protection given trunkships in the P-NG ports represents a situation not seen anywhere else in the shipping world.

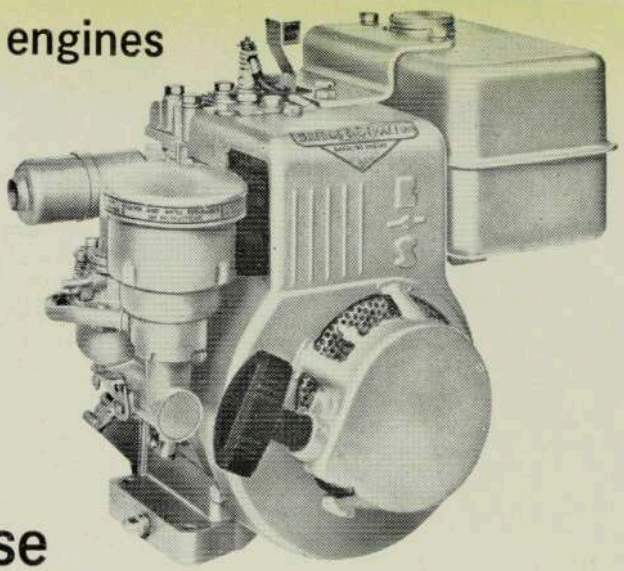
The pressure upon Canberra, in this matter, may end by Canberra ordering an open inquiry into the whole situation

nla.obj-324444405
National Library of Australia

nla.obj-324444532
National Library of Australia

The world's biggest selling engines

4 CYCLE
BRIGGS&STRATTON
MILWAUKEE, WIS. U.S.A.
GASOLINE ENGINES



Reliable power for every purpose

In the small-engine field, Briggs & Stratton has a world-wide reputation for advanced design, quality, efficiency and reliability.

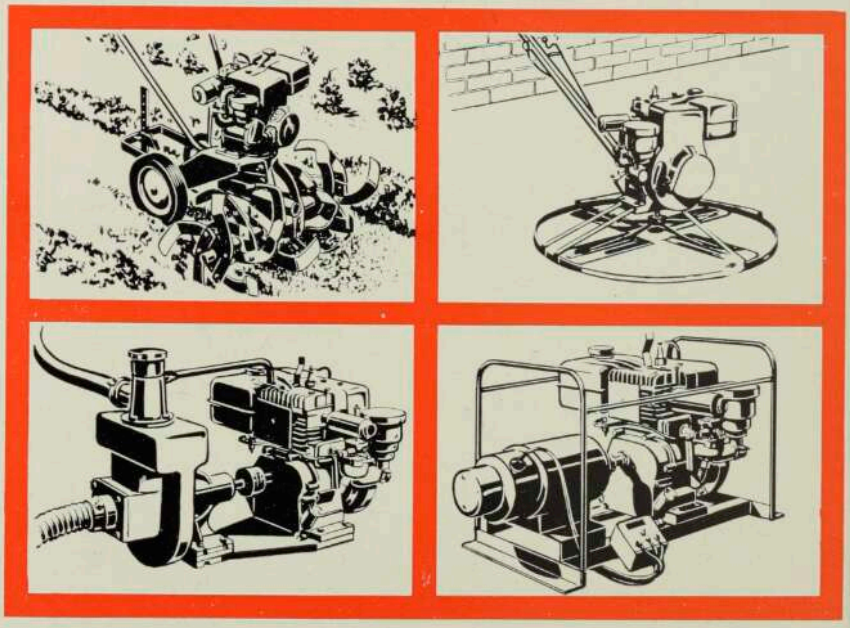
Here is the lightweight, air-cooled, portable petrol engine at its best!

Modern four-cycle design and Briggs & Stratton ignition system make starting easy and operation trouble-free at all speeds and under all conditions. Choice of rewind, shock-free wind-up, rope or electric starting.

Australia-wide dealer sales, service and parts network now established in all city and rural communities. All Briggs & Stratton engines carry a 12-months' Warranty.

SO MANY USES!

- PUMPING UNITS
- GRAIN AUGERS
- CROP-SPRAYING EQUIPMENT
- SHEEP-SHEARING PLANT
- CONCRETE MIXERS
- WASHING MACHINES
- POWER FLOATS
- ROTARY ROLLERS
- HAY BALERS
- COMPRESSORS
- GENERATOR AND LIGHTING SETS
- ROTARY SLASHERS
- PORTABLE POST-HOLE DIGGERS
- WELDING SETS
- FIRE-FIGHTING EQUIPMENT
- BUILDING HOISTS
- PORTABLE SAWS
- FIXED SAWS AND MOST OTHER SELF-POWERED OR PORTABLE EQUIPMENT



ani
AUSTRALIAN NATIONAL INDUSTRIES

A.N.I. PERKINS PTY. LTD.

N.S.W.: 16 Parramatta Road, Lidcombe 648-2951
VIC.: Capel and Queensberry Streets, North Melbourne. 30-2231
QLD.: 112 Montague Road, South Brisbane. 4-4141
S.A.: 154 West Terrace, Adelaide. 51-6074
W.A.: 265-267 Great Eastern Highway, Rivervale, Perth. 6-3316
TAS.: 125 Davey Street, Hobart. 2-5566

AE55AR

nla.obj-324444662
National Library of Australia

1915 Parallel To Minerva Reef Drama

The stranding of the Tongan yacht "Tuaikaepau", on South Minerva Reef on July 7 and the sufferings of the 12 survivors of the crew of 17 had a parallel in June, 1915, when the cable ship "Strathcona", was wrecked on nearby North Minerva Reef on her maiden voyage.

The "Strathcona", built in Auckland at a cost of £10,000, was an auxiliary fore and aft schooner, measuring 110 ft. overall.

Like their counterparts of 47 years later, the crew of 13 were stranded and lived in privation for five weeks.

After 16 days on the reef, the "Strathcona's" master, Captain William Robertson, decided to set out in the launch for Ono-i-Lau (one of Captain Tevita Fifita's targets in the outrigger "Malolelei"), 200 miles away. He took two men with him.

The second mate, left in charge, had orders to stand by until rescued, or, as a last resort, to put to sea in the 16 ft. whaleboat.

Misfortune overtook the castaways soon after the captain left. Much of their water leaked away from their damaged tank, and they suffered much from thirst.

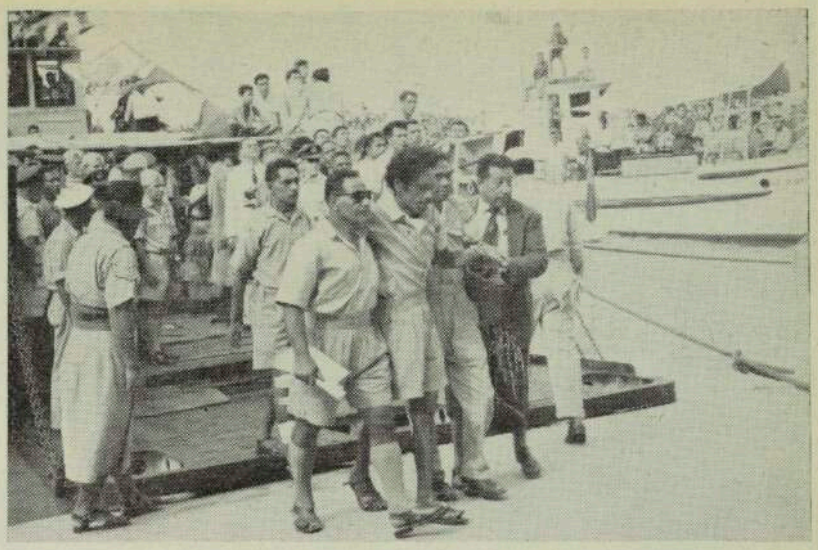
Nineteen days after the captain left, the survivors were cheered to see on the horizon the smoke of the steamer "Iris", which had been sent from Auckland to search for them.

Captain Robertson had more luck than Captain Fifita for he reached Ono-i-Lau and chartered a small cutter to return to the reef. Not far from the reef he and his companions were picked up by the "Iris".

A Captain Ross, of Auckland, later bought the wreck and stripped her of all her gear.

In 1947, Mr. Hamlet Garnett, of Fiji, went to the reef with Captain Henry Michael in the cutter "Ono-i-Lau" to see if any of the heavy lead keel remained, but little of the wreck was to be found.

Others who have since visited North Minerva say that there is now no sign of the "Strathcona".



Survivors of the "Tuaikaepau" step ashore from a landing barge at Nukualofa. They are, from left, First Mate Ve'etutu Pahulu, wearing spectacles, Viliami Fa and Tevita Uaisele, who built the outrigger which he, Captain Tevita Fifita and his son, Sateki Fifita, set sail from Minerva Reef to get help.—Photo: Tulua Bros.

Emotional Welcome Home For Tongan Castaways

From PIM Correspondents

The makeshift outrigger canoe in which three castaways from the Tongan yacht *Tuaikaepau* made their heroic 300-mile voyage from South Minerva Reef to Kadavu, Fiji, in October was shipped from Suva to Tonga early in November in the Tongan Government ship *Aoniu*.

It will probably go on permanent display in Nukualofa as an example of Tongan craftsmanship in an emergency.

The outrigger, called *Malolelei*, was built from the timbers of a wrecked Japanese fishing boat which the 17 Tongan members of the *Tuaikaepau* found on Minerva Reef after their yacht went aground there and broke up on July 7.

The skipper of the *Tuaikaepau*, Tevita Fifita, his son, Sateki Fifita, and Tevita Uaisele, a carpenter who designed *Malolelei*, set out from Minerva Reef in the outrigger on October 7 in the hope of bringing aid to their shipwrecked comrades after vainly awaiting rescue for three months. Sateki Fifita was drowned after the outrigger capsized a mile and a half off the Kadavu coast.

Captain Fifita later gave the outrigger to the people of Kadavu's Nacamoto village, and the elders of the village refused to part with it when Captain S. B. Brown, of the *Maroro*, went to Nacamoto to bring the vessel to Suva for shipment to Tonga. However, the younger men of Nacamoto said the boat should be sent to Suva.

Later, when the *Melanesia* went to Nacamoto, the elders had reconciled their differences with the young men and allowed the outrigger to be handed over and taken to Suva.

About a fortnight earlier the 12 survivors of the *Tuaikaepau* who had rested in hospital at Suva after their ordeal on Minerva Reef had been taken back to Tonga in an RNZAF Sunderland.

The Sunderland touched down in the bay off Nukualofa at 2.30 p.m. on October 22 amid great excitement.

The afternoon had been declared a public holiday and from midday people had been moving towards Faua Harbour, about a mile away from the main wharf.

The harbour is used for small

nla.obj-324444799
National Library of Australia

Just for a little while. The truth is we like junior passengers. We like their chatter, their appreciation and their tuck-shop appetites. We like the way they find everything new and wonderful. All over the South Pacific from Tahiti to Australia, travelled families fly TEAL—and have been doing so for years. For details of students concessions see your travel agent or TEAL office.

FLY TEAL

NEW ZEALAND'S INTERNATIONAL AIRLINE

IN ASSOCIATION WITH QANTAS AND BOAC

AP97.86

nla.obj-324444927
National Library of Australia

ıstal vessels and yachts, and it s from this harbour that the *aikaepau* sailed on July 4.

By two o'clock, the wharf and ıle surrounding the harbour were :ked with people, and the road o town right up to the entrance the Royal Palace was lined with ıoolchildren.

Earlier the TSMV *Kao*, a landing ıft type vessel, had sailed out into bay with close relatives of the vivors.

After the Sunderland touched wn, its passengers and crew were ried by dinghy to the *Kao*, where survivors met their relatives.

The vessel was dressed over-all as sailed up the channel into Faua ırbour, and it was a silent and ıotional crowd which greeted the urning men. It was a sad as ll as a joyous occasion.

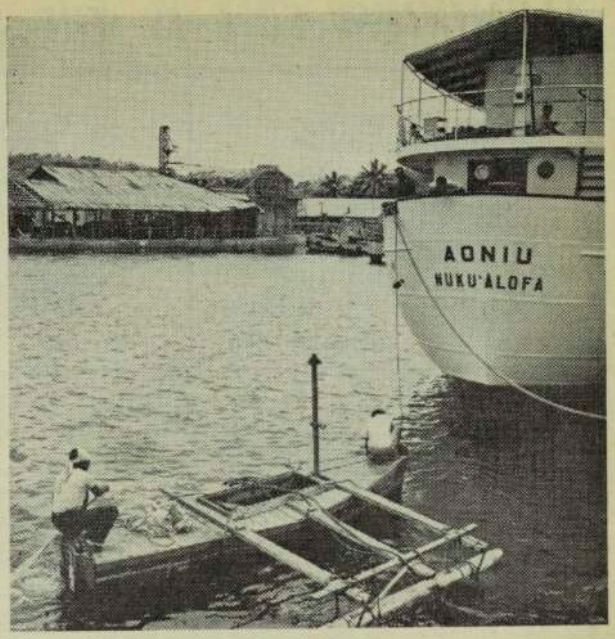
As the vessel touched the slip- y, the Police Band played the mn "Deep Harmony".

The survivors, still showing signs their three-month ordeal, were eted and welcomed by the Deputy emier, Prince Tu'ipelehake, on half of Queen Salote, the chiefs d the people.

In a speech, Prince Tu'ipelehake nked the New Zealand Govern- nt and all concerned in the rescue erations. He commended the ptain, the mate and the crew of *Tuaikaepau* for the way they had rked together and lived up to their ngan traditions.

Although he recalled with sadness t some had given their lives, he s thankful that more had lived.

Members of the official party, binet Ministers and chiefs then lcomed the survivors.



The outrigger "Maloleilei", in which Captain Tevita Fifita and two crew members of the "Tuaikaepau" sailed from Minerva Reef to Kadavu, was shipped to Tonga from Suva in the "Aoniu" on November 7. The outrigger is shown here just before she was taken aboard the "Aoniu". Photo: Stan Whippy.

Later, led by the Deputy Premier in his car, the castaways were driven down the coast road which was flanked by row upon row of schoolchildren.

At the mala'e (open ground outside the Palace), an enormous crowd had assembled to greet them as they passed into the Palace grounds for an audience with Queen Salote.

After the audience, the survivors were driven to the Vaiola Hospital, again through crowds lining the main street.

Early in November, they were still in hospital recuperating from their ordeal.

Queen Salote directed the hospital doctors and nurses to give her daily reports of the men's progress.

Alapasita, wife of Captain Tevita Fifita, was staying at the hospital to nurse her husband back to health. The survivors held daily prayer meetings, as they did when they were living in the Japanese wreck. They used an old Bible which they had with them on the reef.

Big celebrations were planned for the men when they returned to their homes. Some of the men are from Haapai, some from Tongatapu and one is from Vavau.

A court of inquiry into the stranding of the *Tuaikaepau* on South Minerva Reef was expceted to begin during November.

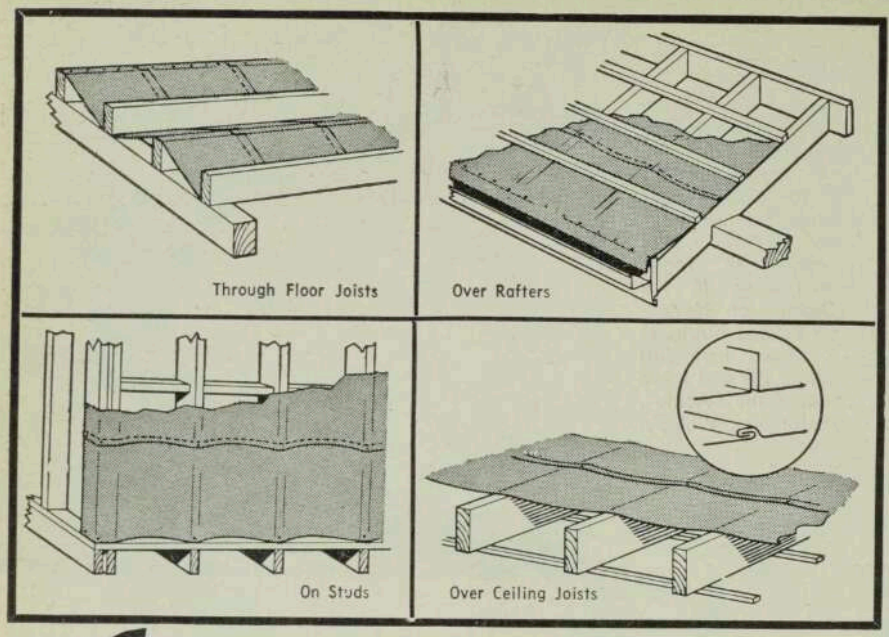
On November 2, Olaf Ruhen, a noted Australian writer on Australian and Islands subjects, flew from Sydney to Tonga to gather material for a book on the Minerva Reef epic.

The book will be published by Angus & Robertson Pty. Ltd., of Sydney, in association with the Minerva Bookshop Pty. Ltd., of Auckland, about the middle of 1963.

In gathering his material, Olaf Ruhen will also have the assistance of the reporters and photographers of *The Fiji Times* whose coverage of the Minerva Reef drama was published in newspapers throughout the world. *The Fiji Times* bought all rights to a book on the subject from the Tongan castaways, and obtained from them a log which they kept on Minerva Reef.

Members of the crew of the "Tuaikaepau" in the grounds of the Royal Palace at Nukualofa after their audience with Queen Salote. Captain Tevita Fifita is on the extreme right.—Photo: Tula Bros.

ALUMINIUM FOIL IS THE BEST INSULATION OF ANY—



PABFOIL

IS THE BEST ALUMINIUM FOIL

BECAUSE IT • is a completely waterproof and permanent Malthoid sarking with a durable reflective insulation • is vermin, water and rot proof • does not swell with moisture • will not pull away from timber when nailed with large-headed clouts • is unaffected by weather • comes in 54 lb. rolls, easily handled by one man.

KEEPS HEAT OUTSIDE
15° cooler inside

PABCO QUALITY

PABCO PRODUCTS PTY. LTD.
150 Wigram Road, Glebe, N.S.W., Australia

PP90.47

Flick
FLY AND MOSQUITO KILLER

Instant action aerosol in 6 oz and 12 oz sizes. More effective Flick formula! Fresh mint scent! Non-stain spray—test it and see. Aluminium can leaves no rust rings.

A QUALITY PRODUCT OF W. A. FLICK & CO.— AUSTRALIA'S PEST CONTROL LEADER

Write for catalogue of products and special export price schedule to:

W. A. Flick & Co. Pty. Ltd.,
73 Victoria Ave.,
CHATSWOOD, N.S.W., AUSTRALIA.

"Remember—one Flick and they're gone!"

New P-NG Council Composition 'Aimed At Future Needs'

From a PIM Correspondent in Port Moresby and AAP-Reuter

There have been columns of space in the Territory Press recently over charges that the composition of the 65-member P-NG Legislative Council to be elected in 1964 is against the wishes of the native people.

LEADING the attack has been Mr. J. L. Chipper, Rabaul businessman and MLC, and to the defence has come the Acting Administrator, Dr. John Gunther.

The present Council has 37 members—with Europeans in the majority. The 65-member Council will have a native majority. Only 10 of the new Council will be officials—the remaining 55 will be elected, mostly on a common roll (*PIM*, Nov., p. 5).

The decision to enlarge the Council was made by the Commonwealth Government after a select committee had made a survey of Territory opinion and reported back to the Legislative Council at a special sitting in October.

Mr. Chipper has charged that the Select Committee on Political Development ignored the native demands for closer balance of European and native representation in the proposed new Council, and that leading Australian businessmen were greatly concerned over the proposed ratio.

Tolai View

Mr. Chipper purchased a full page in the new pidgin-language newspaper *Nu Gini Toktok* to present to natives his view that the Select Committee was going against their own wishes.

In Rabaul, leading Tolai businessman Stanis Boramilat also criticised the decision to allow a 4-to-1 native majority.

He said he felt there should be no more than three natives to every two European members. He said some Australians might erroneously get the impression that "the native people wanted to throw the Europeans out". But the natives wanted the Australians to stay.

Boramilat said he would voice his opinions at a meeting of the Rabaul District Advisory Council, of which he was a member.

Dr. Gunther in reply said the native people had generally asked for the committee for a two to one majority of elected natives over the elected Europeans, but the committee decided on a four to one native majority.

He added: "We did this because we were looking forward to 1966, not just 1964, and we believed that it would be quite natural to the people to want to take more and more control over their own destiny.

"We believe we have correctly anticipated the peoples' wishes and this was a proper thing to do.

"We believe the people will want the kind of arrangement the Select Committee proposed for a very much longer period of time than they would want a situation where the Council, if you include official members, would have almost equal number of indigenous and non-indigenous groups."

After quoting Mr. Chipper's statement that businessmen in Australia

Love the fragrance of
YARDLEY

April Violets Skin Perfume.
Lavender Perfume.
Red Roses Talc.
Lavender Hand Soap.
'Bond Street' Perfume,
'Bond Street' Skin Perfume.

YARDLEY • LONDON • SYDNEY • PARIS • NEW YORK

nla.obj-324445316
National Library of Australia

Such wonderful company
everywhere you go
PHILIPS
ALL-TRANSISTOR PORTABLE

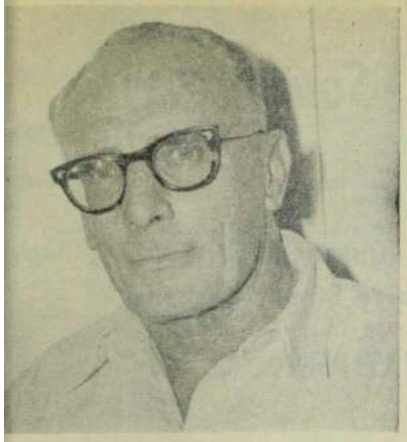
Smart design, gay colours, and easy portability are matched by easy operation, superb reception of medium and short wave stations, and transistorised economy. Illustrated here is Model L3X95T.

Philips products include all-transistor portables and table radios, battery and mains radio gramophones, records, foodmixers, fans, coffee mills.

(DEX3253A)

For PHILIPS' AGENTS/DISTRIBUTORS, see page 55.

nla.obj-324445449
National Library of Australia



Mr. J. L. Chipper.

felt the committee's recommendations would cause loss of faith in the Territory by Australian investors, Dr. Gunther added, "This I strongly deny.

"I have said previously and I say again that if the people continue to talk about insecurity, they beget insecurity.

"If the people continue to bring to the attention of Australian investors such things as whether a four-to-one or a two-to-one majority is the right one, they will create a doubt in the minds of the Australian people."

Dr. Gunther said that for some time there had not been a large inflow of capital into the Territory—but on the other hand, there had not been a great outflow of reinvestment capital.

"A great deal of reinvestment is taking place, clearly indicating that Australians here have faith in the future."

He added: "If there is any way of measuring Australian opinion on Territory investment, I would suggest that we watch Steamships Trading Company shares, a company which has all its investments in the Territory. Since the announcement of the proposals for the new Council, and the confirmation of these proposals by the Commonwealth Government, Steamships shares have done nothing more than react as the market has reacted to overseas events.

"If there had been such a loss of faith as Mr. Chipper claims, then one would have expected that Steamships shares would have reacted downwards. This is definitely not so.

"If everybody in the Territory shows that they have faith in the country, then I am certain that they will persuade people who do not live in the country also to have faith in it."

Investment Potential "Impressive"

From a Port Moresby Correspondent

According to a representative of a big Australian hotel chain—Federal Hotels Ltd.—there is a growing interest among investors in Papua-New Guinea.

THE representative, Mr. John Spooner, the company's promotion manager, made a 10-day visit to the Territory in November to investigate possibility of long-term investment in P-NG hotels. Federal Hotels already has a hotel in Hobart, three in Melbourne, one in Sydney with another being built, and three in Queensland.

Mr. Spooner said he was "most impressed" by the investment potential of the Territory. North American tourists would be the most profitable market for NG, but everything would depend on having high hotel standards to attract them.

For
RUM
at its best...
say
Frigate
It's Blended

Overproof, underproof, in quarts, pints & 5oz. flasks.
BLENDED AND BOTTLED BY JOHN WALKER AND SONS LTD.
F.7.6

KINKELDER Spraying Equipment
Produced by Leading European Specialists in Plant Protection
There is a model for
EVERY
PLANTATION,
CROP,
BUDGET and
Most makes of Tractors
With the "KINKELDER" LOW VOLUME mist blowing system you can SAVE UP TO 40% on your Spraying Costs—
Write for free brochure describing this system to:
Sole Distributors for Pacific Islands—
KERR BROTHERS PTY. LIMITED
4 O'Connell Street, Sydney
P.O. Box 3838, G.P.O., Sydney. Cable Address: "Carefulness".

nla.obj-324445571
National Library of Australia

EXPORTERS . . . Catering to the South Pacific

●

C. SULLIVAN (EXPORT) PTY. LTD.
66 Pitt Street, Sydney
(Corner of O'Connell and Pitt Streets)
Telephone: BL 5071 (6 lines). Telegrams and Cables: CHASULL, Sydney.

C. SULLIVAN (Queensland) PTY. LTD.
318 Adelaide Street, Brisbane
Telephone: B 4958. Telegrams and Cables: CHASULL, Brisbane.

C. SULLIVAN (N.Z.) LTD.
Windsor House, Queen Street, Auckland
Telephone: 43-307. Telegrams and Cables: CHASULL, Auckland.

Offices at: London, San Francisco, Hong Kong, and at Suva and Lautoka, Fiji; Rabaul and Lae, New Guinea

BUYERS OF ISLANDS PRODUCE

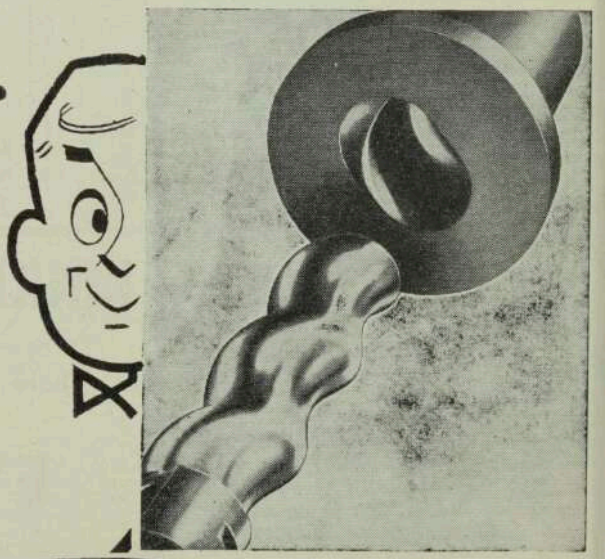
See for Yourself...

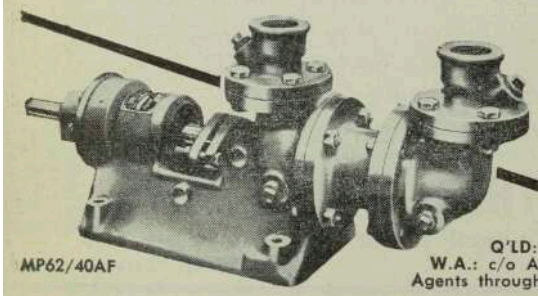
why MONO is your best and most dependable Pump Investment

EVER WONDER why it is that your Mono pump just keeps on pumping and pumping, and never packs up, even when concentrations of sand, silt, light weed, and solids in suspension are present in the line?

Well, here's the reason. Mono features only *one* moving part — the sturdy corrosion-proof rotor (seen at right) which turns *continuously* in its toughened rubber stator to create the most powerful, positive sucking action of any pump that's made.

The result? — A pump that operates *continuously* under all conditions, regardless of the proportion of air and water in the line. There's a Mono Pump to suit all ship and shore applications.





MP62/40AF

The MONO pump

MONO PUMPS (AUSTRALIA) PTY. LTD.

● VICTORIA :
132 BURWOOD ROAD, BURWOOD
PHONE: 28 0291

● N. S. WALES :
982 ROCKY PT. ROAD, KOGARAH
PHONE: 584019

● SOUTH AUSTRALIA :
119 WAYMOUTH ST., ADELAIDE
PHONE: 516766

Q'LD: c/o Alfred Snashall, Anthon Pty. Ltd.
W.A.: c/o Atkins (W.A.) Ltd. TAS.: c/o J. R. Stephenson.
Agents throughout Papua, N.G., New Zealand and the Pacific.

nla.obj-324445700
National Library of Australia

£3-Million Loans Under NG Credit Scheme

From a Port Moresby Correspondent

When applications for loans under the New Guinea Ex-servicemen's Credit Scheme closed on November 5 after being open for more than four years, nearly £3-million had been made available.

THE money was paid out to a total of 246 applicants—128 of them European ex-servicemen and 118 native people who had served with the armed services in World War II.

Still being considered are another 11 applications received not long before the deadline.

The ex-servicemen's scheme, established as a result of RSL agitation, has been a valuable practical contribution by the Government towards a sound economy for the future. The scheme without doubt has been a success.

Loan money is paid to farmer settlers progressively over the years, and total cash advances so far amount to nearly £2,000,000. The maximum period of repayment is 25 years from the initial granting of the loan money.

The loans were made for development of agricultural properties ranging from 15 to 1,000 acres and one of 3,000 acres. The large blocks, however, include considerable areas of unproductive land which could not be excluded from leases without breaking the useable acres into small isolated pockets.

Requirements for obtaining a loan were satisfactory military service and residence in the Territory for five years before the credit scheme started in 1958. Applicants also had to possess a knowledge and experience of agriculture.

Crops being grown by scheme settlers include cocoa, coconuts, rubber, coffee and peanuts.

Farm settlement under this project is concentrated mainly in the districts of New Britain, North Morobe, Eastern and Western Highlands, Madang, Sepik, Central, Milne Bay and Bougainville.

A significant feature of the scheme is that it has provided Papuans and New Guineans with an opportunity to acquire land under individual ownership, as distinct from the various types of communal ownership under native custom. This is particularly important with tree crops such as coconuts, rubber, cocoa and coffee which are a long term investment because they take from three to seven years to come into bearing, and then continue an economic yield from 30 to 70 years.

This greatly increases the value of the land, but under most traditional native systems of ownership, occupants have a land-use right only, and interest in any particular piece does not pass to immediate members of his family.

The opportunity to acquire agricultural property for development with the right to will it to a son or heirs of their own choice, has interested many natives in the Ex-Servicemen's Credit Scheme.

In the Northern district 6,000 acres have been taken up under the scheme by natives. Near Lae, natives started coconut plantations on 30 blocks this year, and another 50 were settled at Talasea in September. Fifteen blocks are being developed by native farmers in the Sepik district.

Established 1870

Cable Address: "WEYSEAS, SYDNEY"

Place yourselves in the hands of Specialists for your requirements in

FRESH FRUIT & VEGETABLES
POTATOES & ONIONS

★ *We invite your inquiries*

WEYMARK & SON (Overseas) Pty. Ltd.
14-18 STEAMMILL STREET, SYDNEY, N.S.W.

PHILIPS quality products designed for your country, your home, your family.

PHILIPS

Representatives in the South Pacific area:

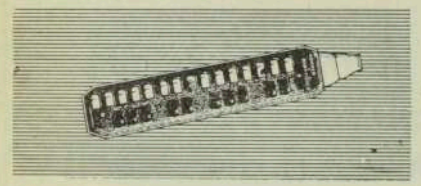
B.N.G. Trading Co. Ltd., Rabaul, Port Moresby, Lae.
Burns Philp (New Guinea) Ltd., branches in Papua and New Guinea.
Burns Philp (New Hebrides) Ltd., Vila and Luganville.
Burns Philp (South Sea) Co. Ltd., Nuku Alofa, Vavau and Haapai, Tonga Islands.
Burns Philp (South Sea) Co. Ltd., Pago Pago, Eastern Samoa.
Max Haleck, Pago Pago, Eastern Samoa.
Burns Philp (South Sea) Co. Ltd., Apia, Western Samoa.
Burns Philp (South Sea) Ltd., Norfolk Island.
Comptoirs Français des Nouvelles Hébrides, Vila and Luganville.
Etablissements Ballande, Noumea, New Caledonia.
Fiji Trading Co. Ltd., Suva, Fiji Islands.
Gilbert & Ellice Islands Colony Wholesale Society, Betio, Gilbert Islands.
R. J. A. Ingram, Rarotonga, Cook Islands.
Island Electrics Ltd., Honiara, Solomon Islands.
Société Franco Océanienne, Papeete, Tahiti.
British Phosphate Commissioners, Nauru, Ocean Island.

See Advertisement on Page 52.

nla.obj-324445832
National Library of Australia

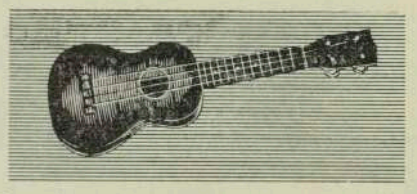
make it a MUSICAL CHRISTMAS

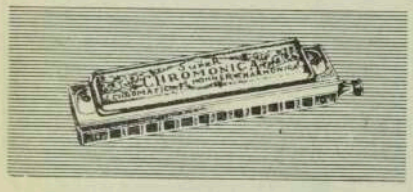
Make Christmas a truly memorable event, choose from many exciting musical gifts at Nicholson's. Give countless hours of fun and musical enjoyment in the home, during outdoor leisure time.



Hohner "Soprano Melodica", quickly mastered, this 'pocket piano' plays single notes, chords. With playing instructions, 88/-. Also Hohner "Alto Melodica" at £5/5/-, and "Piano Melodica" with case, only £7/12/6.

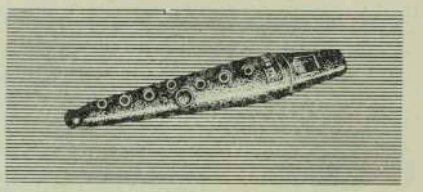
Most popular of all, easy-to-play ukeleles, the ideal Christmas gift. "Challenge" ukelele (at right) features highly polished wood body, nylon strings. Price only 30/-. Other ukeleles at 45/-, 55/- and 77/6.





Hohner "Super Chromonica", chromatic model from famous Hohner range, played by Larry Adler, 62/6. Other mouthorgans — 20-reed vampers from 7/6, 40-reed organtone from 19/6 and tremolo from 11/6.

"Musette", a real musical instrument anyone can learn to play quickly, it teaches the basic fingerings of all woodwind instruments. In several attractive colours, complete with instructions. Nicholson's price 8/6.



★ OVER 100 YEARS' SERVICE TO MUSIC. Now, as in years gone by, Nicholson's take pride in offering you the very best in music — a wonderful range of imported and Australian merchandise, experienced, friendly service — price lists sent without obligation!

Nicholson's PTY. LTD.
416 GEORGE STREET, SYDNEY • BL 1641
YOU GET THE BEST AT NICHOLSON'S

One Million Samoans In 100 Years?

From PIM's Apia Correspondent

If the population increase of Western Samoa continues at the present rate, in less than 100 years there will be more than one million Samoans, according to the Samoan census commissioner, Mr. John Wendt, who has just tabulated the results of the 1961 census.

FROM 1951 to 1956 the average yearly rate of increase was 2.8 per cent., but from 1956-61 this jumped to 3.3 per cent., to be among the highest in the world.

"The increase is due entirely to improved health services and the maintenance of a high reproduction rate," Mr. Weldt said, adding that the Samoan woman produces seven children, three times as many as her New Zealand counterpart.

The earliest recorded estimate of Western Samoa's population was made by Commodore Charles Wilkes, who was in charge of the United States exploratory expedition to Samoa in 1839.

Problems Intensify

He put the population at 47,000, but, with the introduction by Europeans of epidemics and firearms and savage political wars, this figure declined up till the end of the nineteeth century.

A recovery continued until the influenza epidemic of 1918, in which 7,000 Samoans perished out of a total population of 35,000. Over the last 44 years the population has more than quadrupled to reach 114,427.

This rapid increase has brought with it problems that will intensify over the next few years.

Young people outnumber elders so greatly that over the next 10 years there will be nine times as many males looking for employment as there will be males retiring.

Made up of two main islands and a few islets covering altogether just over 1,000 square miles, Western Samoa has considerable potential for agricultural development.

She exports each year about £3 million worth of copra, cocoa and bananas, but 40 years ago copra

nla.obj-324445962
National Library of Australia

production was higher than it is today.

Population pressure make economic development an urgent necessity, but lack of trained personnel and finance and apathy by villagers who see no need for extra effort when there is still a bountiful supply of food available for the plucking, make the introduction of any development programme on the scale needed a difficult task.

A United Nations sponsored team is now making a survey of Western Samoa's economic resources and needs, and preparing recommendations to the Government for fuller economic development and the sequence of steps towards this development.

It appears certain that the continued prosperity of this first independent Polynesian State will depend upon the successful implementation of these recommendations within the next two or three years.

Red Interest In West Samoan Politicians

From PIM's Apia Correspondent

After a history of apparent indifference to political feeling within Western Samoa, Russia has seemingly decided that with independence Samoan politicians might be worth cultivating.

For the last three months each member of the Legislative Assembly, 46 in all, has been regularly receiving through the mail the weekly news bulletin of the Legation of the USSR in Wellington. This progaganda sheet gives the Russian slant on world events with extracts of speeches by Russian leaders, contains news of progress within Russia, and, of particular interest to Samoa, emphasises Russian concern for underdeveloped countries.

Earlier this year Prime Minister Mataafa (pictured), fearful of political implications, flatly denied any interest in aid from the Soviet. But if the development plan currently being drawn up with UN help does not come up to expectations there could be an expression of interest in closer relations with the Soviet by some Samoan politicians.

Where The Money Goes: Another Trade Gap For Fiji

From a Suva Correspondent

Fiji had a visible adverse trade balance of £6,766,000 in 1961, a gap which the Commerce and Industries Officer, Mr. R. W. Parkinson, who is responsible for compiling trade statistics, described as "depressing". But adverse trade gaps are nothing new in Fiji, for only in two of the last 10 years has the value of exports exceeded imports.

BUT the figure of £6,766,000 is reduced to £4,066,000 when re-exports of £2,700,000 are taken into consideration. About half the re-export trade is in petroleum products, the greater part of it for refuelling aircraft at Nadi, and ships' stores. Next in importance are textiles at £268,000, followed by vehicles £191,000, radio £119,000, metal manufactures £104,000 and clothing £90,000.

Exports in 1961 at £10,434,000 fell sharply from the 1960 figure of £12,780,000, mainly because of the drop in shipments of sugar (the 1960 sugar troubles caused this) from £8,700,000 to £5,900,000. Other exports generally were up in both value and quantity, although the year was a poor one for commodity prices.

Coconut oil exports rose in quantity from 17,985 tons to 23,736 tons, but the value at a little more than £2,000,000 was only comparable with the 1960 return as the average return a ton dropped from £89/14/- to £85/18/-. Oil cake, a by-product of the coconut, was worth £202,000.

Copra exports which had fallen to almost negligible proportions in 1959 (84 tons) rose to 2,499 tons in 1960 and 5,893 tons last year. Last year's copra exports, all of which went to Japan, were worth £338,000. Thus the total value of all products from coconuts was about £2,600,000 in 1961.

Gold was the third most important individual export and rose from 71,677 oz in 1960 to 95,349 oz, worth £1,200,000 last year.

Three groups — sugar, products from coconuts and gold — accounted for 94 per cent. of all exports of

The UNITED
Insurance Co. Ltd.
(Inc. in New South Wales)

THE UNITED INSURANCE COMPANY LIMITED · ESTABLISHED 1862 ·

FIRE, MARINE AND ACCIDENT INSURANCES EXPERTLY ARRANGED

PAPUA AND NEW GUINEA
Branch: 18a Central Ave., Lae.
G. V. Spurrier, Manager.

FIJI
Branch: McGowan Building,
Thomson Street, Suva.
N. E. Ashmore, Manager.

nla.obj-324446137
National Library of Australia

Triple-wrapped packets

delicious buttered or plain

Arnott's
FAMOUS
SAO
Biscuits

There is no Substitute for Quality

K303

nla.obj-324446266
National Library of Australia

omestic production. Less important ems (but valuable nevertheless in a rained economy) were bananas at 240,000, biscuits £77,000, trochus nd pearl shell £35,000, timber 33,000 and hides £19,000.

The metal exports, apart from gold, ontinued their slump. Manganese as worth only £16,000 in 1961, ompared with a substantial £450,000 1957, iron ore dropped from 100,000 in 1960 to £53,000, but in 957 the figure was only £5,000.

Clothing exports fell to only 15,500, after being at £30,000 to 35,000 in 1958, 1959 and 1960.

On the import side the figure was 17,200,000—well up on the 1960 gure of £16,400,000, but still behind e record year of 1958 when Fiji ent £17,600,000. With a growing opulation, import figures have gener- ly risen steadily. Ten years ago the nports were a fraction less than 9,400,000.

The food group at round the 3,500,000 mark has been more or ss static for the last five years and nges round 20 per cent. of total nports. Sharps was the main single em imported at £545,000, followed flour at £386,000, and meat 345,000.

Rice has fluctuated a lot in the st five years, ranging from 1,886 ns in 1957, to 8,092 tons in 1959, nd down to 4,149 tons last year. ice imports last year were worth 288,000. Dairy products were worth 207,000, tea £191,000, potatoes 122,000, onions £83,000, pulses 81,000 and confectionery £66,000.

Beer Imports Drop

The Fiji brewery (opened in 1958) nd two cigarette factories (opened 1956) have had a considerable im- act on imports of beer, cigarettes nd tobacco. Beer imports, worth 309,000 in 1958, last year had topped to £133,000. Spirits im- orts had been reasonably stable round 65,000 gallons, but rose fairly harply in 1961 to 73,393 gallons, alued at 148,000. Whisky was the ost popular drink (£82,000) llowed by gin (£28,000), rum £19,000) and brandy (£13,000).

Cigarettes and tobacco imports ontinued to fall and are now only very minor item in the bill. The 961 imports were worth only 14,000, whereas in 1955 they cost e Colony £273,000. On the other and imports of unmanufactured bacco cost £152,000 in 1961, but is was a drop of £42,000 on the 960 figure.

Fuels make a big hole in overseas rnings and in 1961 they were valued at £2,092,000. Most of these are petroleum products, but a large part is recoverable for the 1961 re-exports were worth £1,326,000.

Chemicals are a substantial item and in 1961 they cost £1,142,000. The main import under this heading was fertiliser at £223,000, followed by medicinal and pharmaceutical products £19,000, paint products of various types £153,000, perfumery, cosmetics and toilet preparations £120,000, and soaps and cleansing materials £104,000.

Manufactured goods were generally dominated by the textile products of which rayon and other synthetics accounted for £590,000. This group was £100,000 up on 1960 and appears to be rising steadily. Cotton materials at £537,000 were £136,000 up on 1960.

Tyres and tubes £303,000, cement £247,000, and fabricated metals £611,000 (including £143,000 for corrugated sheeting) were other items to send the import bill up.

The machinery and transport group was £3,193,000 compared with £2,698,000 in 1960, and among the miscellaneous group the main import item was clothing at £545,000, well up on the 1960 figure of £480,252.

MORRIS HEDSTROM

(AUST.) PTY. LTD.

We are Australian Agents for:

MORRIS HEDSTROM LTD., Fiji, Tonga, West Samoa.

W. R. CARPENTER (FIJI) & CO. LTD., Suva.

MILLERS LTD., Fiji.

NEW GUINEA CO. LTD., Rabaul, Kavieng, Madang, Lae.

ISLAND PRODUCTS LTD., Port Moresby.

B.S.I. TRADING CORPORATION, Honiara, Guadalcanal.

G.&E.I.C. WHOLESALE SOCIETY, Tarawa.

MORRIS HEDSTROM

(AUST.) PTY. LTD.

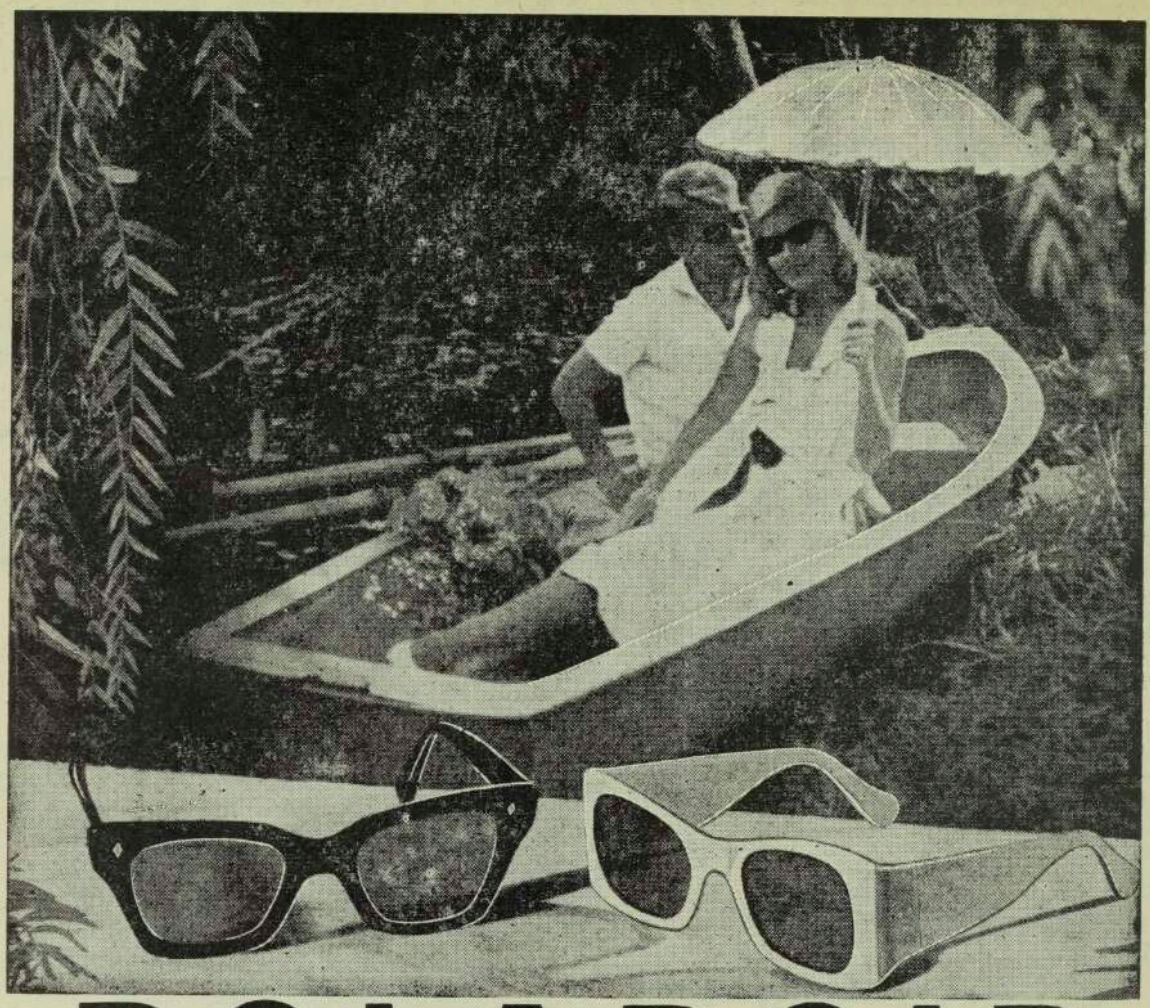
ISLAND MERCHANTS

Wales House, 27 O'Connell St., Sydney

Box No. 2512, G.P.O., Sydney. Phone: BL 5421.
Cable Address: "Morstrom", Sydney.

Bank of New Zealand, Sydney; Bank of New South Wales, Sydney

nla.obj-324446407
National Library of Australia



POLAROID BRAND

SUNGLASSES

Best under the Sun!

FOR YOUR PROTECTION MAKE THIS UNIQUE TEST

This Control Filter Tag is attached to every pair of POLAROID SUNGLASSES. Rotate before lens—it blacks out. This tag is supplied for your protection to demonstrate the polarizing properties of POLAROID SUNGLASSES.

POLAROID SUNGLASSES offer you the unique protection that only a Polarizing lens can provide.

POLAROID SUNGLASSES are different, they are better.

Polaroid and ◐ are the registered trade marks of Polaroid Corporation, Cambridge, Mass., U.S.A.

nla.obj-324446534
National Library of Australia

Malaria Is NG's Number One Health Problem

From a Port Moresby Correspondent

The appalling statistics of malaria in Papua-New Guinea have recently been highlighted by New Guinea medical officer. They have come as a surprise to many Europeans who take their malaria suppressives regularly—as a mere routine of tropical living—without realising what a scourge the disease is.

MALARIA is P-NG's major public health problem.

Dr. J. J. Saave, P-NG's Acting Specialist Malariology Officer, gave the facts in a paper presented to the Fourth Asian Malaria Conference held in Manila. The main points of the paper have been circulated within P-NG by the Administration.

The paper covers the progress of the anti-malaria campaign in P-NG, from the first pilot projects in 1957, to the current large-scale spraying operations which are going on in eight districts—New Ireland, Bougainville, New Britain, Manus, Morobe, Madang, Sepik and Milne Bay.

There are 213 people engaged in these spraying operations.

About 1,300,000 people live in malarious areas. The spraying so far has given protection to 341,783 people, living in areas totalling 8,800 square miles.

Until spraying was done in the Maprik area of the Sepik, 60 per cent. of all infants died before the age of one, most of them from malaria. After spraying the mortality rate fell to less than 10 per cent.

In Bougainville, the malaria in infants before spraying started in 1960 was 15.7 per cent. A year later, after houses had been sprayed for the second time, the percentage was down to 1.5.

Similar results have been achieved in other sprayed areas.

The official plan is to eliminate malaria from at least the island areas of New Britain, New Ireland and Bougainville and from the small offshore islands of the Territory.

Effective malaria control will double the people's expectation of life, and halve the infant mortality rate.

Among adults it will add 15 per cent to the efficiency of the work force, and improve the aptitude of school children by up to 25 per cent.

The effectiveness of the spraying routine was proved through the earlier pilot projects, and then extended. The spraying method has since been combined with the use of drugs.

Currently at Maprik and in the Trobriand Islands a study is being made of the use of anti-malaria drugs in conjunction with the residual spraying of buildings.

Surveillance is an important part of the campaign, and blood slides collected from fever cases are examined in the Malaria Laboratories established at Rabaul, Port Moresby, Minj and Maprik.

Following a suggestion by the Right Rev. S. C. Francis, Moderator of the Presbyterian Church of New Zealand, and with the assistance of Monsieur J. Villemot, director of the CFTO, a church is to be built at Forari, on Efate, New Hebrides, which will be shared by both the Catholic Mission and the Presbyterian Church. The building, designed in Paris, will be hexagonal.

NUTS ?

Unlike the monkey in our illustration, whose service is somewhat whimsical, we, at Colyer Watson, offer a service which you can thoroughly rely on.

Also, unlike the monkey, we are able to offer you a complete range of first class products to satisfy your every need. So, if you **do** want nuts, you can have them; but, if you want a car too (Humber, Hillman or Sunbeam) it's yours—through Colyer Watson, of course.

Our prices are most competitive, too!

Colyer Watson for—Efficient Service—Top Quality Products
—FOR EVERYTHING YOU NEED

Distributors of:

Humber, Hillman and Sunbeam Cars. Commer Trucks. Willys Jeeps and Trucks. Bentall Coffee Machinery. Coventry-Victor Diesel Engines. Metters Refrigerators. Sherwin-Williams Paints. Killrust Paints. Primus Appliances. Vaughan Radio-Telephones. V.B.W. Tools. Pental Soap. British Ropes Ltd. Ushers Green Stripe Scotch Whisky.

COLYER WATSON (NEW GUINEA) LTD.

RABAUL • MADANG • GOROKA • LAE

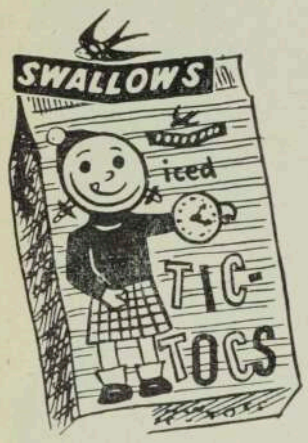
GENERAL MERCHANTS
PLANTATION PROPRIETORS
SHIP OWNERS

ASSOCIATED WITH:
Colyer Watson Pty. Ltd., Sydney, Melbourne, Brisbane, Fremantle.
Colyer Watson & Co. Ltd., Wellington, Auckland, Christchurch.

nla.obj-324446665
National Library of Australia

SWALLOW'S

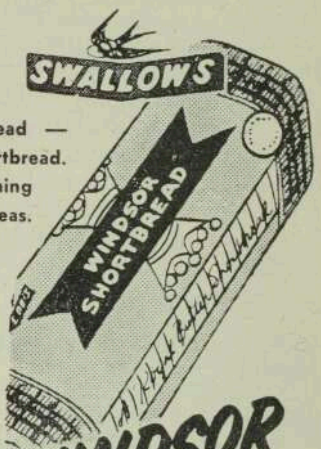
Reach for Swallow & Ariell's QUALITY BISCUITS . . .



Tic Tocs are the children's special with the big adult appeal. Raspberry, vanilla, banana flavoured icing.

Saybon biscuits, with just a sprinkling of salt. The perfect savoury base with cheese and tomato.

Windsor Shortbread — crisp buttery shortbread. Perfect for morning and afternoon teas.



WINDSOR SHORTBREAD

SE-106

AUSTRALIA-WEST PACIFIC LINE

M.V. "SAMOS"

Linking PACIFIC ISLANDS with the FAR EAST and AUSTRALIA

Further particulars may be obtained from:

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSEN AGENCY PTY. LTD., 13-15 Bridge St., Sydney. Phone: 27-6301. Branch Office at Melbourne: 51 William St. Phone: MA 3031.
AUSTRALIAN AGENTS: Brisbane & Adelaide—Gibbs, Bright & Co.
ISLAND AGENTS: Madang (New Guinea)—B. J. & J. R. Back. **Lae (New Guinea)**—A. H. Bunting Ltd. **Rabaul (New Britain)**—Town Transport Limited. **Honiara (Solomon Islands)**—British Solomons Trading Co. Ltd. **Espiritu Santo (New Hebrides)**—D. J. Gubbay and Co. (New Hebrides) Pty. Ltd. **Vila (New Hebrides)**—Burns Philp (N.H.) Ltd.
FAR EASTERN AGENTS: Japan and Hong Kong—Dodwell & Co. Ltd.

nla.obj-324446795
National Library of Australia

Uncle Sam Builds An Island "Paradise" — Without Ballyhoo

Pacific resort promotions are announced almost as often as the tides change. Most, however, are not nearly as solvent as the ocean's waters.

From Ralph Craib in San Francisco

NOW a brand new island "paradise" of exceptional quality has been developed—without any advertising or lavish four-colour brochures.

It offers two swimming pools, bowling alleys, air-conditioned living quarters, frequent air and sea connections, a nine-hole golf course, superb skin-diving and fishing and first run movies at a series of theatres, and, last if not least, no income tax.

There is only one drawback. You have to be employed in the United States missile programme to get on the island.

This new "paradise" is at Kwajalein in the Marshall Islands, site of the bustling US Navy Pacific Missile Range Facility and now home for some 3,000 Americans, most of them civilians.

In 1959 the US Army decided the island was an ideal launching site to test its "anti-missile-missiles".

Missile launch sites were constructed, as were huge radar stations. But the spending did not stop there.

For married military personnel, there are permanent, air-conditioned houses, all with modern furniture and appliances.

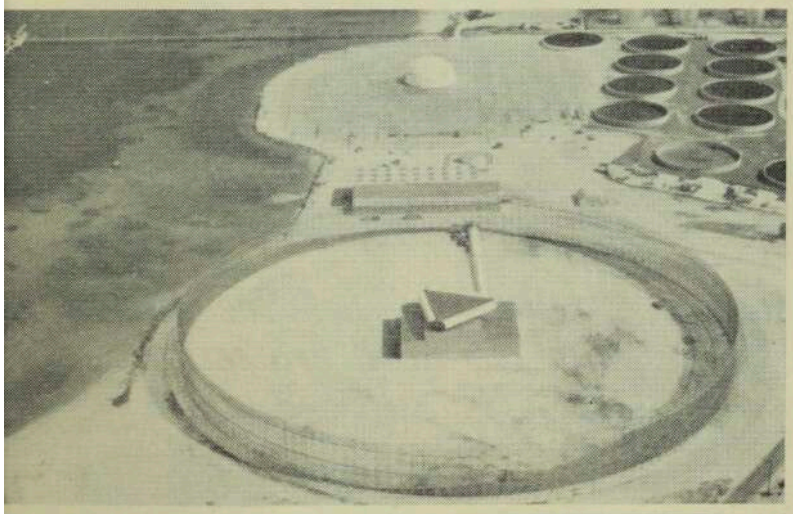
For their children, there are air-conditioned elementary and high schools, staffed by teachers from the US and providing instructional equal to that of the mainland.

Teachers, the Navy says, are "lured by high wages, no income tax and the vacation-like living of the tropics".

The island's 627 acres have been equipped with lavish recreational facilities. There are indoor bowling alleys, libraries, five theatres, four clubs, tennis and basketball courts, a nine-hole golf course, and softball and football fields. Cabin cruisers are available to take sportsmen marlin fishing in their off-duty hours.

Two regularly-scheduled Military Air Transportation Service flights arrive from the US weekly and two Military Sea Transportation Service ships arrive monthly. The ships bring food from the US, Hawaii and Far East.

A huge commissary store sells everything from cigarettes to washing machines at prices below those in the US.



● Photos show a US Navy officer and his wife displaying their tuna catches after a fishing trip; (centre) an aerial view of the Nike Zeus acquisition radar complex at Kwajalein; and (bottom) one of the two swimming pools at the base.

—Official US Navy photographs.

nla.obj-324446925
National Library of Australia

"I'm proud I picked DULUX"

When you paint, make it worthwhile . . . give your kitchen, bathroom or laundry tile-hard protection and glossy beauty with DULUX Super-Enamel.

People who use DULUX (and that's most people) are the ones who value quality and take pride in their homes. When you use DULUX Super-Enamel, inside or outside, you're using the premium enamel with colour and character. DULUX Super-Enamel is the hardest, mirror-gloss finish you can buy. When you paint, make it worthwhile. Ask your DULUX Dealer for a free DULUX Super-Enamel colour card.

LINSEED OIL HOUSE PAINT
Specially designed for tropical and semi-tropical conditions, this paint has a special additive which makes it mould resistant and it clings effortlessly to rough sawn timber!

Give your home the distinction of DULUX Paints

Made by BALM Paints Pty. Ltd.

DULUX

nla.obj-324447055
National Library of Australia

SPC Review Conference Next Year

From a Special Correspondent

The 24th session of the South Pacific Commission, held in Noumea in October, was notable more for the important matters discussed informally than for any decisions it arrived at officially.

THE official transcript of the proceedings has little to say about arrangement of finances following the withdrawal of the Netherlands from the Commission, and nothing at all to say about Western Samoa's participation in the SPC, possible changes in the South Pacific Conferences and the need for a review conference on the work of the Commission. But all these matters were discussed.

The most important informal discussions centred around the review conference. The member Governments have yet to finally agree on the details, but it seems likely the review conference will be held early next year and probably in Wellington, NZ.

This conference will discuss the SPC agreement and hammer out changes that are necessary because of the march of time in the South Seas. The review conference will discuss fully a formula for admitting Western Samoa to the SPC. It will discuss a new arrangement of the finances and a new scheme which may result in the three-yearly South Pacific Conferences being given a new direction.

In the interim, the five member Governments that are left following the withdrawal of the Netherlands at the end of this year (for all practical purposes the Netherlands has already withdrawn) have agreed to share the extra financial burden caused by the Netherlands' departure. The Netherlands in the past has put in 15 per cent. of the annual cost.

The review conference will give the United States an opportunity to make financial proposals. The US has made clear that it feels it ought to be allowed to make a greater contribution. The US also would like to see more exchange of personnel between the US, US Pacific territories and the South Seas, and would like to work out a satisfactory formula for achieving this.

One of the points to be discussed on the matter of Samoan membership is how a Government can have membership while not having any dependent territories. If admitted under the present agreement Samoa would be a member Government yet presumably be entitled to benefit as a dependent territory at the same time.

At the 24th session Western Samoa was represented by the Hon. Afoafouvale Misimoa, MLA, who was a member of the NZ delegation.

The most important public announcement following the conference was undoubtedly that of the appointment of Mr. W. D. Forsyth as Secretary-General in succession to Mr. T. R. Smith, of New Zealand (*PIM*, Nov. p. 8).

Mr. Forsyth, an Assistant Secretary of the Australian Department of External Affairs, will arrive in Noumea in March. He is already well-known and popular in Noumea, for he set up the SPC headquarters in Noumea as the Commission's first Secretary-General in 1949.

The 24th session established the 1963 budget at a level of £Stg.293,000, which is about the same as was available for 1962. It approved a wide range of regional projects—some of them SPC-run

TRIPLE SEALED for the TROPICS

The superior quality of Fountain Self-Raising Flour is maintained from the mill to your kitchen by the special 3-individual wrapping-for-the-tropics packs. 2 lb. packets or 2 lb. and 7 lb. tins.

FOUNTAIN Self-Raising FLOUR

Fountain Self-Raising Flour is a FIRST PRIZE WINNER at the ROYAL EASTER SHOW, SYDNEY.

Try this Prize-Winning Recipe for Scones

3 cups Fountain Self-Raising Flour
1 teaspoon of salt
1 teaspoon of butter, ¾ pint of milk
Sift flour three times with salt added. Rub in butter with fingertips. Mix with a knife. Knead well and bake for 15 minutes in a moderate oven.

Other Famous Fountain Products

Rich, Red FOUNTAIN TOMATO SAUCE Vacuum sealed.

Vitamin-filled FOUNTAIN TOMATO JUICE.

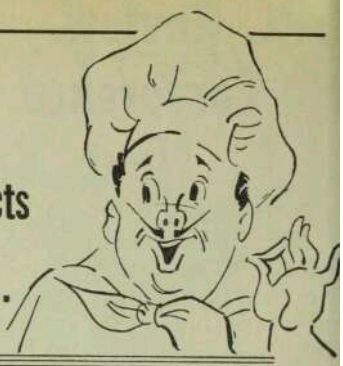
FOUNTAIN SOUPS, SPAGHETTI and BAKED BEANS

W. C. DOUGLASS LIMITED, FOVEAUX STREET, SYDNEY, AUSTRALIA.

nla.obj-324447181
National Library of Australia

Bakers and Merchants!

Since the 1920's, **WHITE ROSE** products have been supplied throughout the Pacific . . .



Be assured of quality and uniformity . . . order these White Rose products:

- ★ "WHITE ROSE" BAKERS EXTRA
- ★ "SNOWSTREAM" STARCH-REDUCED
- ★ "UNRIVALLED"— THE PASTRYCOOKS' FRIEND
- ★ "WHITE ROSE" WHEATMEAL
- ★ "LILAC" SHARPS

If you have any difficulty in obtaining supplies, please write to

WHITE ROSE FLOUR MILLING CO. PTY. LTD.
349 Bulwara Road, Ultimo, Sydney, Australia

WR.329.PIMHP

STEAMSHIPS TRADING COMPANY LTD.

PORT MORESBY, SAMARAI and POPONDETTA

Wholesale and Retail Merchants, Shipowners, Planters, Sawmillers, Slipway Proprietors, Engineers, Shipping, Customs and Insurance Agents

MANAGING AGENTS FOR:
COCOALANDS LTD.
MARIBOI RUBBER LTD.
RUBBERLANDS LTD.
KEREMA RUBBER LTD.

AGENCIES:
NEW GUINEA-AUSTRALIA LINE.
CHINA NAVIGATION CO. LTD.
LOLORUA RUBBER ESTATES LTD.
HARVEY TRINDER (N.G.) LTD.

SOLE DISTRIBUTORS for:
ARMSTRONG-HOLLAND PTY. LTD.
Earth Moving and Logging Equipment.
FOWLER ENGINEERING PTY. LTD.
Transportation and Material Handling Equipment.
WILLYS-OVERLAND EXPORT CORPORATION
Jeep Vehicles.
HILLMAN, HUMBER AND SUNBEAM CARS
INTERNATIONAL HARVESTER CO. OF AUST. LTD
International Motor Trucks.
International Industrial Tractors and Equipment.
McCormick-International Farm Tractors and Equipment

Australian Agents:
NELSON & ROBERTSON PTY. LTD., 197 Clarence St., Sydney and Stanley St., South Brisbane

nla.obj-324447313
National Library of Australia

BEST BABIES. These bonny babies were the winners in the three sections of the annual baby show of the New Britain Women's Club held in Rabaul recently. The babies, each with their mothers, are from left to right: Anthony Williams (winner of under 6 months section), Riina Baldwin (1 to 2 years) and Vanessa Hayes (6 to 12 months). Riina was also the grand champion. Vanessa was runner-up.

Photo: Chin H. Meen

COOL,
REFRESHING—
The lager
that really
satisfies . . .

ıd others in co-operation with the ɔecialised agencies of the UN.

Among the decisions were:

● A conference on rural health ill be held in April, 1963. Interna-ɔnal specialists will attend. The SPC esearch Council will meet in Tahiti ımediately following the con-rence.

● The Commission will compile, to a practical textbook designed for ɔmmunity use, the findings of nutri-ɔn research workers in the South acific. It will also continue to give ıancial aid, and help such projects the calorie intake research recently ɔmpleted at Kundiawa in P-NG.

● The SPC will approach terri-ries to see if they will be interested a survey to determine to what ex-nt urban living is resulting in nu-itional deterioration, and to plan a rvey if this is agreeable.

● The SPC agreed in principle to ganising inter-regional training or fresher courses, lasting from four six weeks, in the fields of preven-e medicine and public health. ıese courses, to be conducted once year, would be for auxiliary staff local health services.

● The SPC stressed the impor-nce of collecting medical statistics ıd will invite territories to define eir needs for a medical statistician ıd will appoint a short term consul-nt to see whether a full time ecialist is required.

● The Commission said that it ɔped that territories in malarial eas will seek help from the SPC ıd benefit from the experience gained from the British Solomons where a malarial eradication pro-gramme is being carried out.

● More money will be spent in the coming year towards helping the Uni-versity of Hawaii in its investigations on the toxicity of fish and into the courses of eosinophilic meningitis.

● In 1963 the SPC will prepare a *Directory of Agricultural Research and Experimentation in the Pacific* and a *Directory of Agricultural Training in the South Pacific*. A tropical agriculturalist will also be appointed for a three-year period.

● Work will also go on next year on fisheries projects, and a *Handbook On Fisheries* will be prepared, which will include main fish species of economic importance in the South Pacific, fishing methods, and fishing craft adapted to South Seas condi-tions. The possibility of organising fisheries training courses will also be looked into.

● Two new boat building courses, at Nouville, New Caledonia and at Auki, British Solomon Islands, will be begun when the final dates are settled with the territories concerned.

● The Commission will ask terri-tories to determine the type of ser-vices they would like from the SPC for the improvement of forms of ani-mal husbandry; the results of the survey to be submitted to the next session together with a proposed work plan.

● The SPC will recruit in mid-1963 an additional entomologist to search in South Africa for parasites

nla.obj-324447444
National Library of Australia

HERE'S A QUICK SOLUTION TO YOUR MEALTIME PROBLEMS

Imperial

HOT PACKS
16-oz. Vegetables & Steak.
16-oz. Steak & Kidney Pudding.
16-oz. Irish Stew.
16-oz. Vegetables & Sausages.
8-oz. Irish Stew.
8-oz. Vegetables & Steak.
8-oz. Vegetables & Sausages.

COLD MEATS
12-oz. Trim (Pork & Beef).
12-oz. Camp Pie.
12-oz. Corned Beef W/C
12-oz. Taper Corned Beef.
6-lb. Taper Corned Beef W/C.
6-lb. Taper Corned Beef.
12-oz. Taper Corned Beef W/C.
12-oz. Al-Tayib Halal Corned Mutton
12-oz. Al-Tayib Halal Curried Mutton.

SAUSAGES
16-oz. Beef Sausages.
16-oz. Oxford Sausages.
16-oz. Cambridge Sausages.
16-oz. Pork Sausages.
16-oz. Beef Sausages.
4-oz. Vienna Sausages.
8-oz. Frankfurters.

TONGUES
12-oz. Sheep Tongues.
12-oz. Lamb Tongues.
12-oz. Calves' Tongues.
12-oz. Lunch Tongues.
2-lb. Ox Tongues.

CONDENSED MILK
14-oz. Sweetened Condensed Milk.
14½-oz. Unsweetened Evaporated Milk.
12-oz. Chocream.
8-oz. Reduced Cream.
14-oz. Natural Milk.
7-oz. Tubes Sweetened Condensed Milk.

CANNED FISH
12-oz. Flair Fish Cutlets.

MUSHROOMS
8-oz. Sliced Mushrooms.

CANNED FRUITS
16-oz. Peaches.
16-oz. Pears.
16-oz. Apricots.
16-oz. Grapes.
16-oz. Two Fruits.
16-oz. Cherries.
16-oz. Loganberries.
16-oz. Gooseberries.
16-oz. Raspberries.
16-oz. Solid Pack Apple.
29-oz. Peaches.
29-oz. Pears.
29-oz. Apricots.
29-oz. Two Fruits.
29-oz. Grapes.
30-oz. Crushed Apples.

"RIVERMEDE" BUTTER
56-lb. boxes Bulk Butter.
1-lb. pats Butter.
½-lb. pats Butter.
12-oz. tins Butter.
16-oz. tins Butter.

PEEK FREANS BISCUITS
In 4-lb Tins and 8-oz Packets.
Caramel Crunch, Cheddar Crackers, Digestive Ovals, Ginger Slice, Honey Snaps, Lattice, Vita Wheat, Wafers, Dairy Milk Arrowroot, Wheat Crunch, Dainty Creams, Mocha Creams, Custard Creams, Coquette Creams, Petite Creams.

FRUIT JUICES
16-oz. "Berri" Tomato Juice.
30-oz. "Berri" Tomato Juice.
16-oz. "Berri" Orange Juice.
30-oz. "Berri" Orange Juice.
16-oz. "Berri" Grapefruit Juice.
30-oz. "Berri" Grapefruit Juice.
16-oz. "Berri" Apricot Nectar.
30-oz. "Berri" Apricot Nectar.

MARGARINE
56-lb. boxes Cake Margarine.
56-lb. boxes Pastry Margarine.

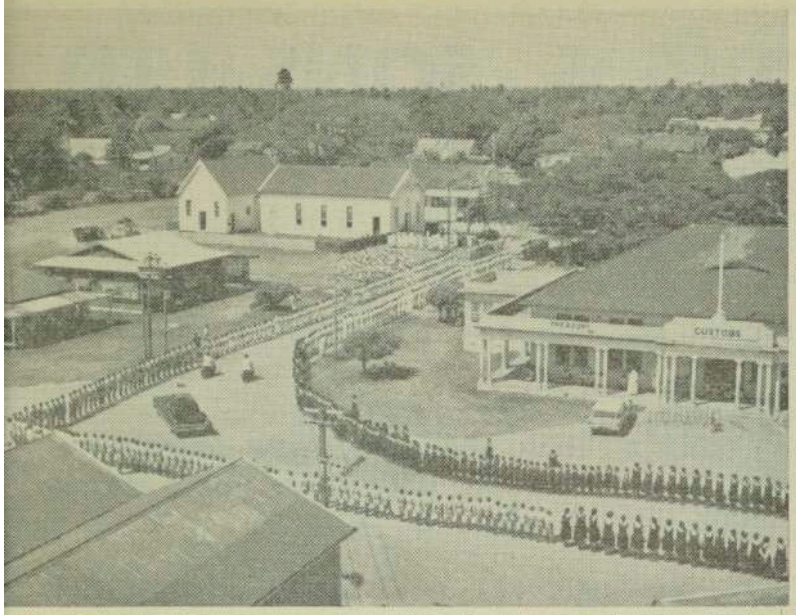
DRIPPING
16-oz. Tins Dripping.
37-lb. Tins Dripping.

AGENCIES: EASTERN TASMANIAN FISHERMAN'S CO.OP. SOCIETY. (Flair Canned Fish). TONGALA MILK COMPANY, Victoria. ("Jersey Cow" and "Mont Blanc" Condensed Milk). PORT HUON FRUIT-GROWERS CO-OP. ASSOCIATION LTD., Tasmania. ("Huoncry" Canned Fruit and Jams). PEEK FREAN (AUST.) PTY. LTD. (Biscuit Manufacturers).

THE JERSEY COW POWDERED MILK
This fine quality full cream powdered milk is now available in the Pacific Islands. Economical and convenient for household, and cooking purposes. Wonderful as a food for infants. Another famous Tongala Product.

W. ANGLISS
& CO. (AUST.) PTY. LTD.
RIVERSTONE MEAT CO. PTY. LTD.
"Imperial" House, 255-257 George Street
Sydney, N.S.W.
REDBANK MEAT WORKS PTY. LTD.
154-206 Stanley Street
South Brisbane, Queensland

nla.obj-324447572
National Library of Australia



GUARD OF HONOUR: Tongan schoolchildren lined the route from the Royal Palace to the Legislative Assembly building recently when Queen Salote drove from the Palace to deliver her address to close the Assembly sittings. The Queen's car and its escort can be seen turning the corner past the Treasury office.—Photo: Tulua Bros.

predators of the Rhinoceros
le and related insects.
An economist and an economist-
istician will be appointed in 1963.
The work of the Literature
eau is to be reduced because of
f circumstances, and the training
research and inquiry functions of
bureau will be progressively
ged with the activities of com-
nity education.
The Literature Production
ining Centre at Honiara, BSIP,
ch was established in 1960, and
ch has been training staff to pro-
e Islands printed matter will finish
he end of this year's course—its
k having been successful.
A report on library services for
Islands made in 1962 by a
ESCO library expert, Mr. H. V.
ny, was received by the session
will be distributed to all terri-
es. The report is to be followed
after the territories have given
r opinion on it.
A second regional educational
inar (the first was in Brisbane in
vember, 1959) will be convened
1964. The theme and agenda will
considered at the SPC's next ses-
.
The next session will also dis-
a plan for the establishment of
education research centre for the
ly and development of new educa-
techniques.
The SPC will help, with the FAO and the Fiji Government, in establishing a homecraft training centre in Fiji as the first step in the development of a community education centre for the South Seas (see p. 71).

● An Urban Local Government Technical Meeting is to be convened in 1964 to discuss responsibility of local government in the Pacific.

● The SPC will support a suggestion by the BSIP for a study group on "The Development of Small-Scale Enterprise" to be held in Honiara in 1963, and it hopes that the group may visit P-NG.

● In 1963 the Commission will also hold a conference on low-cost housing. The conference will be held in Fiji and will discuss such things as design, materials and finance.

● The first South Pacific Games, to be held in Suva next September, will be helped by the SPC with its day-to-day organisational expenses and the Games will also get a grant towards technical equipment needed for its staging.

● The Sixth South Pacific Conference, the session decided, will be convened about May, 1965, but no topics for discussion or a site for the conference were discussed. Territories will be invited to suggest them. Meanwhile, next year's proposed SPC review conference may make decisions altering the format of the conferences.

Advertisement

Cockroaches Invited

Don't worry if you see a cockroach scurrying into your home as its life is strictly limited if you have properly cockroach-proofed. Place everlasting, non-poisonous and odourless Pea Beu Powder into all possible hide-outs to ensure they are well proofed — and your cockroach worries will be over. Place the powder on sheets of newspaper for floor treatment. It can then be lifted during the day and re-used each night over and over again.

FINEST DUTCH CIGAR EVER MADE

Direct from Importer

Exceptionally light, slender AROMO cigars . . . the new trend in smoking among doctors, solicitors, leading businessmen . . . in fact, most connoisseurs in Europe. The AROMO slender cigar is the finest cigar ever made . . . light and delightful . . . looks very distinguished . . . gives intensified smoking enjoyment . . . each cigar cellophane packed. In Europe alone thousands of smokers are changing to light cigars every day. To know HOW very enjoyable AROMO slender cigars really are, you will have to try them. Once you've tried them, you and all your friends will smoke them . . . for that reason we make you a special introductory offer:

Direct-from-importer prices are 12/6 for 10; 30/- per box of 25; 60/- per box of 50.

All in Cedarwood Boxes

TEMPORARY INTRODUCTORY PRICES:

12/- per box of 10; 25/- per box of 25; 48/- five boxes of 10; 48/- per box of 50.

Freight free within Aust. postal territories. Freight outside Aust. postal territories: 3/- independent of size of order. Order cards for repeat orders will be enclosed with every packet. Send money order or cheque. If not fully satisfied, money back.

AROMO

Importers of Dutch Cigars

27 STURT ROAD, CRONULLA, N.S.W.

nla.obj-324447706
National Library of Australia

W. H. GROVE & SONS LTD.

Established 1896

Island Merchants

16-18 FANSHAWE STREET, AUCKLAND

Telegraphic and Cable Address: "Grove", Auckland. P.O. Box 490, Auckland, New Zealand

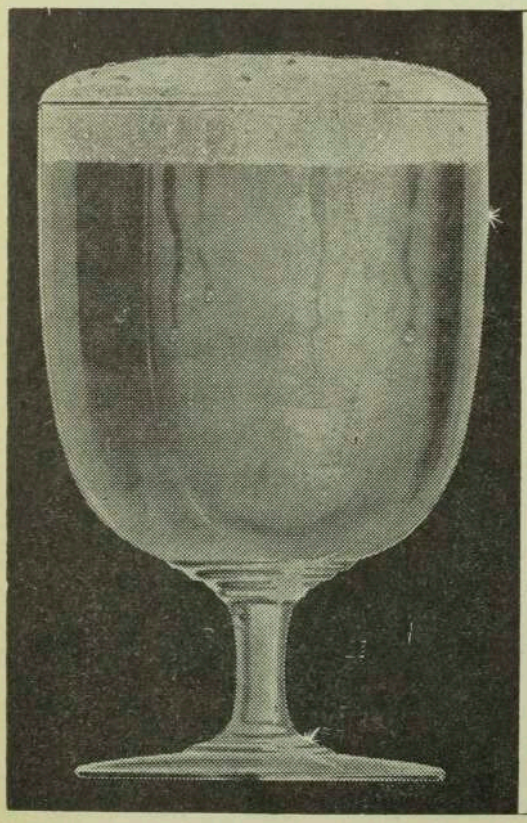
Entrust your requirements to the firm with more than 60 years' practical experience in the Island trade.

REPRESENTING MANUFACTURERS THROUGHOUT FIJI, SAMOA, TONGA, NEW HEBRIDES, NEW CALEDONIA, SOLOMON ISLANDS, SOCIETY ISLANDS, COOK ISLANDS, NIUE, PAPUA, NEW GUINEA, ETC.

SHIPPERS OF ALL CLASSES OF NEW ZEALAND MANUFACTURES AND PRODUCTS SPECIALLY PREPARED FOR THE ISLAND TRADE

WE HANDLE ALL KINDS OF ISLAND PRODUCE

IN FIJI as: W. H. GROVE & SONS (FIJI) LIMITED



fresh . . .
sparkling . . .
cooling

RESCH'S
SPECIAL EXPORT
PILSENER

Specially brewed for tropical climates . . . never affected by even the hottest temperatures . . . refreshing . . . *cooling* . . . invigorating.

RP 4389.HP

nla.obj-324447836
National Library of Australia

New Training Centre Could Mean Dramatic Changes

From a Suva Correspondent

"It is planned to collaborate with AO and the Government of Fiji to tablish a homecraft training ntre as a first step in the develop- ent of a community education train- g centre for the region. A resi- ntial course will begin in 1963 for e training of women's interests area ganisers and homecraft field rsonnel."

WITH these rather dry phrases, the Press statement which was leased after the recent South Pacific ommission conference revealed a heme that should have dramatic pact on the women of the South cific in the next few years.

Certainly, the 1960's, so far, have ought a tremendous change in the es of many women in the area rticularly in territories like Fiji ere a Women's Interests Officer, iss Ruth Robertson, began work th SPC's WIO, Miss Marjorie wart, in 1960. But, with the ting up of a permanent training ntre as envisaged in the Press ease, a new stage has been reached.

At the centre it is expected that ween 12 and 24 young women m all over the South Pacific will dertake a year's training to fit m as "area organisers" on their urn home.

The trainees who will all be re- ired to have certain basic alifications, will study a compre- nsive syllabus:

Homecraft: (a) Food—nutrition, cooking, hygiene. (b) The House—care and maintenance, anitation and furnishings. (c) Clothing—sewing and dressmaking, preservation, laundry, fabrics. (d) The Family — relationships, be- haviour, finance, thrift.

Health and Hygiene.

Child Care.

Food Cultivation.

Club Organisation.

Citizenship—the Community.

Accounts—Thrift—Co-operatives.

Teaching techniques and media.

Principles and practice of adult ducation.

Bursaries will be granted by FAO and the SPC and local organisations are being urged to sponsor a trainee, who at the completion of her course, would be employed by that oraginsation.

The employer of a trainee might be a Government, a local authority, voluntary organisation or a church, but everyone undertaking the course must have a guarantee of employment when the training is over.

Fiji as host territory will provide classroom accommodation and it has already been arranged that the students will stay at Nawela Hostel.

It is hoped that the centre will open about the middle of 1963, according to Miss Marjorie Stewart who has been concerned with the preliminary planning for the centre, and who, with a home economics expert will be responsible for the running of the centre.

A welcome member of the staff—until a permanent appointment is made by FAO—will be Mrs. Elizabeth Eden, a highly-qualified home economist from Scotland.

Mrs. Eden, who has had valuable experience in Ghana particularly in the training of women as homecraft teachers, will arrive in Noumea in January to join the South Pacific Commission.

Although her duties will be manifold and cover the whole of SPC territories, it is planned that she should play a major role in the Homecraft Centre at Suva until the promised home economics specialist from FAO arrives.

That the young women completing the course will have their work cut out on their return to their home territories can be guessed from the "job analysis for area organiser" prepared in connection with the scheme.

Among other things, it will be their duty to survey the needs of the territory or area with regard to family, home and community and to work with administrative departments as well as local leaders, whether traditional, constitutional or church, in planning a programme of community improvement.

Another part of their job will be to link groups with each other, thus creating a national framework through which to establish and maintain links with relevant international women's organisations.

It will also be their responsibility to encourage youth work and link youth groups with the appropriate national and international bodies.

Introducing
CORRASCOPE FILMS
in Beautiful Colour!
50 ft. (8mm.) £Stg. 2.5
100 ft. (16mm.) £Stg. 5.15
170 DIFFERENT SUBJECTS
Japan — Hong Kong — Philippines — Vietnam — Bangkok — Singapore — Borneo — Ceylon — India — Teheran — Greece — France — Italy — Spain — Switzerland — Netherlands — England — U.S.A. — Panama — Peru — Bolivia — Honolulu — Tahiti — Fiji; Etc.
Catalogues Upon Request
FILMO DEPOT
313 Marina House, Hong Kong

QUEENSLAND INSURANCE CO. LTD.
(Incorporated 1886 in Australia)
Assets Exceed £15,500,000.
Head Office:
QUEENSLAND INSURANCE BUILDING, 80-82 PITT STREET, SYDNEY.
Specialists in South Sea Fire, Marine & Accident Insurance
Apply to:—
FIJI—Branch Office, Suva: R. Quartermaine, Manager and at **LAUTOKA — BA — LEVUKA — LABASA**
Burns Philp (New Guinea) Limited.
NOUMEA—W. Johnston.
VILA—Burns Philp (New Hebrides) Limited.
SANTO—Burns Philp (New Hebrides) Limited.
PAPUA & NEW GUINEA
PORT MORESBY—R. D. Kennedy, Manager for Papua & New Guinea.
PORT MORESBY—SAMARAI—LAE —MADANG—RABAUL—KAVIENG.
Burns Philp (New Guinea) Co. Limited.
Resident Officer at Rabaul:
R. P. Hiley.
Resident Officer at Lae:
D. J. Granter.
HONIARA (B.S.I.P.
Wm. Breckwoldt & Company.
PAGO PAGO:
Burns Philp (South Sea) Co. Ltd.
G. H. C. Reid & Co.
OTHER SOUTH SEA ISLANDS:
Burns Philp (South Sea) Co. Ltd.
Also at any of the Company's Offices in Australia or N.Z.

nla.obj-324447960
National Library of Australia

NEW—Smart - Modern - Soundly Engineered

BE SURE—WITH THE FINEST EQUIPMENT AVAILABLE

This new CRAMMOND transceiver has been specially designed for complete use in tropical areas. Ship-to-ship, ship-to-shore and Inter-island.

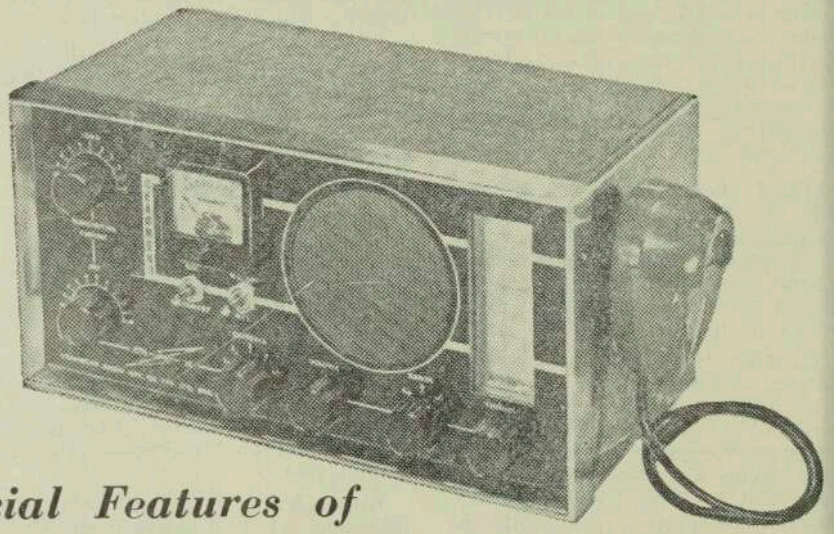
CRAMMOND

CTR28

TRANSISTOR POWERED H.F.

TRANSCEIVER

P.M.G. Approval throughout Australia, Papua and New Guinea



Special Features of

CRAMMOND'S CTR 28

1. Transmission on any of five crystal controlled channels in the tuning range 1.6 to 10 megacycles, available at the turn of a switch.
2. The CTR28 having a PI tuning network will load into all types of aerials.
3. Standby switch saves power when receiver only is operating.
4. Netting switch enable accurate tuning of the receiver to the transmitter frequency in use.
5. Switched Noise Limiter designed to suppress static, ignition and other noise of the impulsive type.
6. Provision for the connection of extension speakers.
7. Cadium plated metal work finished in blue hammerdoc, combined with the black and silver anodised front plate and contrasting dial, speaker grille and satin chromed surround, combine to make a most attractive unit.
8. The carbon microphone with "press and talk" switch is made of tough fibreglass and clips to a stainless steel bracket on the side of the case.
9. The receiver with its edge lighted dial, tunes the broadcast band 530 to 1610 Kc's., 2 to 5 megacycles and 5 to 10 megacycles.
10. Meter for efficient transmitter tuning.

The CTR28 comes to you complete with valves, crystals, microphones and input cable, spare fuses, dial lamp and instruction book.

Designed and Engineered by

CRAMMOND RADIO

MNFG. CO. PTY. LTD.,
463 Vulture Street,
BRISBANE, QUEENSLAND.

Territory Distributors

AMALGAMATED ELECTRONICS LTD.
PORT MORESBY

NEW BRITAIN ELECTRONICS — RABAUL.
NEW GUINEA ELECTRONICS — LAE.

nla.obj-324448096
National Library of Australia

France Will Hear A New South Seas Voice

From a Papeete Correspondent

The election of Alfred T. roi to the position of Senator France from French Polynesia, l take to Paris one of the best- own and well liked men of the uth Pacific.

ENATOR Poroi, for the past 20 years, has been the popular yor of the city of Papeete, and still has three more years to serve his present term. The stability the political situation generally in iti and the French Polynesian nds is largely due to the liberal u nce of this able man.

le is widely known throughout Pacific. For over 30 years he ed the Union Steam Ship line, he was manager of the Union Co. branch in Papeete for about years. The French Government, recognition of these services, rded him the Gold Medal of nor for accomplishment in the el and trade fields of the South ific. He now owns one of the est importing firms here, the nce Tahiti Poroi.

Senator Poroi.

The following are some of Senator and Mayor Poroi's plans for the betterment and progress of French Polynesia:

● The construction of a beach front for Papeete, extending hundreds of yards from Avenue Bruat to Tipaerui River. This work will be continued a little way out of the town, where formerly the famous Blue Lagoon Hotel was located. The present swampy, coral-filled seashore will be properly filled in, to form a beach. These sand-covered beach sections will markedly increase the attractions of Papeete as a holiday resort.

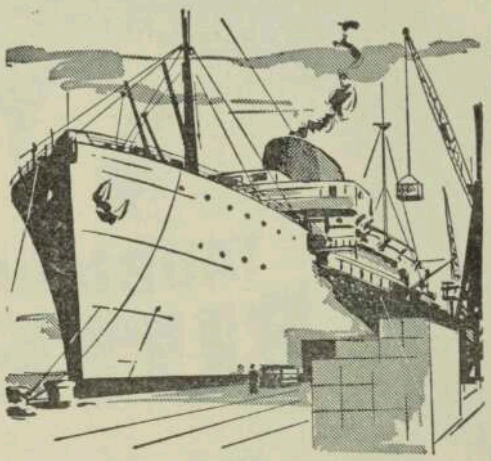
● In conjunction with this beach development, a section of foreshore, nearer the business area, will be filled in and reclaimed and devoted to shops, warehouses, etc., all now badly needed.

● The tourist trade, upon which French Polynesia is depending more and more for livelihood, will be encouraged. This situation follows the decline of agricultural and mining production.

● A further raising of the standard of living of the people of French Polynesia, and an increase in various social services.

Senator Poroi intends to present French Polynesia's problems to the Government in Paris, and to stress the importance of this area.

He will make his first visit to France as a Senator in December.



GROCERY ORDERS FOR EXPORT

. . . a specialty of Sydney's leading Export Grocery and Provision House

GROCERY WHOLESALERS PTY. LTD.

(FORMERLY TRADING AS McILRATH'S PTY. LTD.)

A comprehensive range of well-known brands always available All orders carefully assembled and packed by experienced personnel.

Write for a copy of our complete price list—it will be sent post free by return mail.

Prices are f.o.b. Sydney . . . No buying commission or additional charges for ordinary cases or packing.

GROCERY WHOLESALERS Pty. Ltd.
ROSS AND HEREFORD STREETS, GLEBE, SYDNEY, AUSTRALIA

nla.obj-324448224
National Library of Australia

Butex is torture-tested to prove long-lasting protection.

This is the house-paint that makes a big impression.

(On upkeep costs, neighbours, & real estate men.)

Your place will be a Showplace with **TAUBMANS** Butex in SPECTROCOLOR

TB971E

nla.obj-324448354
National Library of Australia

FIJI'S SOUVENIR BUSINESS IS BOOMING

From a Suva Correspondent

In sophisticated city circles, hat could be more U than de-inter tags for rum, sweet sherry nd even champagne!) from ark grey or yellow mother-of-earl?

)R miniature hand carved "canni-bal forks" with masi-patterned ndles, in three sizes for cocktail bits, sweet corn, seafoods and the gest for spearing the occasional ve?

These are some of the latest gim-icks in Fiji's still small but sprout-g souvenir industry.

The last couple of years have seen markable advances in local arts and afts in Fiji, mainly due to the agination and enterprise of a few ople who are not only determined produce a wider range of pro-ducts, but are insisting on a high standard of quality and finish.

ical of the souvenirs now being produced Fiji are these gay hats and trinkets. The kets include costume jewellery and miniature "cannibal forks".
Photos: Stan Whippy

Gone are the days when the tourist's choice of mementoes was limited to baskets, masi, mats or the not always inspired jewellery to be got at the markets.

Handpainted shirts, muu-muus and even serrated sulus, from the very amateurish to the very professional, are to be spied by the dozen during a stroll through Suva's shopping area, while the always attractive rain-tree beckons from many a window in tables, trays and novelties and even from the store signs themselves.

In one of the most popular haunts, particularly of the American tourists, butter "dishes" from the black-lipped "Mela Mela" shell with matching richly opalescent butter knives nudge all-shell cruet sets which have tiny spoons of mother-of-pearl.

In the same "studio", the frivolous femme can choose earrings of Niusa-was (small coconuts) or whale ivory (from a whale caught in Lau) while the male shopper may plump for a tortoiseshell comb inlaid in sterling silver. These combs are rather pricy so are usually only made to order.

Popular with locals and visitors alike are the hand-painted shirts, some sporting the Fijian coat of arms on the pocket, while one shop offers a variety of tropical designs from pineapples to masi patterns.

Here, also, can be found the mad-dest collection of headgear calculated to set the feminine heart a-flutter. Mostly of voivoi, the hats are all shapes and sizes, from Mexican som-breros with up to 16 voivoi pom-poms, to tall deerstalkers with masi pugarees, to the more conventional Coolie shapes.

Some of the hats are sprayed in jet or gold to gild the lily that wears them even more.

Muu-muus—long, short, full or slim—in tropical prints or hand-painted cottons, with an oriental or Hawaiian bent, are snapped up almost as soon as they appear on the racks. Particularly are they pounced on by locals going away who feel the folks at home will expect them to appear in something tropical.

Then there are bikinis in peach cotton with the gleam of a gold and white hibiscus, casual sunfrocks and shirtmakers with hand-painted de-signs, and blouse and shorts sets in all the sunniest shades.

The modern trend for place mats has brought forth an array to be seen in the markets in woven voivoi and masi, and in the stores fashioned from printed and hand-painted linen and printed vilene.

Likewise any number of shops offer pendants of the attractive local shells as well as brooches, earrings and bracelets contrived from local woods, shells and sometimes local stone.

It's all helping to make life more interesting—if more expensive—for the oft-tempted Fiji resident. But Christmas gifts are becoming less of a problem as the years go by.

24-Hour Fiji Visit For The Queen

The Queen and the Duke of Edinburgh will spend less than 24 hours in Fiji early in February when they pass through on their way to Australia and New Zealand. They will be at Suva for about five hours, and at Lautoka only long enough to meet civic dignitaries.

They are scheduled to arrive at Nadi Airport about 9.40 p.m. on February 1, and drive to Lautoka soon after disembarkation. After meeting the Mayor of Lautoka and town councillors they will embark in the *Britannia*, which is expected to arrive at Suva about 11 a.m. next day.

They will inspect a guard of honour mounted by the Fiji Military Forces, and, after presentations, will drive through the centre of Suva to Albert Park where a parade of youth will welcome them. If the weather is fine the Queen and the Duke will drive in an open vehicle through the ranks of the children.

From Albert Park they will go to Government House grounds where there will be a Fijian ceremony of welcome, open to the public. After lunch at Government House the Queen will hold an investiture. The Royal couple will then return to the *Britannia*, which is expected to leave for New Zealand about 4 p.m.

nla.obj-324448485
National Library of Australia

Attention, Essence Users!

"BLUE ARK" ESSENCES WILL PRODUCE A BETTER PRODUCT

Established 1882

FOR HIGHEST FLAVOUR VALUE

Unsurpassed for—

- ★ AERATED WATERS AND CORDIALS
- ★ SYRUPS
- ★ CONFECTIONERY
- ★ CAKES, BISCUITS AND PASTRY

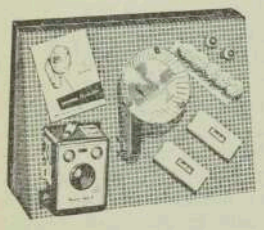
Orders should be placed through your usual Islands' Agents

ALFRED LAWRENCE
& COMPANY PTY. LTD.,
437 Kent Street, Sydney, Australia

World-wide Suppliers of Essences and Edible Colours

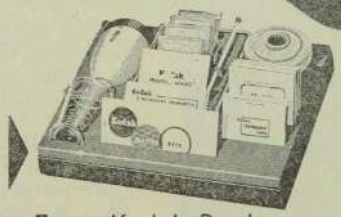
Give fun! Give a camera from the

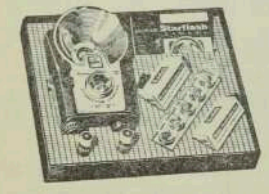
KODAK CAMERA PARADE



BROWNIE FLASH II OUTFIT
The all-purpose outfit, takes 8 super size snapshots — black-and-white or colour. Comes complete with Camera, black-and-white film, flash aids and instructions.

KODAK PHOTO-HOBBY OUTFIT
The ideal do-it-yourself kit for those who wish to develop and print their own black-and-white films. Complete with instructions.





BROWNIE STARFLASH OUTFIT
The compact Starflash Camera features its own built-in flash. Takes pictures any time, anywhere. Outfit complete with camera, film, flashbulbs and instructions.

From Kodak Dealers throughout the Islands

KODAK (Australasia) PTY. LTD.

Kodak

KM8901

nla.obj-324448615
National Library of Australia

Fiji Luxury Items 'Will Be Duty Free'

From a Suva Correspondent

Passengers in cruise liners to the South Pacific want to visit Suva, not to see Fijian villages or watch Fijian entertainment or admire the scenery, but because they want to shop. Mr. D. A. Graham, manager of the Union Steam Ship Co. Ltd. in Fiji, said this at the November meeting of the Fiji Visitors' Bureau, during a discussion on the sale of goods under the drawback of duty.

Mr. Graham said his company had conducted a survey and had come up with the answer that Suva had a reputation as a shopping port. Thus shipping lines always had to include Suva in their itineraries.

Members of the FVB were in general agreement with Mr. Graham, and decided to continue their pressure on the Government to allow luxury items sought by tourists to be sold duty free. The luxury items envisaged include watches, transistor radios, cameras and photographic equipment, jewellery, etc.

The Government is not unsympathetic, and is believed to be exerting pressure in Whitehall for approval of the FVB plans. The matter was thoroughly debated by the Legislative Council a few months ago, when it was explained that lifting the duty was not a simple matter.

Apart from protecting the revenue, the question of international agreements was involved.

It is confidently expected that duty-free sales of luxury items will be allowed, but that it will be many months yet before all the problems are ironed out.

Fred Hargesheimer Says Thanks With A School

From Ralph Craib, in San Francisco

Fred Hargesheimer, a former American airman who was saved by the Nakanai people of New Britain after a World War II crash, has raised 10,000 dollars for the Airmen's Nantambu Memorial Foundation.

MR. HARGESHEIMER reported this to *PIM* from his home at St. Paul, Minnesota.

The foundation, which he formed, used the funds to build the Airmen's Memorial School at Natambu as a lasting expression of gratitude to the natives of the region.

Harstick Lundgren Associates, a well-known American Mid-Western engineering and architectural firm, designed the school, stressing building simplicity so that native contractors could erect it.

The project has a strong religious and idealistic bent. Promotional literature soliciting funds stressed that the aim of the school is to prepare the natives to live as Christians.

It also stressed that "it is not inconceivable to foresee the child who attends the Natambu school as an adult sitting in council at the United Nations determining the future of the world".

The school was built under the direction of Davis To Kanur, a native contractor, and was scheduled to go into use about November.

More than 300 Americans contributed to the fund collection, with gifts ranging from one to 500 dollars.

Mr. Hargesheimer hopes to see the completed school in operation, but his plans to go back to New Britain, which he visited in 1960, are not definite.

Mr. Hargesheimer.

IF YOU HAVE A
WEED
or
PEST
PROBLEM
our local Agents
BURNS PHILP
(South Seas Ltd.)
can obtain advice for you
DISTRIBUTORS FOR
IVON WATKINS LTD.
NEW ZEALAND
Manufacturers of
Agricultural Chemicals

TYPEWRITERS
£15, £20, £25 to £44
Two Years' Guarantee
Best Makes, New and Reconditioned, Table Models and Portables, suitable for every typing purpose in Business or Professional Office or for Home, Student, Traveller. Various carriage lengths and type faces.
J. C. WOOLF TYPEWRITERS
PTY. LTD.
7th Floor, 310 George St., Sydney
Opposite Wynyard. Same address 25 years.

Furnished Serviced Suites
In Sydney
Kanimbla Hall, 19-29 Tusculum St., Potts Point, 5 minutes city, next Kings Cross, modern, 9 floors, harbour views, restaurant, S.C., furn. serviced suites with separate Lounge, Bed and Bath Rms. and Kitchenettes, Refrig., H.W., from £3/3/- daily for 1, plus £1/1/- extra per day for each extra person. Some leased flats for longer periods from £17/17/- weekly. Write or Phone: FL 4141 (9 lines); after hours, FL 4149. Telegrams: 'Kanimblahall'', Sydney.

nla.obj-324448742
National Library of Australia

Raft Experiment Could Lead To Bonanza For Fishermen

An unusual experiment, carried out recently off the coast of Hawaii to observe the behaviour of fish, could provide a new and useful technique for estimating the abundance and composition of fish resources in the Pacific and elsewhere.

THE experiment, made with a 12 ft by 12 ft raft called *Nenue*, was the first attempt in Hawaiian waters to make direct observations of the communities of fish and other sea creatures which congregate under objects floating in the ocean.

The raft, which had an observation capsule underneath, drifted off the Kona coast of Hawaii for two weeks. Four scientists from the Honolulu biological laboratory of the US Bureau of Commercial Fisheries spent more than 100 hours in the capsule. They are John Magnuson, Reginald Gooding, Walter Matsumoto and Joseph Harada.

The scientists were enthusiastic about the opportunities which the raft afforded for sustained study of the behaviour and interactions of a variety of species.

But they admitted that more than 100 hours in the cramped capsule, concentrating on circling fish while the *Nenue* bobbed on the swells, had been a severe test of their stomachs' devotion to science.

The research vessel *Charles H. Gilbert*, skippered by Captain William Tanaka, launched the *Nenue* about 10 miles off Kealakekua Bay, on September 27 and stood by within sight and walkie-talkie range of the raft for the next two weeks.

Nenue drifted north along the Kona coast unexpectedly fast, sometimes at four miles an hour, with the result that the *Charles H. Gilbert* had to pick the raft up four times to keep it from drifting ashore or out into rough channel waters.

Fish behaviourist Magnuson reported that each time the *Nenue* was placed in the sea, small fish began to seek it out within five or 10 minutes.

The first arrivals were generally rudderfish, similar to the *nenue* for which the raft was named, and at times there were as many as 60 of this species under and around the raft.

Small triggerfish (close relatives of Hawaii's famililiar *humuhumunukunukuapuaa*) were also numerous and regular members of the *Nenue's* following.

Dolphins were often about the raft, sometimes as many as 30 at a time. These colourful, fast-swimming mammals would come in under the *Nenue* and rub their sides against its oil-drum floats, then range out to the far periphery of the drifting community where, the scientists thought, they might have been picking off stragglers or intercepting new recruits attracted by the raft.

The dolphin mingled harmoniously with the triggerfish, but they voraciously harried a stray jack, keeping it a prisoner under the raft for several hours. The jack finally escaped by joining the pilotfish escort of a passing whitetip shark.

From the windows of their observation capsule the biologists also saw porpoises, marlin, manta rays, barracuda, opelu, wahoo and skipjack tuna. With the exception of the wahoo, these fish gave no indication that their behaviour was affected by the presence of the raft and remained in its vicinity only briefly.

When the *Nenue* was moored to the anchored *Charles H. Gilbert*, with a strong current running by, it failed to attract even the rudderfish and triggerfish which were its almost constant companions when it was drifting free.

Although the *Nenue's* scientists knew that rafts were regularly used in the dolphin fishery in Japan, they did not expect so many dolphin to gather so quickly around their raft, particularly as it has commonly been thought that drift logs and other flotsam do not attract large fish until they have been drifting long enough to accumulate a growth of seaweeds and a population of small invertebrate animals.

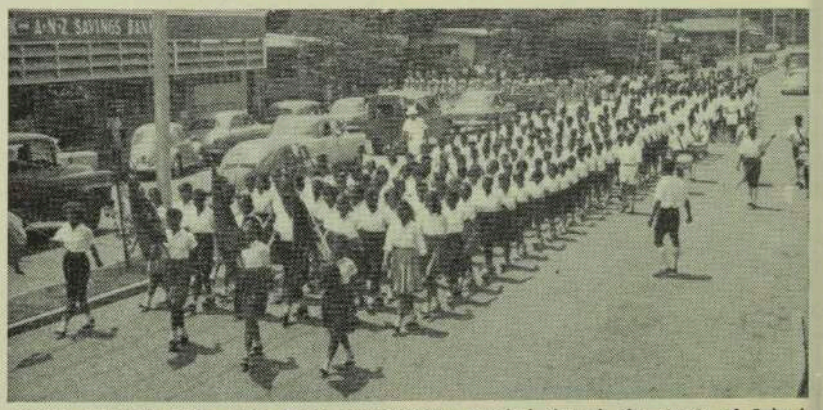
The unexpectedly wide variety of fish species and large numbers of individuals seen from the *Nenue* convinced the scientists that floating observation posts could provide a new and useful technique for estimating the abundance and composition of the fish resources of an area.

The scientists noticed that there were definite changes in the make-up of the raft's following as it drifted into different locations at varying distances from shore.

If further observations show these changes to be regular, they should give new insights into the relations between some commercially important fish and their environment.

Many of the raftsmen's observations were recorded in still and moving pictures, and numerous specimens were collected for identification and for examination of their stomach contents.

Detailed analysis of these data and of similar observations made from the underwater viewing chambers of the *Charles H. Gilbert* at various distances from the raft will furnish a basis for more sharply focused experimental work on future voyages of an improved *Nenue*.



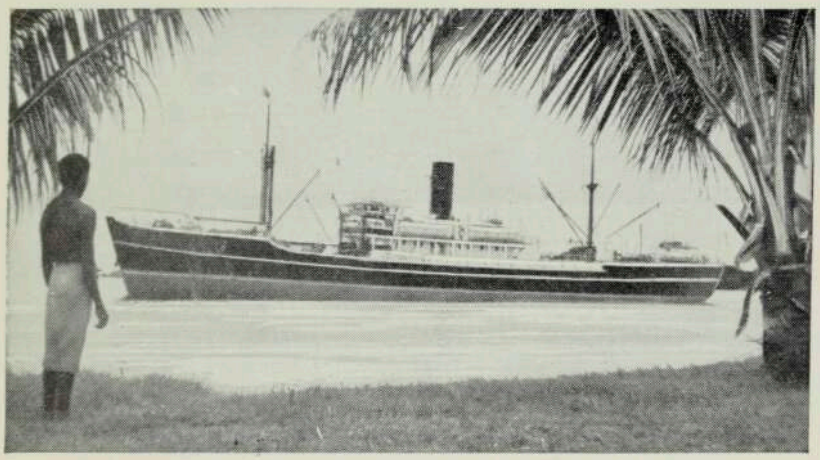
UNITED NATIONS DAY: About 3,000 schoolchildren marched through the streets of Rabaul on October 24 to celebrate the 17th anniversary of United Nations Day. At Queens Park, they were addressed on the significance of UN by the District Commissioner and other speakers.—Photo: Chin H. Meen.

nla.obj-324448872
National Library of Australia

THE CHINA NAVIGATION CO. LTD.

(A British Company incorporated within the United Kingdom)

New Guinea Australia Line



Passenger Liners:

M.S. "SINKIANG"

M.S. "SHANSI"

M.S. "SOOCHOW"

Regular services between Australia, Papua-New Guinea and Solomon Islands.

South Pacific Service

Regular monthly service with the modern motorships:

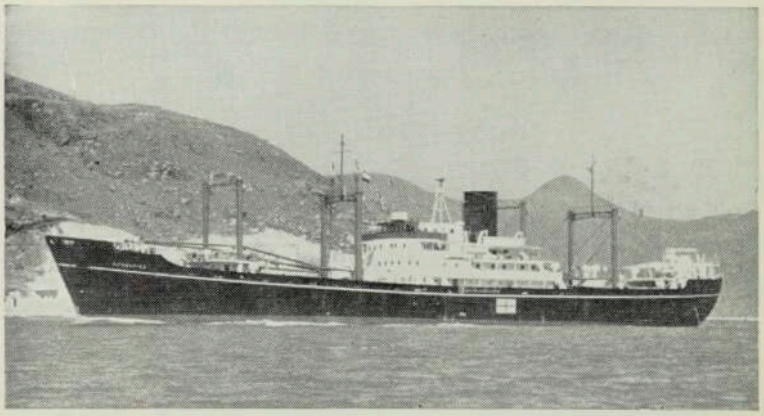
"CHENGTU"

"CHUNGKING"

"CHEKIANG"

(Cargo only)

Connecting Japan, Hong Kong, New Guinea, Solomon Islands, New Hebrides, New Caledonia, Fiji and Tonga, returning Japan direct.



For further particulars please apply to Agents or refer to the weekly advertisements in the "South Pacific Post"

AGENTS:

PAPUA: Steamships Trading Co. Ltd., Port Moresby, Samarai. Cables: "Steamships".
NEW GUINEA: Colyer Watson (N.G.) Ltd., Lae, Madang, Rabaul. Cables: "Colyeram".
KAVIENG: New Guinea Co. Ltd. WEWAK: Ian A. Simpson Ltd.
NOUMEA: Etablissements Ballande Rue de L'Alma, Boite Postale 18, Noumea
HONIARA: British Solomons Trading Co. Ltd.
VILA: Les Comptoirs Francaise des Nouvelles-Hebrides.
JAPAN: Butterfield & Swire (Japan) Ltd., Tokyo, Yokohama, Osaka, Kobe. Cables: "Swire".
FIJI: Morris Hedstrom Ltd.
SANTO: Les Comptoirs Francaise des Nouvelles-Hebrides.
APIA: Morris Hedstrom Ltd.
NUKUALOFA: Morris Hedstrom Ltd.
TAHITI: Etablissements Donald.
EASTERN MANAGERS: Butterfield & Swire Ltd., 9 Connaught Road Central, Hong Kong. Cables: "Swire".

General Agents in Australia

SWIRE & YUILL PTY. LTD. 6 BRIDGE STREET, SYDNEY. CABLES: "SWIRESHIP". BU 1712.

nla.obj-324449004
National Library of Australia

D.A.K. BRAND CANNED MEATS

D.A.K. BRAND Quality canned meats are selected from Denmark's finest stock. They are packed under the most hygienic methods and open fresh and delicious at all times.

BEREC TRADE MARK

Batteries with Longer Life

Sales Promotional Representatives for the South Pacific:

DEMKA PTY. LIMITED

Shell House, 2-12 Carrington Street, Sydney

Cables: "DEMKAY", Sydney.

nla.obj-324449134
National Library of Australia

The management and staff of

DEMKA
PTY. LIMITED

wish you and yours
a merry christmas and a
happy and prosperous new year

also on behalf of the many manufacturers DEMKA PTY. LIMITED represents such as

ADVANCE CONTAINERS PTY. LTD., Sydney.
SOCIETE D'ALIMENTATION DE PROVENCE, Fenouillet (France).
ALLUMETTIERE DE NINOVE, Ninove (Belgium).
AMSTEL BROUWERIJ N.V., Amsterdam (Holland).
ANGLO-DANISH BISCUITS CO. LTD., Copenhagen (Denmark).
ARMSTRONG CORK COMPANY LTD., Kingsbury, London (England).
KARL & MAX BABEL'S PINSELFABRIK, Burk (Western Germany).
W. H. BAXTER LTD., Leeds (England).
BEREC INTERNATIONAL LIMITED, London (England).
VAN BERKEL'S PATENT TRADING COMPANY, Rotterdam (Holland).
THE BERKEL AUTO SCALE COMPANY LTD., London (England).
BERKELL & PARNALL'S SLICING MACHINE MFG. CO. LTD., Enfield (England).
S.A. DES BREVETS VAN BERKEL, Brussels (Belgium).
S.A.F. BERKEL, Paris (France).
BERKEL G.M.B.H., Duishburg (Western Germany).
BORSUMY-WEHRY N.V., 's Gravenhage (Holland).
BRITISH UNITED DAIRIES PTY. LTD. (Melbourne).
W. J. BUSH & CO. LTD., London (England).
W. J. BUSH & CO. (AUSTRALIA) PTY. LTD. (Melbourne/Sydney).
CASUAL HEADWEAR PTY. LTD. (Sydney).
CIMENTERIES & BRIQUETTERIES REUNIES, Brussels (Belgium).
COEXPO LTD., Copenhagen (Denmark).
D.A.K. MEAT PACKERS LIMITED, Roskilde (Denmark).
A.B. ELECTROLUX (Penta Outboard Motors), Stockholm (Sweden).
EL & GASSVETSNING A.B., Goteborg (Sweden).
ERIK EMBORG EXPORT A/S, Aalborg (Denmark).
A. ESQUENET & FILS S.P.R.L., Kooigem (Belgium).
EXCELSIOR-MAZAWATTEE GROUP, London (England).
FIBRE CONTAINERS LIMITED (Sydney).
COMPAGNIE FRANCAISE DU GABON, Paris (France).
GODFREY PHILLIPS LTD., London (England).
HAYTERS (EXPORTS) LTD., London (England).
HEMPEL'S MARINE PAINTS, Copenhagen (Denmark).
HOLLANDSCHE MARGARINEFABRIEK N.V., Wychen (Holland).
HUSSMAN BRITISH REFRIGERATION LTD., London (England).
ISOBELEC S.A., Sclessin (Belgium).
C. JAMIN N.V., Oosterhout (Holland).
KENT ACCESSORIES PTY. LTD. (Sydney).
JOHS. DE KUYPER & ZOON, Schiedam (Holland).
LEECHMAN & CO. LTD., Colombo (Ceylon).
MAJOR INDUSTRIES PTY. LTD. (Sydney).
MILLARS MACHINERY CO. LTD., Bishops Stortford (England).
MILLARS TIMBER & TRADING COMPANY LTD. (Sydney).
MULTIPLEX S.A., Paris (France).
NEEDHAM, VEALL & TYZACK LTD., Sheffield (England).
NOUVELLE USINE DE CONSERVES ALIMENTAIRIES S.A., Antwerp (Belgium).
OLYMPIC TYRE & RUBBER CO. PTY. LTD. (Melbourne).
PERMACEM PAINT COMPANY LTD., Reading (England).
PLASTALON OVERSEAS PTY. LTD. (Melbourne).
PORTA KOOL PTY. LTD. (Sydney).
R.W.G. LIMITED, London (England).
ROYAL CIGAR WORKS SMIT & TEN HOVE, Rotterdam (Holland).
E. VAN DE SANDT N.V., Rotterdam (Holland).
BENJAMIN SHAW & SONS LTD., Huddersfield (England).
SKANSKA ATTIKFABRIKEN A.B., Perstorp (Sweden).
SMALL & SHATTELL PTY. LTD. (Melbourne).
SVENSKA CELLULOSA A.B., Sundsvall (Sweden).
UNITED CANNERS LTD., Roskilde (Denmark).
U.S. SLICING MACHINE COMPANY, INC., La Porte (U.S.A.).
VEREINIGTE PAPIERWERKE, Nuernberg (Western Germany).
VAN WAGENBERG-FESTEN N.V., Heusden (Holland).
JOHN WALLACE & COMPANY, Glasgow (Scotland).
JOE WHITE MALTINGS LTD. (Melbourne).
P. WIKSTROM JOR, Stockholm (Sweden).
W.K. WITT (W.A.) PTY. LTD. (West Perth).
JOHN ZEVENBOOM & CO. PTY. LTD. (Melbourne/Sydney).

Shell House, 2-12 Carrington St., Sydney. Cable: "DEMKAY", Sydney.

nla.obj-324449267
National Library of Australia

BURNS PHILP (SOUTH SEA) CO. LTD.

GENERAL MERCHANTS AND SHIPOWNERS
SHIPPING, CUSTOMS AND FORWARDING AGENTS

BRANCHES

Fiji:—
SUVA. BA.
LEVUKA. SIGATOKA.
LAUTOKA. TAVUA.
LABASA. ROTUMA ISLAND.
SAVU SAVU. TAVEUNI.

Samoa:—
APIA.
PAGO PAGO.

Tonga:—
NUKUALOFA.
HAAPAI.
VAVAU.

NORFOLK ISLAND.
NIUE ISLAND.

Agents for:—
QUEENSLAND INSURANCE CO. LTD.
BURNS PHILP TRUST CO. LTD.
SHELL COMPANY (P.I.) LTD.

Shipping Agents for:

THE NEW ZEALAND SHIPPING CO. LTD.
(Regular First Class. One Class and Tourist Class Passenger Service from NEW ZEALAND PORTS to UNITED KINGDOM, via PANAMA.)

SHAW SAVILL & ALBION CO. LTD.
(Regular First Class. One Class and Tourist Class Passenger Services from NEW ZEALAND PORTS to the UNITED KINGDOM, via PANAMA; and via AUSTRALIAN PORTS and SOUTH AFRICA.)

PORT LINE LTD.
(One Class Passenger Service from NEW ZEALAND PORTS to UNITED KINGDOM, via PANAMA.)

BANK LINE LIMITED

GENERAL STEAMSHIP CORPORATION LTD.
(Pacific Islands Transport Line. M.V. "Thor I" and M.V. "Thorsisle".)

BLUE STAR LINE
(Regular One Class Passenger Service to UNITED KINGDOM.)

CUNARD LINE
(General Passenger Agents for Trans-Atlantic Services, Canada and U.S.A., to and from Europe.)

COMPAGNIE DES MESSAGERIES MARITIMES
(Regular First Class and Tourist Class Passenger Services from FRENCH OCEANIA to MARSEILLES, via PANAMA.)

BRITISH INDIA STEAM NAVIGATION CO. LTD.

ROYAL INTEROCEAN LINES
(Regular sailings to U.K./EUROPE, via PANAMA and SUEZ. First Class, Tourist Class and One Class Passenger Services.)

AGENTS AND REPRESENTATIVES FOR:—

N.V. Appelton Pty. Ltd. (Naco Sunsash Louvres).
Ardath Tobacco Co.
Bradford Insulation Industries Pty. Ltd.
Brush International Ltd.
A. J. Caley & Sons.
Dunlop Rubber Co. Ltd.
General Motors-Holden's Ltd.
Hercules Cycle & Motor Co. Ltd.
Charles Hope Ltd. (Cold Flame Refrigerators).
Huntley & Palmers Ltd.
Joseph Lucas (Exp.) Ltd.
Massey-Ferguson (Export) Ltd.
S. Maw Son & Sons (Surgical Dressings).
McAlpine Refrigeration Ltd.
McLeay Duff & Co.
Mullard (Overseas) Ltd.
O'Cedar Ltd.
Robinson, Thomas & Son Pty. Ltd.
S.F. Appliances Ltd.
Slazengers (Aust.) Pty. Ltd.
Sleepmakers Pty. Ltd.
Standard Motor Co.
Stewart & Lloyds (Aust.) Pty. Ltd.

INTERNATIONAL AIR TRANSPORT ASSOCIATION REPRESENTATIVES for
QANTAS EMPIRE AIRWAYS LTD. :: TASMAN EMPIRE AIRWAYS LTD.
TRANSPORTS AERIENS INTERCONTINENTAUX :: ALITALIA :: PAN AMERICAN AIRWAYS

REGISTERED OFFICE: SUVA, FIJI
Code Address: "BURNSOUTH"

nla.obj-324449393
National Library of Australia

Pacific Islands Monthly MAGAZINE SECTION

Fortune In Coins May Await A Finder At Vanikoro

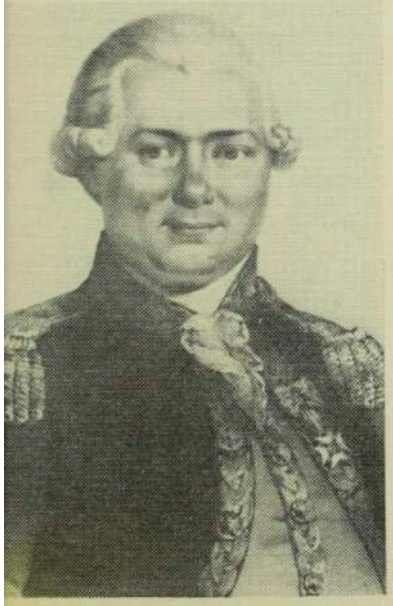
By Robert Langdon

After the famous French navigator La Perouse sailed out of Botany Bay in his ships *Astrolabe* and *Boussole* early in March, 1788, no white man ever saw him again and nearly 40 years passed before relics of his ships were found at Vanikoro in the southern Solomons, thus solving one of the greatest maritime mysteries of the age.

INCE those first relics were dis- covered, many others have been ınd from time to time—some by ımbers of the Vanikoro Timber ımpany, and some by expeditions ırching specifically for remains of Perouse's ships.

However, none of the people who ve searched for remains of the La rouse expedition recently seems to ve been aware that there may be substantial treasure at Vanikoro iting for a finder.

The treasure, in the shape of two llion livres worth of coins, is not ntioned in the official account of Perouse's voyage. But it is briefly scribed in a letter which an nerican naval officer, John Paul Jones, wrote to Thomas Jefferson, the French Minister in Paris, in 1785.



La Perouse.

Jefferson, who later became President of the United States, sent Jones to the French port of Brest in August, 1785, to "enquire into the circumstances relative to" La Perouse's expedition.

La Perouse had already left Brest on his voyage of exploration to the Pacific by the time Jones arrived there, but Jones' discreet enquiries enabled him to get an accurate idea of what La Perouse intended to do.

When he reported on his enquiries to Jefferson on October 5, 1785, he said among other things: "Each ship had on board a large shallop in frames and a million of French livres in the coins of different nations".

Coins Found

A few such coins, including those of Spain and Russia, are among the La Perouse relics that have been found at Vanikoro over the years, and it could well be that they formed part of the treasure that Jones described.

But whether the main body of treasure is still on the seabed where the *Astrolabe* and *Boussole* sank, whether it is buried on shore, or whether it existed at all may remain a mystery for all time as no one from the two ships lived to tell the tale—although there were two men who were narrowly prevented by Fate from doing so.

These two men, who lived on Vanikoro for 30-odd years after the *Astrolabe* and *Boussole* were wrecked, missed being rescued by passing ships on at least three occasions.

Their story is one of the many tragic facets of the drama of La Perouse, which is, itself, one of the great epics of the sea.

After leaving Brest on his voyage of exploration, La Perouse rounded the Horn, visited Easter Island, Hawaii, Alaska, California, Macao, the Philippines, the Sea of Japan, and the Siberian port of Petropavlovsk.

At Petropavlovsk, La Perouse put ashore the only Russian-speaking member of his crew to carry his journals to Paris. This man, 22-year-old Jean-Baptiste Barthelmy de Lesseps (uncle of the builder of the Suez Canal), made the hazardous journey across Siberia, Russia and Europe in 11 months and thus became the only member of the expedition to return to civilisation.

Meanwhile, La Perouse sailed for the island of Tutuila in what is now American Samoa. At Tutuila, 11 of his men, including his second-in-command, Viscount de Langle, were killed in an affray with natives during a watering expedition.

A long boat was also lost in this affray, and it was with the object of building another to replace it that La Perouse sailed for Botany Bay.

After the long boat was completed, La Perouse sent an officer to Governor Phillip at Port Jackson with dispatches, which Phillip undertook to send to France.

Among these was one in which La Perouse outlined his future course. He said that after leaving Botany Bay, he intended to visit Tonga, New Caledonia, the Solomon Islands, and the Louisiade Archipelago of New Guinea, pass through Torres Strait and continue on home via Mauritius. He said he expected to reach France within 18 months.

nla.obj-324449525
National Library of Australia

When nothing had been heard of him by mid-1790, a young Frenchman, Aristide Du Petit-Thouars, organised a private expedition to go in search of him. The result was disastrous.

Soon after leaving France in September, 1790, in the brig *Diligent*, many of Du Petit-Thouars' crew fell sick, and on reaching the island of Fernando de Noronha, off the Brazilian coast, they were all imprisoned by the Portuguese Governor. The Governor later sent them to Lisbon where they remained in prison until December, 1793.

Meanwhile, the French Government had sent out an official expedition under Admiral Brunei D'Entrecasteaux. This expedition, in the ships *Recherche* and *Esperance*, left France on September 28, 1791.

D'Entrecasteaux's orders were to follow the route La Perouse had outlined in his dispatch from Botany Bay. However, when he reached Cape Town, he learned that two French merchant captains had brought news to Mauritius that natives of the Admiralty Islands, north of New Guinea, had been seen wearing red and blue French naval uniforms. The uniforms were presumed to have belonged to La Perouse's men.

Instructions Ignored

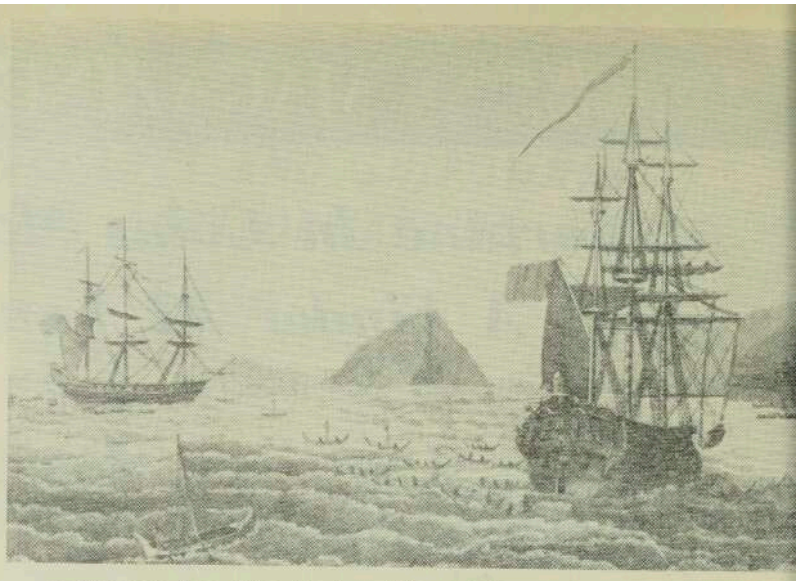
Although D'Entrecasteaux doubted the accuracy of these reports, he felt he could not afford to neglect any clue that might lead to the discovery of La Perouse's fate. So he decided to ignore his instructions and sail at once for the Admiralty Islands by the shortest course—across the Indian Ocean.

However, contrary winds compelled him to sail via Tasmania and up (but well clear of) the east coast of Australia. When, at last, he reached the Admiralty Islands six months later, he was soon convinced that La Perouse had not been near them.

He then decided to follow his original instructions, but as the prevailing winds prevented him from turning back to the Pacific, he was forced to almost circumnavigate Australia before his search for La Perouse could begin.

By the time he reached Tonga, the first place mentioned in La Perouse's dispatch, D'Entrecasteaux had been at sea for nearly two years and many of his men were down with scurvy and other complaints.

No trace of La Perouse was found in Tonga, nor in New Caledonia, the Solomons and the Louisiade Archipelago which D'Entrecasteaux subsequently visited.



La Perouse's ships "Astrolabe" and "Boussole" at anchor at Maui, Hawaii.

In New Caledonia, D'Entrecasteaux's second-in-command died of consumption, and he, himself, died of scurvy off the Hermit Islands a few weeks later. The officers who succeeded to the command of the two ships then made for the Dutch port of Amboina as quickly as possible. And there the expedition ended in confusion because of war between Holland and France.

It was probably because of D'Entrecasteaux's illness that his ships failed to stop at an island in the Solomons which he named Recherche. It was a tragic omission, for this island was Vanikoro, where some of La Perouse's men, and possibly La Perouse himself, were still living.

A similar tragedy happened two years earlier when Captain Edward Edwards, of HMAS *Pandora*, passed Vanikoro while searching for Fletcher Christian and other mutineers of the *Bounty*. Although Edwards "saw smoke very plainly" (probably from signal fires lit by La Perouse's men), he could not see any houses or people, and he therefore decided that the island was uninhabited and not worth investigating.

There was another similar omission in 1817 when the French navigator Captain Louis de Freycinet, who had been ordered, among other things, to seek traces of La Perouse, passed close to Vanikoro but did not think it worth a visit.

Nine more years passed before an Irish seaman, Captain Peter Dillon, chanced to discover the first clues to the mystery of La Perouse's fate.

While crossing the Pacific from Valparaiso to Bengal in his ship *St. Patrick* in 1826, Dillon was prompt by curiosity to call at the island Tikopia to find out what h happened to two men whom he h landed on that island at their requ in 1813.

The two men were a Prussi called Martin Buschart and a Lasc named Joe, both of whom car aboard his ship soon after the anch was dropped. While Dillon was tal ing to Buschart, the Lascar sold silver sword guard to one of the *Patrick's* officers for a few fish hook

When Dillon asked Buschart whe the sword guard had come fro Buschart told him that the Tikopia had brought it from the island Mallicollo (Vanikoro), about tw days' canoe voyage to the westwar along with other articles of Europe origin.

On examining the sword gua minutely, Dillon saw, or thought saw, the initials of La Perou stamped on it. This made hi question Buschart, the Lascar ar some of the Tikopians more closel

He then learned that, according the Vanikorans, two large ships ha arrived at their island many yea previously and that both had bee wrecked in a storm soon afterward Some of the survivors were kill by the Vanikorans when they lande others, who escaped the massacr eventually built another boat and le the island. Two of the Frenchme however, had remained on the islan and, according to the Lascar, the had still been alive when he visite Vanikoro two years before Dillon visit.

On hearing this, Dillon decided t

nla.obj-324449652
National Library of Australia

LOHIA LIVES QUIETLY NOW

By R. W. Robson

Back in the 1930's, a young Papuan called Lohia was the personal servant and chauffeur of the late Sir Hubert Murray, Lieut.-Governor of Papua.

Lohia as he is today.

HE was efficient, good-looking, smartly uniformed, clever, spoke good English—an outstanding example of what can be made of a Papuan, given a fair chance. Sir Hubert was very fond of him.

Occasionally, when I was visiting Port Moresby, Sir Hubert would send Lohia and his big black car to take me around; and I formed a warm regard for Lohia.

Recently, strolling through Hanuabada Village with Judge Gore, I noticed how cordially he was greeted by the old men there; and I suddenly thought of the Governor's old servant. "I wonder what became of Lohia", I said.

The Judge smiled, took my arm, guided me into the centre of a little group and up to a rather small, shrunken, old man who had been quietly watching us. "Lohia", said the Judge.

So I renewed an old friendship, and met an old Papuan who could talk in an informed, intelligent way about his people, and the numerous problems they now face.

Lohia lives quietly in Hanuabada on a small pension, takes a semi-tolerant, semi-humorous view of affairs, and remembers Sir Hubert Murray with affection and respect.

for Vanikoro at once in the hope escuing the two Frenchmen. But ral days of calms, a shortage of isions and a leaky ship compelled to abandon this plan and make Bengal.

n reaching Bengal, Dillon uaded the East India Company rovide him with a ship to go to ikoro to rescue the two French- and ascertain beyond doubt that Perouse had been wrecked there.

illon sailed from Calcutta in the *Research* in January, 1827. All ned set for a reasonably quick age. But on the way to Tasmania, on fell out with his medical er, Dr. Tytler, and arrested him.

hen the *Research* reached art, Dr. Tytler sued Dillon for ult. The case came before the reme Court, and Dillon was enced to two month's imprison- t. However, Dillon was released r only a few days, after several ing residents had petitioned the ernment, urging the humanitarian re of his voyage.

n reaching Vanikoro, after calling Tikopia and picking up Buschart a native interpreter, Dillon found was too late to rescue the two he had come for. One was d, and the other was said to have to another island.

Dillon remained at Vanikoro for six weeks. During this time, he acquired numerous articles that the natives had obtained from one of the wrecks or had been washed up on shore.

Dillon's inquiries on what had happened to the crews after the two ships were wrecked brought many contradictory replies, but, in general, the information he gathered was similar to what he had learned at Tikopia the previous year.

Search for Frenchmen

On leaving Vanikoro, Dillon made unsuccessful inquiries at two neighbouring islands for the Frenchman who was said to have fled from Vanikoro. He then abandoned the search because many of his crew were sick.

After returning to Calcutta by way of Sydney, Dillon took the articles he had recovered to Paris. There, besides being presented to the King, lionised, made a Chevalier of the Legion of Honor and granted a pension of 4,000 francs a year for life, Dillon met the sole survivor of the *La Perouse* expedition, de Lesseps.

De Lesseps confirmed that the articles Dillon had brought back had belonged to La Perouse's ships.

Meanwhile, another seaman, the French navigator Dumont D'Urville, had gathered further relics of La Perouse at Vanikoro.

D'Urville, who was in the Pacific on an exploring voyage, had called at Hobart seven months after Dillon and had there learned of Dillon's expedition.

As he had been specifically instructed to search for traces of La Perouse, he was extremely jealous of what Dillon had learned at Tikopia the previous year, and in the hope of beating Dillon to the positive discovery of La Perouse's fate, he sailed northwards immediately.

D'Urville, however, was too late to do anything more than gather some relics that Dillon had missed, erect a monument to his famous countryman's memory, and gather further native stories on what had happened to La Perouse's men.

One thing about D'Urville's visit that seems significant in the light of John Paul Jones' statement is that D'Urville made a point of showing European coins to the natives and asking them if they had ever seen such objects.

Unless he had been officially informed that the *Astrolabe* and *Boussole* had been carrying a large number of coins it is hard to imagine why he would have troubled about inquiring after such small objects.

nla.obj-324449781
National Library of Australia

WHITES PICTORIAL REFERENCE OF NEW ZEALAND

A superb complete visual reference of New Zealand of over 400 pages of whole page representative aerial views of cities, towns and counties, with informative and useful text and maps. DE LUXE PRESENTATION BINDING **£NZ7/7/-.**

Coloured enlargements of New Zealand views available in all sizes —send for full price list.

WHITES AVIATION LTD.

C.P.O. Box 2040, AUCKLAND, New Zealand.

SOUTHERN PACIFIC INSURANCE CO. LTD.

Specialising in Pacific Islands Insurances

FIRE—MOTOR VEHICLE—MARINE—HULLS AND CARGO—EMPLOYER'S LIABILITY.

BONDS—in accordance with Administration Ordinance—COPRA insured from drier to buyer—and all other classes arranged at lowest current rates.

Established Agencies throughout the Territory of Papua and New Guinea.

RABAUL, T.N.G.

Managing Agents: New Guinea Co., Ltd.
Island Representative:
G. D. A. Kent, Rabaul Branch.

SUVA, FIJI

Colony of Fiji Branch Office:
McGowan's Building, Margaret St., Suva.
Branch Manager: L. M. Rolls.

Southern Pacific Insurance Co., Ltd.

Head Office: The Wales House, 66 Pitt St., Sydney.

The Pacific Islands Society

(Founded 1937)

Visitors from the Pacific Islands to Sydney, or persons interested in Islands affairs, are invited to communicate with the Honorary Secretary of the above Society which was formed to constitute a social and cultural centre for those interested in the Pacific Islands.

Regular meetings and social gatherings, with lectures, are held at the Feminist Club Rooms, 7th Floor, 77 King St., Sydney, on the last Thursday of each month, at 8 p.m.

Address for correspondence:—

THE PACIFIC ISLANDS SOCIETY, Box 2434, G.P.O., Sydney.

The jet boat "Waibula" skims over the water of a river in the interior of Viti Levu. At the wheel is Mr. Jock Baker. Beside him are Sir Kenneth and Lady Maddocks. Levu Seru, a Fijian from Korosuli, acts as pilot. The uniform was his own idea.

Governor Sees Fiji The Hard And Easy Way

Photographs by Rob Wright

Excited Fijians watched in amazement recently as a jet boat roared up a river in the rugged and isolated interior of the main Fijian island of Viti Levu.

ON board were the Governor, Sir Kenneth Maddocks, and Lady Maddocks who were making a strenuous four-day tour of the interior.

Sir Kenneth Maddocks leads his party up a mountain trail after having crossed a stream beyond Nailuva. Behind him are Jack Takala, District Officer, Ra, Lady Maddocks, Mr. Hill, Lieut. Sargent, and Mr. Halstead (watering horse).

Travelling at high speed, the boa skimmed over rapids and narrowl avoided rocks and other obstruction in places where the water was onl three or four inches deep.

The boat was driven by its owner Mr. Jock Baker, of the Royal Suv Yacht Club. It was chosen becaus it can travel over waters too shallo for other boats.

During their tour, the Governo and Lady Maddocks also travelled o horseback and on foot over jungl trails in rugged mountainous country It is believed that Lady Maddock was the first Governor's wife to un dertake the journey.

Also in the party were the Com missioner Central, Mr. H. Halstead and the Commissioner Western, Mr J. A. C. Hill.

The tour began at Naluwai, ter minus of the Sawani-Sorea Road where the Governor and Lady Mad docks boarded Mr. Baker's boat t travel up the Wainimala River. The remainder of the party followed slowly in conventional outboard powered punts.

Branching off at a tributary to the river, the party made their first over night stop at the village of Wairua

nla.obj-324449913
National Library of Australia

Before the morning mists had
red, they were off again, this
by horseback on a rough
through rugged, mountainous
ntry, most of it covered with
e rain forests.
t the village of Nubumakita in
Nalawa tikini, they were met by
District Officer, Ra, Mr. Jack
ala, and the Roko Tui Ra, Ratu
o Komaitai, who accompanied the
y for the remainder of the tour.
his mountain village was once
site of a hospital in the charge of
uropean doctor, but it has long
e been transferred to the coast.
second overnight stop was made
Nasau where traditional cere-
ies of welcome were accorded
Governor.
t Nailuva in Saivou tikina, the
ernor was impressed with the ini-
ve and enterprise shown by a
ng Fijian, Samu Nabekuru, who
formed a club named Suva
tors, after a firm of motor en-
ers in Suva.
was given this name because it
formed of boys who had found
ifficult to adjust themselves after
ing school, and in Samu's words,
ey were spare parts who, formed
a whole, were put on the road
ound condition."
amu began his work in 1958 with
ings of £53 and a little knowledge
forestry work. He now has a
up of 18 youths who have planted
rly 14,000 cocoa trees, 1,400 pine
s, and 9,000 yaqona, coffee, and
er plants.
After a night spent at Nailuva, the
ty pushed on to Namara. From
e they visited the Nalaba District
ool before continuing on to
otu near Viti Levu Bay. They re-
ed to Suva by car on the King's
ad.
The photographs at right show
e of the scenes during the Gov-
or's tour.

● TOP: Sir Kenneth Maddocks
eives a tabua on arrival at Nasau
age in Nalawa tikina. Nasau is a
ge village on flat land on the
nks of the Korovou River. It has
lispensary and a school.

● CENTRE: An early morning
ne at Nailuva village. Mist still
ts out a view of the countryside.
rses are tethered near bures to be
hand for an early start. Bamboo
terpipes convey water from a small
eam to the centre of village. Co-
nut trees show depredations from
noceros beetle.

● BOTTOM: A seasea dance is
formed by the women of Nailuva
age after traditional ceremonies of
lcome had been accorded the Gov-
nor.

SCENES ON GOVERNOR'S TOUR

nla.obj-324450045
National Library of Australia

SINCE 1924

★ Columbine Caramels
★ MacRobertson's Confectionery
★ Lifeguard Condensed Milk
★ Keidon Canned Meat
★ Preservene Soap Products
★ Mac's Lilydale Cider
★ Twisties Cheese Krackle Snaps
★ Wing Lee Chinese Foods

Available at all Leading Stores throughout the Pacific

Export Agents for Pacific Islands:

S. E. TATHAM & CO. PTY. LTD.

Phone: 60-1125 414 COLLINS STREET, MELBOURNE Cables: "Set", Melbourne

★ *Buyers and Shippers* ★ *Pacific Island Traders*

FOR OVER 50 YEARS THE MOST TRUSTED FLOUR BRAND IN THE PACIFIC ISLANDS...

Gillespie's Anchor Flour is milled from selected high quality Australian wheats and is entoleted for purity. Its consistent high quality has made it the best-known, most asked-for brand of flour in the Islands.

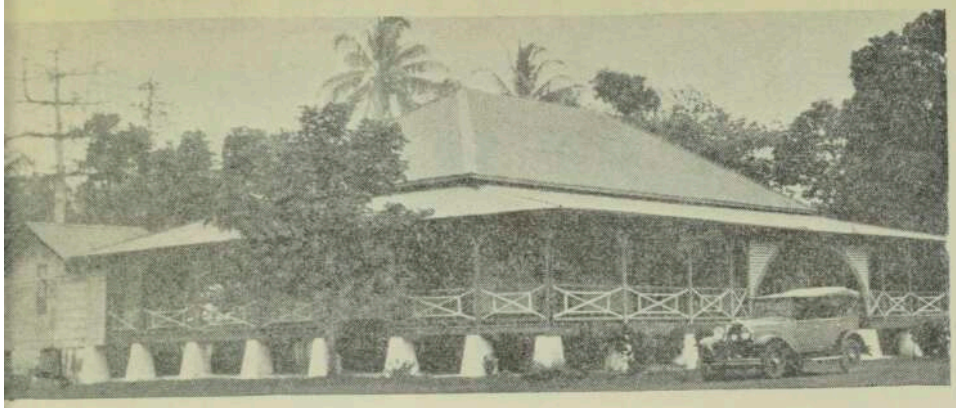
(Entoletion is a special purifying process which reduces the risk of insect infection).

GILLESPIE'S

ANCHOR FLOUR

GILLESPIE BROS. PTY. LTD., ANCHOR FLOUR MILLS, SYDNEY
Cable Address: Gillespie, Sydney.

nla.obj-324450174
National Library of Australia



At left is "Gunantambu", the residence 60 years ago of "Queen Emma". The building was destroyed during World War II, and now only the concrete piles remain. Below is the Ralum Club, which was built recently near the site of "Gunantambu". Mr. John Aquiningo, the club's president, is standing in the foreground

Queen Emma's" Empire Now Little But A Memory

Over 60 years ago, before the turn of the entury, Ralum, just north of Kokopo, on impsonhaven, New Britain, was a notable place.

WHARVES extended from the beach out into the deep water of the bay, and behind them were many uildings, mostly stores and offices.

Half a mile away, on top of the point, was an mpressive residence, "Gunantambu", surrounded by wns and gardens, and backed by huge coconut planta-ons.

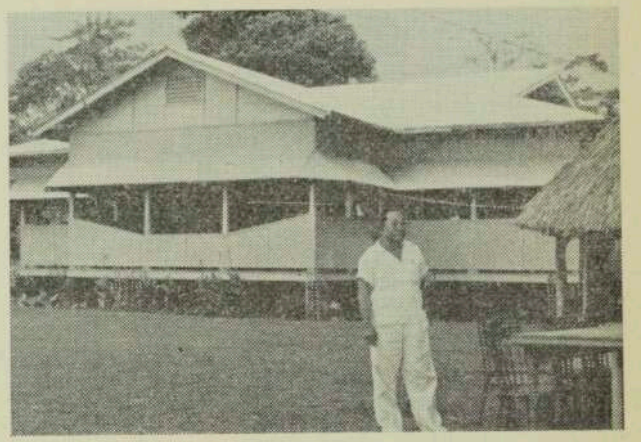
This was the headquarters of E. E. Forsayth and ompany, merchants, planters and shipowners. The ctive head of the big, rich organisation was Mrs. Paul olbe, formerly Mrs. Emma Eliza Forsayth, and still emembered in the South-west Pacific as "Queen Emma".

For many years, during the "German time", she eld court in "Gunantambu", once famous in three ontinents for its lavish hospitality.

Every morning, she left her beautiful house, descended series of very wide concrete steps to her waiting arriage, and was driven to her big offices behind Ralum harf.

She was a financial and political power in German ew Guinea. Although she then was in her forties, n aura of romance still clung to her, for "Queen mma", in her youth, was the very beautiful Emma

his is all that remains of the once flourishing establishment alled Ralum, on the shores of Simpsonhaven, New Britain.



Coe, who cut a mighty social swathe in the Samoa of the 'Seventies.

This writer recently explored the area. Of "Gunantambu", nothing remains except some cement piles, and the massive cement steps which led down to the beach.

The house stood until 1942, when the Jap invaders destroyed it. The road from the stairway to Ralum is completely lost, overgrown.

There is scarcely a trace left of the wharves and buildings which constituted Ralum—only a collapsed stone wall leading into the water, and the ruins of a wharf (see photograph).

Sic transit gloria mundi.

Once "Gunantambu" was surrounded by exotic trees. Emma's brother-in-law, R. H. Parkinson, a famous botanist, successfully established beautiful trees and shrubs from other tropical countries.

Many are there still. Others, which he introduced, now shelter his lonely, forgotten grave, some miles away, near the Rabaul-Kokopo Road.

After "Gunantambu" was destroyed, a smaller house was built there by the Rowe family, which owned the plantation after World War II. But in recent months that house was dismantled and re-erected a couple of hundred yards away to become the home of the all-races Ralum Club, directed and managed by Mr. John Aquiningo (see photograph).

One hopes that this enterprising man and the members of his club will preserve there something to show the glory that once was Ralum, and something that will remain as a permanent memory of "Queen Emma".

—*RWR.*

nla.obj-324450308
National Library of Australia

Yesterday

Tokyo Radio claimed on December 9, 1942, that Japanese planes had bombed Suva's port and aerodrome and had sunk two United States destroyers and set fire to another. "PIM" for that month said the report was officially denied in Suva. Other items in that issue of 20 years ago were:—

Lantana, introduced into Tahiti round the turn of the century by an enthusiastic gardener, had become a major agricultural threat on the island. It was being attacked by an imported insect, "Teleonemia Lantanae", which devoured the plant's leaves and flowers, causing the lantana to die.

* * *

Australian troops in New Guinea had captured the Wairopi Crossing of the Kumusi. After bitter fighting they had occupied Gona for the third time.

* * *

Tonga was riding on a wave of prosperity, brought about by high copra prices and keen demand for food by armed forces in Fiji and New Zealand. The Tonga Methodist Mission had benefited to the tune of £6,500.

* * *

The French Administration in Tahiti announced that it would strictly enforce a law of 1917 forbidding the sale of beer, spirits and wines in street-side open-air cafes in Papeete. Reporting this, "PIM's" Tahiti correspondent said: "The population of Tahiti is so mixed that this kind of regulation appears to be necessary".

* * *

The general manager of the West Samoan Reparation Estates, Mr. D. R. Eden, said in a Press interview that rubber production in Western Samoa had increased during the previous decade. He said the yield in 1941-42 was 173,157 lb compared with 97,110 lb in 1935-36.

* * *

Twelve months' imprisonment, or a fine of £200, or both were prescribed under a new Fiji regulation for anyone possessing any utensil for distilling or making spirits or disposing of illicitly made spirits. "These penalties seem drastic enough to discourage the most persistent home-brewer", "PIM" commented, "but up to date no punishment has served to stamp out this old Fijian custom".

YOUTH CLUBS KEEP YOUNG COOK ISLANDERS OUT OF MISCHIEF

From W. H. Percival, in Rarotonga

While juvenile delinquency seems to be on the increase in Britain, Australia, New Zealand and the US, serious crimes among Cook Islands teenagers are rare, there are no beatniks in the Cook Group and vicious teenage street gangs are unknown here.

THIS, on the surface, may seem surprising as most of the conditions exist in the Cook Islands for the breeding of juvenile delinquency.

Most Cook Islanders' homes are poor, lacking privacy, good lighting, and a room where children can read and write.

In many cases the entire family lives in a single room, regardless of age or sex, and children witness the most intimate of family relationships.

Many homes are overcrowded, often due to the widespread practice of adopting children or caring for the illegitimate offspring within the family circle.

With too many children there is lack of parental control.

The chief reason why these conditions have not produced the same youth problems as in metropolitan countries is that the Cook Islands have several well-established youth organisations to keep their youngste out of mischief.

Mr. J. Lyall Noakes, Director of the Cook Islands Government's Social Development Department, who planned and launched the Youth Club Movement.

Besides the Boys' Brigade, B Scouts and Girl Guides, there is strong Youth Club Movement d signed to provide healthy outlets f the physical and mental energy Cook Islands' youth, to bui character and facilitate adjustme to adult life.

The Youth Club Movement w formed in 1955 in an effort to he teenagers who had left school b were too old to be catered for b other youth organisations.

The movement was planned an launched by Mr. J. Lyall Noake Director of the Government's newl formed Social Development Depar ment.

Mr. Noakes enlisted the sympath and support of responsible paren and village elders by stressing tha the clubs were merely an old Coo Islands' custom revived in moder form.

Before the advent of the mission aries and the introduction of a con stitutional form of government, tribal and community system was i force.

Social behaviour was strictly con trolled by the chiefs and great im portance was placed on the trainin of youth.

In special schools known as *Ar Karioi*, boys were taught subsistenc agriculture, fishing, and house build ing. The girls learned to cook, mak mats and clothing, and care fo children.

Under European influence th power of the chiefs declined and th traditional way of life broke down.

The *Are Karioi* disappeared, an there was no organised effort to hel teenagers until the introduction of th Youth Clubs.

The three main objects of th Youth Clubs are to:

- Teach youth to work together fo mutual benefit;

nla.obj-324450434
National Library of Australia

Promote knowledge;

Teach youth about their duties and responsibilities as adults.

ewly formed clubs met in village ion houses and fruit packing ls but were encouraged to build r own centres.

illage elders and community de- pment officers advised them, but were urged to find the money do the work themselves.

he young people faced the chal- e, raising money through bazaars dances. They then went ahead built their own centres.

wenty-seven clubs have now been ned throughout the Cook Islands.

he clubs are run on democratic ciples. Each member has only vote, irrespective of social status amily wealth.

Must Be Present

t least half the registered mem- of a club must be present at tings when important decisions made. This is to prevent am- us minorities from seizing con-

lub members elect their own etaries, chairmen and treasurers. h club has four or five advisers— ts of good reputation who do not a vote.

lembers study the subjects that rest them most. Most boys choose entry, bookkeeping and further y of English. Many girls also v interest in bookkeeping and lish, besides typing, cooking, smaking and homecraft.

/hen the movement was well blished, selected boys from all h clubs formed the Combined th Centres Radio Club in Raro- a.

fter a little more than two years' uction they were building their radio sets. Some of the more anced students have gained full es for their amateur radio ator's certificate.

lost clubs have table tennis, tball and Rugby teams which pete with each other and the s from Government departments the trading companies.

ther club activities are debating, nding lectures given by visitors to islands, and viewing educational s.

very fortnight a special news ion is broadcast from Radio Raro- a to clubs in the outer islands, ng news of other clubs and advice lub matters.

ine of the clubs are run by the bined Protestant churches, aided by the Social Development Department.

Members of the Takuvaine Youth Club of Rarotonga (above) photographed after returning from the Matson cruise ship "Monterey" where they entertained passengers. Below: Hula dancers from the same club put on an item on Avarua wharf.—Photos: R. Johnson.

Because of its sense of civic responsibility and generosity, the Aitutaki Youth Social Club deserves special mention.

It is composed of Aitutaki teenagers living in Rarotonga, and is keenly interested in the preservation and performance of Aitutaki songs and dances.

Other aims are to raise money for Cook Islands' charities and develop club members' pride in their home island.

The club has assisted the Hospital Comforts Fund and the Crippled Childrens' Association with money raised at dances.

When the Matson Line's cruise ships, *Mariposa* and *Monterey*, began to call regularly at Rarotonga on their south-bound voyages to New Zealand, the youth clubs provided dancing teams to go on board and entertain the passengers.

Competition between the clubs for this honour has been keen and so a high standard of performance has been maintained.

The teams give a well balanced programme of drum dances, action songs and legends and the proceeds are used for the good of all.

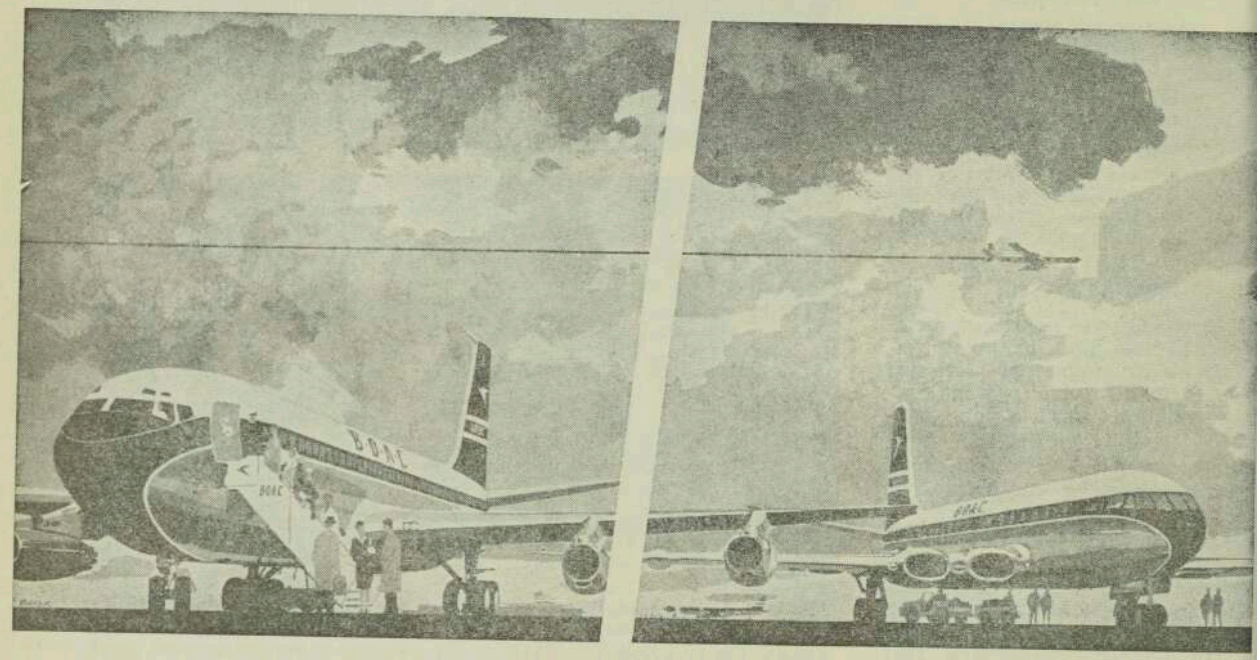
Matson advertised some time ago that the best singing and dancing groups in the Pacific were to be found at Rarotonga.

Although Cook Islanders are gradually working towards self-government, they currently lack leaders in many fields.

It may well be that the youth clubs, which are doing a fine job of character building, will provide the future leaders.

nla.obj-324450566
National Library of Australia

NOW..B·O·A·C OFFERS YOU A CHOICE OF JETS



ROLLS-ROYCE 707'S AND COMETS TO THE EAST AND EUROPE

Whether you prefer the spacious Rolls-Royce 707 Intercontinental or the more intimate Comet, BOAC can give you what you want. Both these luxury jetliners are Rolls-Royce-powered. And which ever way you choose to fly, BOAC cabin staff win you over with courteous, efficient service—the finest in the air.

Five services a week from Sydney, three from Melbourne.

For details of BOAC services, stopover facilities, and "Fly Now—Pay Later" plan, see your Travel Agent, Airline or BOAC.

ALL OVER THE WORLD

B·O·A·C

TAKES GOOD CARE OF YOU

A99AU.86.100Sc.

BRITISH OVERSEAS AIRWAYS CORPORATION *in association with Air-India, Qantas and TEAL.*

nla.obj-324450695
National Library of Australia

THE MONTH'S NEW READING

WITH JUDY TUDOR

Journey With Artists Among Bulldust And Mulga

Sudden marriages of two arts have recently resulted in *Journey nongst Men* by Jack Marshall and Russell Drysdale and *Outback*, what might be regarded as the husband and wife team of Nolan.

OTH are about the Australian inland and, because of their ce, both are aimed at the carriage- de and, probably, an audience ond Australia.

The thing that makes both books erent from other accounts of rneys in the outback is that they illustrated by famous Australian ists—Russell Drysdale in the case *Journey Among Men;* and Sidney lan in the case of *Outback*, which written by his wife Cynthia.

Both journeys were of some usands of miles; and both covered ch the same sort of country. It up to the reader to decide whether prefers bulldust* and mulga ough the eyes of a somewhat ttante female who dislikes the t, flies and snakes—although in end she concludes that she is ad that she went"; or through the s of artistic scientists (if there is h a thing), to whom primeval Aus- lia has a fundamental appeal.

In brief, while one book is female, other is all male, and Australian le at that.

Professor A. J. Marshall, head of Dept. of Zoology at Monash Uni- sity, Melbourne, and Russell ysdale whose paintings of the Aus- lian outback have brought him ne at home and abroad, were two mbers of a party that travelled ht across Australia and back with main purpose of collecting otiles, mammals and birds for some entific purpose.

Presumably what was scientifically covered on that journey has be- ne the subject of learned papers. is book, which is a collabora- n between the scientist (who is also an entertaining writer as readers of his *Black Musketeers, Men and Birds of Paradise*, etc., will remember), and the artist, is a by-product.

It delves into the unusual fauna of these desert and semi-desert regions but mostly it is, as the title indicates, an account of the men (and some women), brown, white and in-between, who voluntarily live in the vast land beyond the Australian civilised fringe.

As the authors indicate, by their very act of isolation from most of the amenities that suburban man demands, the people they describe are "characters"—just as a generation ago (but no longer), most of the people who lived in the Pacific Islands were also characters.

Professor Marshall's acid wit and astringent cynicism (after the pattern of his *Australia Limited*); his small hope that those who shape Australia's destinies will ever be anything but muddlers, seep in here and there, but over-all it is an amusing account of the journey, the people and the places encountered.

Realism

Drysdale's 50 or so black and white drawings alone are worth the price of admission. In these he has forsaken the more exaggerated techniques of some of his later paintings and settled for realism.

Cynthia and Sidney Nolan and their six-year-old daughter made their outback journey in 1948, before Sidney had hit the art jackpot in London and become the rage of the art galleries there.

Cynthia is Tasmanian-born but has spent a great deal of her life abroad, taking an interest in the arts, contemporary painting and ballet. She has written two novels before this account of the family peregrination in the Australian outback.

Old New Guinea hands will recognise this "character"—one of the many written about and drawn by Jock Marshall and Russell Drysdale in their book "Journey Amongst Men". This is Bob Moody (they call him Rob Moody), pre-war, a well known miner in the Sepik and Morobe areas of New Guinea, now owner of the pub at Hall's Creek, north-west Australia. Of him they say "At the age of 18 he accompanied Canning when he surveyed the Canning Stock Route, one of the most pitiless cattle trails in the west. It leads 1,000 miles from Hall's Creek to Wiluna across swelling, fixed sand-dunes, desert and mulga . . . Most of Moody's life has been spent in wild places".

She has an unadorned style of writing that leaves your uncultured reviewer merely wondering if it is an exercise in simplicity or whether it is, in itself, an art-form, in keeping with the simple "squiggle" technique adopted by her husband in his five illustrations. (See p. 94).

The journey covers a lot of the same ground as the Marshall-Drysdale party, but while theirs was a robust masculine indentification with the people and the country, with Cynthia you mentally hold aloof from the Inland life and mentally breath a sigh of relief when she lands back, safely if surprised, in Sydney.

The book nonetheless has its moments of humour and realism and the author a penetrating if non-aligned sympathy with the people and problems of a demanding land.

(JOURNEY AMONG MEN. Published by Hodder & Stoughton. 52/-; OUTBACK. Published by Methuen. 44/9.)

*Bulldust: Australianism for the vicious t of the Inland.

nla.obj-324450822
National Library of Australia

The Oldest Australians

Seekers after truth about the Australian aborigine have two choices this month: They can take it from a Darwin journalist, or from a Sydney anthropologist.

DR. M. J. MEGGITT, of the Department of Anthropology, Sydney University, is the author of *Desert People*, a study of the primitive Walbiri tribe of Central Australia; and Douglas Lockwood, journalist, is author of *I, the Aboriginal*, a story of a civilised native from the Roper River country of the Northern Territory. (This book won Lockwood the *Advertiser*, £1,250, Adelaide Festival of Arts Award, 1962.)

For his exercise Dr. Meggitt lived for a year in close contact with the Walbiri people and his book is regarded by experts as the first full-length study of aboriginal life since Professor A. P. Elkin's *The Australian Aborigines*, which was published in 1937.

Mrs. Meggitt accompanied her husband on this expedition and was able to make investigations amongst the women of the tribe that would normally be a closed book to a male researcher.

The writer makes a thorough anthropological field-work job of it and in delving into the lives of these primitive people, leaves no sex pattern, cultural contact or kinship system unturned.

It is obviously aimed at readers with a more than amateur interest in primitive cultures; the layman and general reader will probably find Lockwood's effort more to their taste.

For the purpose of his book, he speaks in the first person through a Roper River sophisticated aborigine, Waipuldanya, also known as Phillip Roberts. Phillip is a real person who spent his youth as a member of a nomadic tribe which lived exactly as their primitive forefathers had done for centuries.

Phillip, however, unlike all the generations that went before, was made to attend a mission school which taught him English of a sort, and how to read and write. He was—at least at first—no enthusiastic pupil but it allowed him to ride a special tide in his life when, in 1953, a white doctor appointed him his driver.

Since then Phillip has worked as an orderly amongst the people, black and white, of the North using his knowledge of native herbs and tribal medicines as well as the white man's sulphas and penicillin.

In 1957, although from the ranks of the Oldest Australians, the Australian Government at last granted him citizenship.

Douglas Lockwood draws upon his 22 years in Northern Australia—most of them as a correspondent for Southern newspapers and as a writer of books and articles—to provide the background of this book. He also spent 100 hours interviewing Phillip. If he uses his story also as a sort of social document in indictment of the European's use, or misuse, of the aborigine, it is only in keeping with the spirit of the times.

After about 180 years, white Australians are beginning to have fearful pangs about the place in society to which they have relegated the aborigines. Whether the aborigines will be any happier once they are completely "assimilated" is something about which neither the Meggitts nor the Lockwoods have yet provided an adequate answer.

(DESERT PEOPLE. Published by Angus and Robertson Ltd. 52/6; I, THE ABORIGINAL. Published by Rigby Ltd. 28/6.)

Australia's Book Week

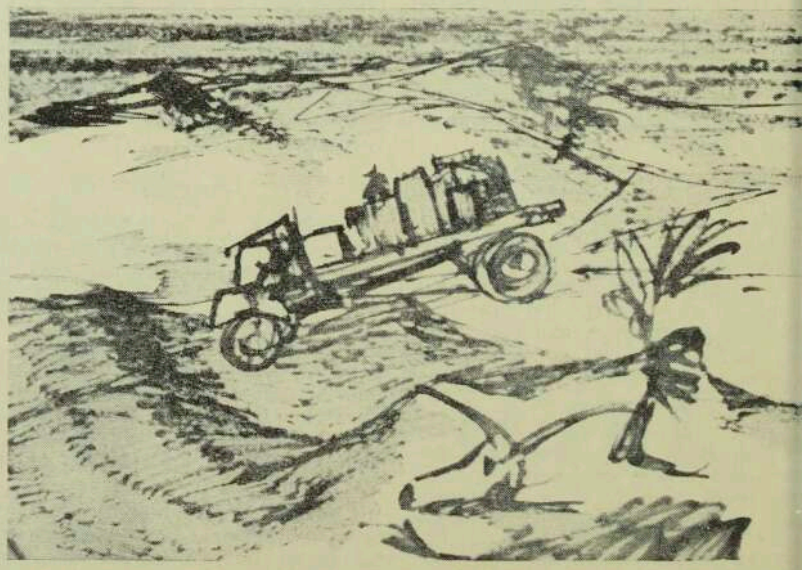
November 10-17 was "Australian Book Week" and our reviews this month certainly reflect the fact.

In the last decade, Australian book publishing has grown up; so have many Australian writers. In the course of a year, hundreds of books are published about Australia—some by Australian, some by overseas publishers.

Some authors—like Alan Moorhead, Jon Cleary, Patrick White and Morris West—are now internationals; others write mainly for Australian consumption, but overall the standard of writing has improved in a fantastic manner.

One reason why more books are being written about Australia or by Australians is the larger and more appreciative home market. At one time Australians who believed they were "cultured" refused to read Australian books. They have now seen the error of their ways although some still condemn Australian writers' preoccupation with gum-trees and wide open spaces.

Be that as it may, it is interesting to note that no less than four of the important Australian books reviewed this month are based on the Australian outback.



Sidney Nolan's "Travelling by Truck" one of the illustrations in his wife Cynthia's "Outback", reviewed on the previous page.

nla.obj-324450957
National Library of Australia

Four New Stories

MERICANS who take strips of barren sand and turn them into rist resorts never seem quite sane prosaic Britishers—as witness the controversy we have had recently *PIM* (September and November es), over making Palmyra island a "paradise of the Pacific".

ames Ramsay Ullman in his new- novel, *Island Below the Wind*, enters the same sort of contro- y over a fictionalised situation— of which adds up to the fact that ericans sometimes do these things sometimes get away with them.

Ullman imagines a group of islands like American Samoa that it kes no difference; and an Ameri- organisation that sets out to de- p a resort hotel on one of the iotest of them. For the engineer there is an added complication hat he had been there during the , had a passionate affair with one the local girls and is greeted on val by his half-caste son, although her realise the relationship until ch further on.

The local inhabitants of the island divided over the hotel—some of progressives are for it but the servatives are so against it that try to clear out in the Polynesian lition of 1,000 years ago to settle another island.

This culture-clash is the back- und of the novel and although ne sort of compromise is worked in the end, at no stage is it sug- ted that the hotel should be re- ved: Civilisation must prevail!

Ullman has a long list of novels his credit—some of them based on untaineering, which is one of his interests.

The background to this Polynesian el is authentic, which shows that is either a good researcher or has nt some time in the Pacific.

ISLAND BELOW THE WIND. Pub- ed by Collins. 22/6.)

HE very small novel, *Coronation*, might be regarded as one of l Gallico's modern fairy story es, although the situations and racters are sturdily British.

For it he harks back to June, 3, when Britain was to crown a Queen and when a feeling of valry more intense than anything for 300 years was suffusing the tlemen of England. Some people ught that it was the dawn of a Elizabethan age.

Gallico tells his story through a North Country family, mum, dad, two kids and Granny, who gave up their two weeks "annual" at Morecambe Bay to buy five seats in a window at Hyde Park Corner. Unfortunately the tickets turned out to be a swindle and the window seats non-existent on a bombed-out site. It is what happened thereafter that can be regarded as a latter-day fairy story.

(CORONATION. Published by Heinemann. 10/9.)

ADMIRERS of J. D. Salinger's *The Catcher in the Rye*—which was a very clever book—will be disappointed with *Franny and Zooey*. Franny and Zooey are brother and sister in a narrative series on a New York family, the Glasses. Both stories were originally published in the *New Yorker*. There is some first-rate conversational material in these two short stories but they are too slight to interest most of Salinger's admirers in this part of the world.

(FRANNY AND ZOOEY. Published by Heinemann. 20/-.)

WITH *But Still the Stream*, Australian writer Nancy Cato completes the trilogy begun with *All the Rivers Run* and *Time, Flow Softly*. Like the others it concerns the Rivery Murray and it brings Delie Edwards, the heroine, up to and beyond 1915. She has temporarily forsaken a career as an artist to become that most extra- others it concerns the River Murray man's world—the skipper of a paddle-boat on the river.

She pursues paddle-boating with the single purpose she once gave to art, in order to support her invalid husband (whom she no longer loves) and four children. The story is not without romantic interest, however, in the shape of a Canadian engineer and an Australian wool-buyer-cum-art connoisseur.

Miss Cato, incidentally, is included amongst John Hetherington's 42 profiles of Australian writers, also reviewed this month.

(BUT STILL THE STREAM. Published by Heinemann. 22/6.)

● *Unless otherwise stated, all book prices are in Australian currency.*

Makes The Hair Glow

The hair takes on a delightful glow after using a new type of shampoo. It is not a glitter or a shimmer—but it enables you to look into the hair like looking into amber and you see the beauty of the hair's colour at depth. Grandma tried to produce this glow by giving the hair 100 brushes a day but now the "Peek-In" glow as it is called, is achieved by just one shampoo. This new Lemon and Vinegar Shampoo by Delph, which imparts the "Peek-In" Glow, was perfected in Europe, and is now available from our chemists and toilet counters.

BOOKS FOR CHRISTMAS

We search the world successfully for rare and out of print books.

FLOWER ARRANGEMENT CALENDAR 1963 (Helen van Pelt Wilson)—profusely, illust., 16/3. Post 1/3.

VERY STRANGE TALES (Bill Wannan)—Turbulent Times of Samuel Marsden, £1/15/-. Post 1/9.

GONE FISHIN' (Nino Culotta)—another slice of Australian humour, 18/9. Post 1/6.

I, THE ABORIGINAL (Douglas Lockwood)—an account of a native's experiences in two worlds, illust., £1/8/6. Post 1/6.

MY OWN DESTROYER (S. J. Baker)—Biography of Capt. Matthew Flinders, £1/9/6. Post 1/6.

SPOTLIGHT ON AUSTRALIA (Aust. Publicity Council)—col. & B/W plates, £2/12/6. Post 3/6.

Also new and secondhand books on Australia, Art, Natural History, Gardening, Orchids, Biographies & General Literature. Lists free.

We are Specialists in Microscopes, Prismatic Binoculars, Telescopes, Magnifiers, Compasses, Barometers, etc.

N. H. SEWARD PTY. LTD.

457 Bourke Street, Melbourne, Australia. MU 6129.

nla.obj-324451086
National Library of Australia

From Sun Aria To Lucia Di Lammermoor

We are used to Russell Braddon writing about war and war heroes—first with his own experiences as a Japanese POW in "Naked Island"—but he goes into his latest literary job with the gusto and expertise of a veteran who has spent his entire life amongst the crotchets and quavers in some conservatorium of music. This biography of Australia's "Joan Sutherland" proves his versatility no less than that of the opera star.

LIKE Sutherland and her husband, Richard Bonynge, Braddon is an expatriate Sydneysider and an essential Australianism in the book and the people it concerns does much to bring it down out of the rarefied atmosphere of art and make it the very human story that it is.

Music, and particularly the sort of music Joan Sutherland makes, is the entire existence of the team of Sutherland and Bonynge but the story makes it clear that they engage in it because it *is* their life and something they want to do superlatively well, rather than because they consider themselves God's gift to man.

Apart from a voice, few women could have been endowed with fewer of the attributes of a great opera star than Sutherland. The book soon makes it abundantly clear that being able to hit the right notes is only part of the business of becoming a prima donna.

When Joan Sutherland arrived in the United Kingdom in 1951 (on the proceeds of an Australian musical award) she weighed 16 stone, was plain, dowdy with no dress sense; was completely devoid of stage craft; suffered from acute sinus infection, was prone to colds, had incipient rheumatism, a frightful Australian accent and bad teeth.

In the next nine years she conquered every one of these disabilities, to more or less degree, except the Australian accent which is still with her to the extent that she refuses to speak lines on the stage even when the original libretto demands it.

There is almost as much space given in this story to the troubles over Joan's teeth, which she finally overcame at the cost of £700 Stg., and the terrifying ordeals and operations resulting from her sinus trouble, as to her high notes.

To write this book Braddon spent two years in the company of Sutherland and her husband. He is able to describe intimately her triumphs, disappointments, work and more work, in and out of the great opera houses of Europe and the United States; her final break through at Covent Garden, 1959, in Lucia di Lammermoor; and her happy, if tempestuous, domestic life with husband, small son and international friends.

Even readers who don't know one end of a scale from the other will find much to interest them in this story of a woman with a great gift, high courage and the Australian habit of usually doing what her husband tells her. With 16 black and white photographs.

(JOAN SUTHERLAND. Published by Wm. Collins. 28/-.)

Two For The Kids

WE don't know what Ruth Park—better known for her adult novels about Sydney slum life—knows about the Cook Islands but no doubt her *The Road Under the Sea* will find enthusiastic readers amongst the youngsters for whom it is designed.

According to Ruth the sea around the Cook Islands is dark blue as ink and hisses and plumes about the shores of clouds of miniature islets whose only inhabitants may be a coconut palm, a crimson butterfly or a resting seabird like a flake of snow!

However, in spite of all this, four youngsters solve the mystery of a missing schooner and find an undersea city which (according to the illustration) is something more likely to be found in the Aegaen than the Pacific. But it's all good fun.

(THE ROAD UNDER THE SEA. Published by Ure Smith. 18/9.)

A little bit more of this earth and for slightly older children is *The Mystery of Secret Beach*, by George Finkel.

It all begins when a schoolboy finds a strange cylinder washed up on a southern NSW beach and it goes on to describe the doughty deeds of a young Navy lieutenant in his efforts to save Australia from the evil intentions of a foreign Power.

(THE MYSTERY OF SECRET BEACH. Published by Angus and Robertson Ltd. 18/6.)

BEST OF THE PAPERBACKS

THE DEVILS ADVOCATE, by M West. The novel that put this Austr author in an unassailable position at top of the literary tree. The story o academic ecclesiastic, and English to b who emerges from his dusty archive Vatican City, only when he is a dying His last task is to decide whether a hero, who was shot during the N Italian campaign, was or was no potential saint, and thus in the last months of his life he comes to grips the earthy problems of human bei An extraordinary plot that needed ge to put it over. (Pan Giant.) Also Morris West, his factual account of post-war waifs of Naples, CHILDREN THE SUN. (Great Pan.)

FUEL FOR THE FLAME, by Ev Waugh. A fitting successor to writer's "Island in the Sun"—this about an imaginary oil island in the S China Sea. Waugh is at his best w mixing a literary cocktail from Br colonialism and modern political pressu (Pan Major.)

THE MAN NEXT TO ME, by Anth Barker. A factual account by a yo doctor who chose to work on a na reservation in Zululand, a place w the great national issues of Africa are decided—that is left to the more soph cated people in the towns and big ci A medical and human interest story though published in the Fontana relig series.

THE HOSTS OF REBECCA, by Alexar Cordell. The reappearance of the Mc mers, the 19th century Welsh family dominated his earlier novel "Rape of Fair Country". In this story they h moved their location to south-west W but their capacity for trouble remains same. (Pan Giant.)

THE CONQUEROR, by Georgette He One of this writer's more serious histo novels, based on the life, disappointm and triumphs of William the Bastard Normandy, more favourably known on other side of the Channel as William Conqueror. First published in 1931 it more recently been made into a f (Pan Giant.) THE GRAND SOPHY, a nev Regency comedy by the same au appears simultaneously. (Pan Giant.)

THE DEVIL INSIDE, by Stephen Cou A novel based on the life of Fyo Mikhailovich Dostoevsky, one of the m fantastic characters in which Ru specialised in the 19th century. spiritor, rake, gambler and writer escaped the scaffold, survived Siberia always fell victim to his own tortu character. (Pan Major.) (O

nla.obj-324451216
National Library of Australia

E CONSUL AT SUNSET, by Gerald
y. This writer is credited with being
erday Kipling, and this novel con-
the problems of governing natives
British North African colony. Pub-
only in 1951, the problems Hand-
characters faced are now almost as
mic as those of Kipling's heroes.
na.)

REASONABLE DOUBT, by Juilian
ns, who usually writes detective
but here turns to analysing some
murder cases. (Pan Giant.)

This Month in Crime

LOMON'S VINEYARD, by Jonathan
er. American private eye stuff.
Pan.)

N'T OPEN THE DOOR, by Anthony
rt. British-type suspense . (Fontana.)

E CASE OF THE RUNAWAY CORPSE,
rl Stanley Gardner. Perry Mason, of
e. (Great Pan.)

E LETHAL SEX—10 short thrillers by
America's top Whodunnit writers.
na.)

E ABANDONED DOLL, by Laurence
ell. Slick dialogue goes with it.
na.)

E LADY VANISHES, by Ethel Lina
. The thriller from which Hitchcock
his most famous film. (Fontana.)

E MIND OF MR. J. G. REEDER, by
Wallace. Vintage piece. (Great

E DARK ROAD, by James Cross.

A New Upfield Whodunnit

THUR UPFIELD and his in-
fallible aboriginal sleuth Det.-
ector Napoleon Bonaparte move
to the wild lands of North West
ralia for their newest in outback
e, *The Will of the Tribe*.
hen a dead stranger is found at
ottom of a crater carved out by
ling meteor at the beginning of
entury it was a first rate mystery
e neighbouring country.
e man, it was felt, might well
fallen from outer space. No
s lead in or out of the crater; no
could move in that sparsely
lated country without it being
—not only on the real wireless
on the even more efficient bush
ess of the aboriginal tribes.
the face of it, an insoluble
lem for Bony but one which he
tually unravels while allowing his
or to display his unique under-
ling of this strange country and
eople.

HE WILL OF THE TRIBE. Pub-
by Heinemann. 17/6.)

AUSTRALIAN WRITERS SUNNY SIDE UP

Probably the most fitting contribution to Australia's "Book Week", November 10-17, is journalist John Hetherington's "Forty-Two Faces"—profiles of that many living Australian writers.

Most of these pieces have already appeared in the Melbourne *Age*, but students, journalists and just the ordinary, interested by-stander will like to have the collection in one neat volume.

While the 42 can't be considered the last word on who are the top Australian writers—there are a few obvious applicants missing—the cross-section is comprehensive and the writers range in age from the doyen of the group, Walter Murdoch, 88, to the baby, 27-years-old Randolph Stow (*To the Islands, etc.*).

Kylie Tennant is there, and Ion Idriess, Arthur Upfield, Colin Simpson, Morris West, Olaf Ruhen, Alan Moorehead, Jon Cleary, and husband and wife team, D'Arcy Niland and Ruth Park.

But by no stretch of the imagination can the biographies be called critical. Possibly because they first saw the light of day as newspaper feature articles, they determinedly turn the sunny side of each character to the viewing public.

If the world henceforth sees Australia's leading penmen as untemperamental characters of sterling worth, with never a mood or a kink, and logical even in their idiosyncrasies, it is not the fault of their friend and colleague, John Hetherington.

Nonetheless this glimpse into the backgrounds of some of the people who have given others many hours of entertainment and pleasure is well worthwhile. It has 42 pictures of the 42 faces.

(FORTY-TWO FACES. Published by F. W. Cheshire. 35/-.)

Background in East and West Germany. (Great Pan.)

CONQUEST GOES WEST, by Berkeley Gray. Another Norman Conquest epic. (Fontana.)

AIRLINE DETECTIVE, by Donald Fish. Fish is a real detective, now retired, whose job was to prevent international crime being carried on through international airlines. This is his story, with pix. Now made into a TV series. (Fontana.)

ARTISTS IN CRIME, by Ngaio Marsh. A Roderick Alleyn story that has the distinction of beginning in the old "Niagara" at Suva wharf. (Fontana.)

THE GALTON CASE, by John Ross Macdonald, the American crime writer who finds favour in the British Isles. (Great Pan.)

THE SAINT ON THE SPANISH MAIN, by Leslie Charteris. (Great Pan.)

THE SPINSTER'S SECRET, by Anthony Gilbert. Suspense and a 74-year-old sleuth. (Fontana.)

For Other Tastes

THE OFFENDERS, by R. H. Ward. Young love, in the meadow. (Great Pan.)

THE FIERY FURNACE, by Lawrence Williams. Novel about a pyromaniac. (Pan Giant.)

STAND ON ME, by Frank Norman, the ex-convict author of "Fings Aint Wot They Used T'Be". (Great Pan.)

WHAT SORT OF GIRLS WERE THEY, by Petrea Leslie. All about strippers and fan-dancers, with drawings. (Great Pan.)

SHADOW OF A STRANGER, by Anne Maybury. Love, etc. (Fontana.)

MY FRIEND MONICA, by Jane Duncan. (Great Pan.)

BOOMERANG JAIL, by Frank C. Robertson. American cowboy, in spite of the name. (Fontana.)

(Our copies from William Collins (Overseas) Ltd. Fontanas and Great Pans, 4/-; Pan Giants, 5/6; Pan Majors, 7/6.)

Colourful Australia

OBVIOUSLY designed for the Australian Christmas trade (for overseas friends who can't be fobbed off with a Christmas card), Ure Smith's *Australia—Land of Colour* contains 32 full colour plates of paintings by famous Australian artists and a description of the scenes they represent by Rosemary Dobson.

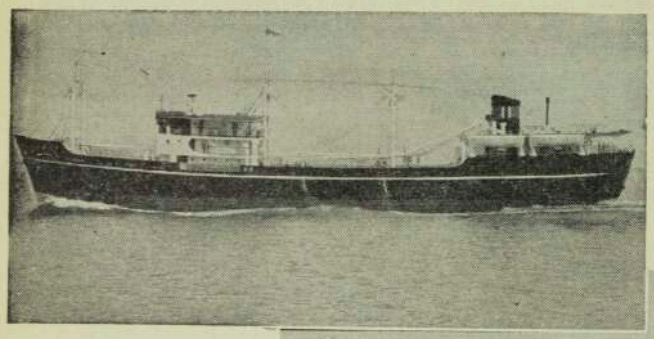
The painters include realists like Sir Arthur Streeton of the old school and more contemporary numbers by Douglas Annand, Sali Herman and Russell Drysdale. Sidney Nolan is also represented—with what is likely one of his earlier works as it is strictly in the Namatjira tradition.

The small book is an excellent way of learning something about Australia and about Australian artists.

(Published by Ure Smith. 12/6.)

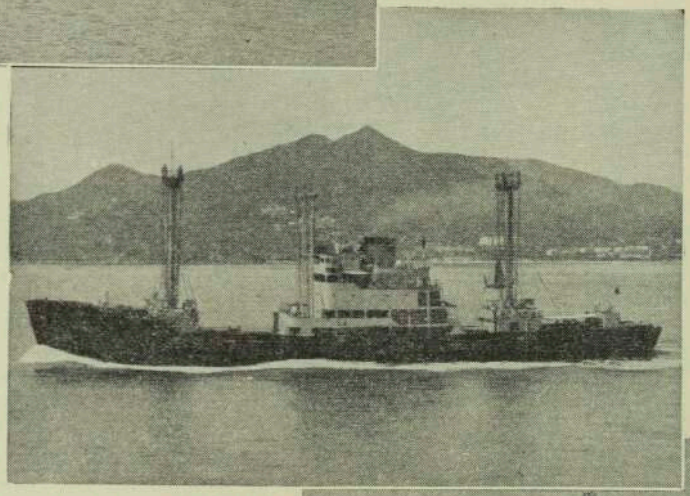
nla.obj-324451345
National Library of Australia

TAIKOO DOCKYARD HONG KONG



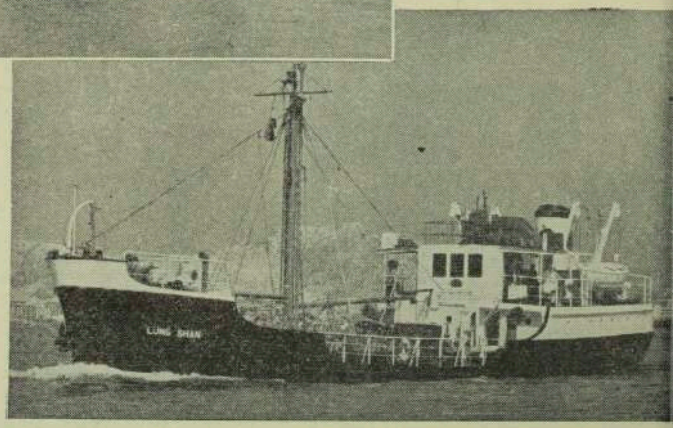
SHIP AND ENGINE BUILDERS AND REPAIRERS
(DOXFORD AND SULZER LICENCEES)
SALVAGE OPERATORS

Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.



Left: M.V. **"TARAWERA"**, all refrigerated motor cargo vessel built for the Union Steam Ship Co. of New Zealand Ltd.

Right: "LUNG SHAN", one of two bunkering vessels built to the order of Shell Tankers Ltd., for use in Hong Kong, supplying fuel and lubricating oils to ships at harbour moorings.



General Representatives:

AUSTRALIA:
SWIRE & YUILL PTY. LTD.
6 Bridge Street,
SYDNEY

NEW ZEALAND:
C. W. F. HAMILTON & CO. LTD.
Lunns Road, Middleton,
CHRISTCHURCH

nla.obj-324451477
National Library of Australia

Pacific Shipping And Cruising Yachts

Burns Philp (SS) Co. Ltd. has bought the London Missionary iety's ship *John Williams VI* and will probably send her to the w Hebrides to replace the *Yanawai* which was wrecked off Aoba, r Santo, last March. The London Missionary Society will obtain maller ship from England.

HE new LMS ship, to be called *John Williams VII*, is of 120 —about a quarter the size of *John iams VI*. She will be equipped the latest navigational devices, in- ing radar, echo-sounding equip- t and automatic steering.

rincess Margaret was due to ch and name the *John Williams* at Shadwell Basin, London, on ember 29. The ship was built owestoft. She is a wooden vessel her hull is sheathed with nylon.

he *John Williams VII* will be d at Tarawa, GEIC, but if she re- es a major overhaul she will have o to Suva. The *John Williams* was based on Suva.

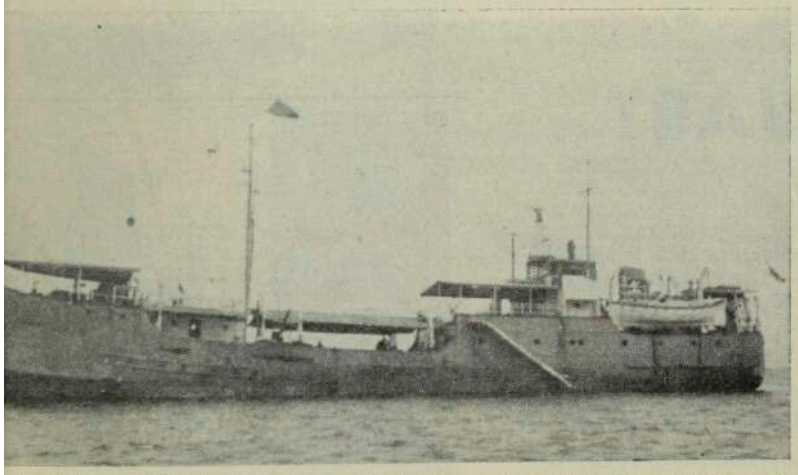
aptain J. McK. Arnott, until re- ly master of the *John Wiliams VI*, t to England some time ago for s of the new ship.

he second mate, Mr. John Price, avusavu, Fiji, and eight Gilbertese nen from the *John Williams VI* for England in November to take new ship to Tarawa.

had been hoped that the new ship ld be at Tarawa by Christmas, because of a strike at Lowestoft, her delivery was delayed. She is now due at Tarawa early in 1963.

The *John Williams VI* carried out much useful work for the LMS. She visited numerous mission stations in the Gilbert and Ellice Group, taking missionaries, local pastors, and their wives and families from one island to another, and students to and from the theological college at Beru. She also carried stores and buildings to various islands from Suva, and as she then carried mail her arrival was always keenly awaited.

She has visited Apia, Rarotonga, Niue, Tahiti and Ocean Island.



ohn Williams VI", the LMS ship which has been bought by Burns Philp to replace the "Yanawai".

In The News This Month

Abacus	Kavieng Trader
Asahi Maru No. 8	Iris
Baddeley	Larapinta
Cap Domingo	Marinero
Cook, HMS	Medley
Coral Princess	Okeanos
Coral Queen	Ondine
Fortune	Ontario, HMCS
Doubloon	Oolooloo
Driftwood	Oolooloo Too
Enticer	Runic
Faith II	Sea Wind
Fortune	Southern Cross
Craig J II	Takohe
Gascoyne, HMS	Te Matangi
Gerard	Tuaikaepau
Jeanne d'Arc	Victor Schoelcher
John Hanna	Wanganella
John Williams VI	White Lady
John Williams VII	Yanawai
Joyita	Yasme III
Kalili	Yuyo Maru

● RECORD YEAR: The year 1961 was a record year for tonnage and the number of foreign-going ships which entered Fiji. The number was 363, with a total tonnage of 1,203,350. This compared with 343 ships and 1,163,934 tons in 1960.

The growth of shipping has been continuous over the last 10 years. In 1952, for example, only 171 ships (553,663 tons) entered Fiji.

Thirteen nationalities were represented last year, but ships of British registry (227) were by far the most numerous, followed by Japan (58), the United States (27), Norway (16) and the Netherlands (11).

On the other hand, the cargo handled was not particularly heavy. In fact, it was the lowest for five years—560,532 tons. This compared with 649,845 tons in 1960 and an average of 619,500 tons over the last four years.

The lower 1961 figure was largely due to lower sugar exports—135,506 tons compared with an average of 190,000 tons in the four preceding years.

Lautoka handled the biggest percentage of cargo tonnage shipped—189,108 tons against 76,686 tons at Suva. The Lautoka figure was made up mainly of sugar, molasses and gold.

A shipment of 2,264 tons of cargo was made from Levuka—the first cargo shipped from there in four years.

Cargo landed at all ports was 229,474 tons, compared with 280,255 in 1960 and 201,797 in 1952. The tonnage landed at Suva was 177,292 and at Lautoka 115,182.

The most active flow of shipping was between New Zealand. Sixty-seven ships (of 440,000 tons) entered Fiji from there, and 80 ships (336,000 tons) were cleared to NZ.

The crews of ships calling in Fiji

nla.obj-324451601
National Library of Australia

Builders of all types of Islands Ships

Delivered by our own crews. Plans, specifications, and quotations prepared.

Photo shows "KENDEC", second Pilot vessel to be built and delivered to The Pilot's Association, Noumea.

CAPRICORN CHARTERS

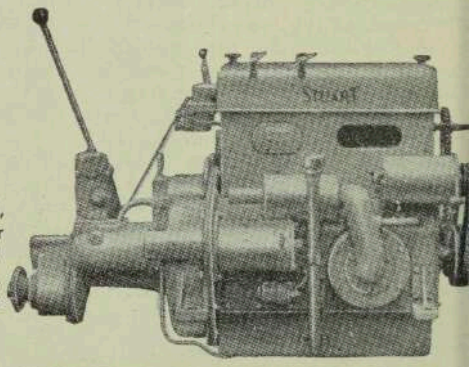
BOATBUILDERS — Established 1930.

MARYBOROUGH, QUEENSLAND, AUSTRALIA

STUART Marine Diesel Engines

Best yet in the 9-11 h.p. range

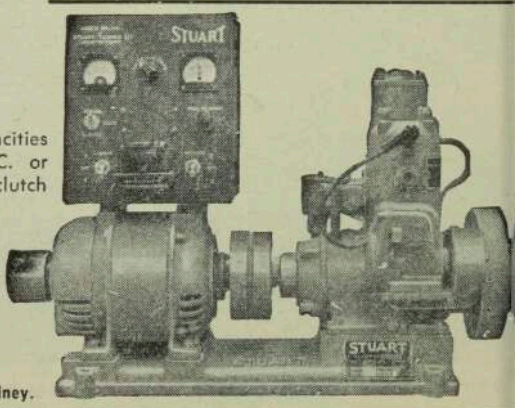
These outstanding performers designed by Stuart Turner Ltd., England, have proved all claims for their low fuel consumption, easy hand or electric starting, and tough reliability at all times. Supplied with all standard installation equipment including propellor shaft and coupling, stern tube with bearings and propellor for fishing vessels, pleasure craft, etc. Detailed specifications available upon request.



. . . and the STUART

Marine Auxiliary Plant

For marine generating plants in 300, 500 and 700 watt capacities for battery charging or direct running without batteries, D.C. or A.C. in all usual voltages. A drive can be taken through clutch and chain to a general service or bilge pump.



Depend on STUART Service, Sales and Spare Parts from the Marine Engine Supply House of

FERRIER & DICKINSON PTY. LTD.

Herbert Street, Artarmon, N.S.W. Telephone: 43-1215.
Postal Address: P.O. Box 21, Artarmon, N.S.W. Cables: "FERREOUS", Sydney.

nla.obj-324451733
National Library of Australia

umbered 36,237. Although they are t recorded as tourists, the money ey spend has the same effect as that nich a tourist spends. They leave hind them in Fiji ports considerable ms of money.

● TRAINING COURSE: A three-onth course of advanced training r Papuan and New Guinea seamen ll start at the Napa Napa Ad-inistration Nautical Training School, rt Moresby, early next year.

Announcing this in November, the NG Director of Trade and In-stry, Mr. G. D. Cannon, said 12 perienced seamen would be chosen r the course, which would train perienced seamen for Certificates of mpetency or Local Master's cence examinations.

Mr. Cannon said plans were also ing made to admit up to 30 ad-tional trainee seamen to Napa Napa xt year. They would do a two-ar course to qualify as Grade One amen.

The first 12, enrolled when the hool opened in May, would com-ete their training next April.

They were now building a 10 ft. scale model of the MV *Kalili* to be used for instruction on navigation, cargo stowing and operation of derricks.

● GERMAN CAPTAIN LIKES RAROTONGA: A keen fan of the island of Rarotonga is Captain Klemm, master of the ship *Cap Domingo*, which called there last year.

In an article, "Visit to a South Seas Paradise", written for a German publication, he said Rarotonga was "the most beautiful place I have had the pleasure of visiting during my seafaring career.

"The climate is excellent and a pleasant sea breeze maintains reasonable temperature in the houses."

He described Rarotongan hospitality as "gracious and charming".

"In the afternoon sport was on the programme, and at night hula dancing and singing," Captain Klemm said. "The unavoidable flower necklaces were put around the necks of my officers and seamen by the beauties of the island.

"The women wore flowers in their hair; the young girls had a flower behind an ear. On the right side it meant: 'I am still free'. Worn on the left side it meant: 'Sorry, already bespoken'.

"This habit we found very practical

Castaways' Letters Turn Up at Kadavu

Seven letters written by survivors of the Tongan yacht "Tafakipau", which was wrecked on South Minerva Reef in July, turned up in Fiji in November and were sent on to Tonga. Fijian women, fishing at Kadavu, found the letters and handed them to an employee of the Kadavu Timber Company, who in turn passed them over to the Commissioner, Eastern, Ratu K. K. T. Mara.

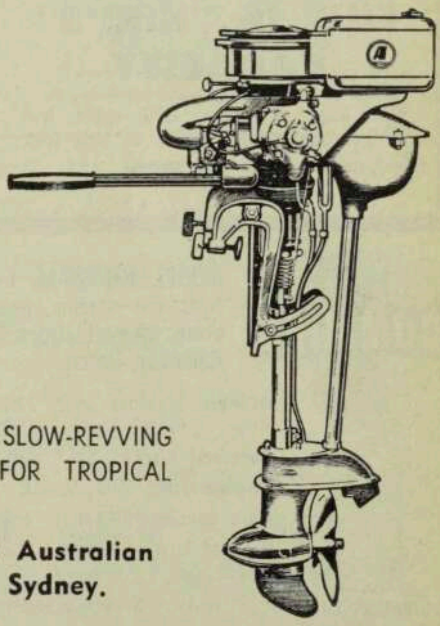
All the letters were written in pencil and were addressed to relatives and friends in Tonga. Each bore the address, "Minerva Reef, 285W of Ata Island".

The letters were written on September 9 and 10, about five weeks before the men were rescued by an RNZAF Sunderland flying-boat.

When found, the letters were bound together with string. It was thought in Suva that they had been tied to a picee of wood or something else which would float.

● *See "Emotional Welcome Home for Tongan Castaways", p. 47.*

Stop paddling— motorize with ARCHIMEDES



B-22 is the motor for you!

12 h.p., 21 cu. in.
(345 c.c.)
3,000 r.p.m.
BRONZE
in the water.

A SWEDISH PRECISION, SLOW-REVVING MOTOR SPECIALLY MADE FOR TROPICAL CONDITIONS.

EXPORT PRICE: £150 Australian F.O.B. under Bond, Sydney.

Pacific Islands Agents:

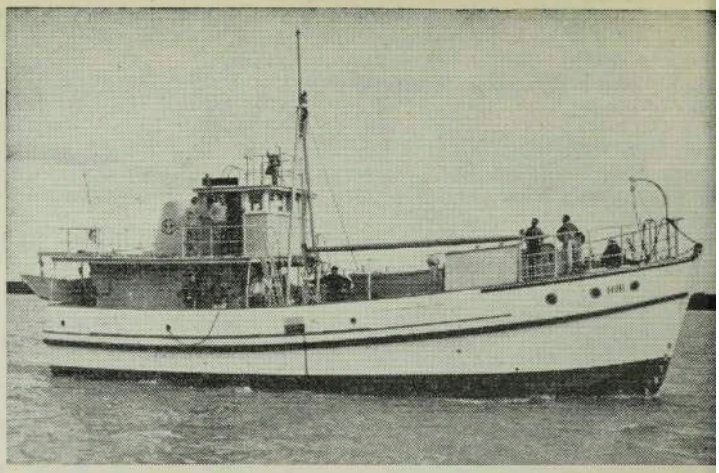
NELSON & ROBERTSON PTY. LTD.

"Plantation House", 197 Clarence Street, Sydney.

BX 2871. Cables: "IVAN", Sydney.

"HIRI"

has extremely good cargo capacity due to the compact dimensions of its high power output



CUMMINS DIESEL MARINE ENGINE

THIS IS "HIRI'S" CAPACITY

600 bags of copra, 300 cubic feet refrigeration, 1,100 gallons of bulk fuel, 500 gallons of bulk kerosene.

THIS IS "HIRI'S" FUEL ECONOMY with CUMMINS DIESEL

Fully laden on her delivery voyage from Ballina to Port Moresby, "Hiri" averaged 7¾ knots with main engine driving refrigeration compressor through Twin Disc front power take-off. Total fuel consumption, including auxiliary engine, was 4.8 GALLONS PER HOUR.

CUMMINS

MODEL NH-220-M, fitted with Twin Disc hydraulic marine gear and 34-h.p. front power take-off. Hydraulic-starting "Hydrotor" American Bosch.

Ratings: Pleasure boat, 220 b.h.p. @ 2,100 r.p.m.
Work boat, 150 b.h.p. @ 1,800 r.p.m.

Bore and Stroke: 5⅛" x 6".

Displacement: 743 cu. ins.

Main bearing diameter: 4½".

Big end bearing diameter: 3⅛".

- Engines are available in approximately the same length (85 inches) as this one powering the "Hiri," with ratings up to 875 b.h.p.
- Conventional four-cycle design • Hand hole covers
- Cummins exclusive P.T. fuel system gives exceptional economy
- 12 months or 3,600 hours warranty
- Service exchange engines.

"Hiri" was designed by A. N. Swinfield, M.R.I.N.A., Sydney, and built by Ballina Slipway & Engineering Co.

CUMMINS DIESEL "C" AND "J" SERIES ENGINES ARE MANUFACTURED BY CUMMINS DIESEL AUSTRALIA AT RINGWOOD, VIC.

PORT MORESBY REPRESENTATIVE—**BRUCE A. LAMONT. 'Phone: 5502**

CUMMINS DIESEL SALES & SERVICE (AUSTRALIA) PTY. LIMITED

SYDNEY	MELBOURNE	BRISBANE	ADELAIDE	PERTH	TASMANIA
Ferndell Street	Prince's Highway	Links Avenue	Cavan Road	Gt. Eastern Highway	28 Alanvale Road
South Granville	North Clayton	Eagle Farm	Kilburn	Redcliffe	Launceston
632-0231	746-8691	68-2146	62-1936	65-1314	6-2326

nla.obj-324451994
National Library of Australia

'Southen Cross" in Sydney on the ion of her dedication last May by the te of Australia, Archbishop H. R. Gough.

use nobody could get into trouble icking flowers in somebody else's en.

is seldom that a ship's crew on ng a port looked so sad as the of the *Cap Domingo* when we Rarotonga disappear over the on."

RUNIC SALVAGE: The 300- schooner *Gerard* returned to ey early in November with its load of scrap from the British ater *Runic*. The 13,857-ton r ran aground on Middleton 440 miles north-east of Sydney ebruary, 1961.

FRIGATE ON REEF HUNT: Royal Australian Navy frigate S *Gascoyne* sailed from Sydney e end of October to inspect some efs, islands and island groups off orth-east coast of Australia.

e Minister for the Navy, Senator on, said the frigate would steam al of 6,500 miles on a reconnais- survey in the Coral Sea and the of Papua and Carpentaria.

drographic work it would do in- d the investigation of several e reefs, which the Navy was not nced should be on navigational s. The *Gascoyne's* task would be e if they actually existed. The would also chart mountains be- the sea off the north-east coast ustralia.

der the command of Lieutenant- mander R. J. Rust, the *Gascoyne* was due to return to Sydney on December 3.

● MISSION SHIP AGROUND: The Melanesian Mission ship, *Southern Cross*, ran aground on the Alite Reef, between Malaita and Gela in the BSIP, on October 24. According to a mission spokesman at Auckland the captain reported there was no structural damage, and although salvage might take some time, it was expected to be successful.

The BSIP Government ships *Coral Queen* and *Coral Princess* and the mission ship *Baddeley* stood by in case the *Southern Cross* required help.

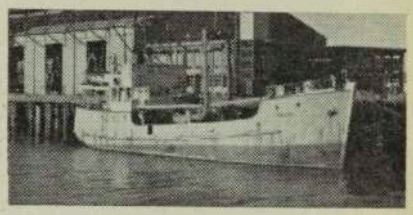
The ship is the ninth *Southern Cross* to be owned by the Melanesian Mission. She was built by S. G. White Pty. Ltd. at Ballina, NSW, and began service less than a year ago. She is about 85 ft. long and has a beam of 25 ft.

The *Southern Cross* series certainly has bad luck.

The eighth *Southern Cross* was driven aground and abandoned at Maravovo, north-west of Guadalcanal in April, 1960. She was then only a new vessel, built especially for the work. There was much inconvenience while the latest vessel was being built.

● NEW GLASS-BOTTOM LAUNCH FOR FLEET: Storck Cruises, of Suva, are to add another glass-bottomed launch to their fleet. It will be named *Oolooloo Too*. (There is already an *Oolooloo*.) The launch is expected to be completed next March. It will have a tunnel stern to enable it to manoeuvre in shallow water and will have two 6 ft. viewing panels to enable passengers to see the coral. Mr. Vince Storck said recently that the new launch, which would carry between 40 and 45 passengers, was designed to cope with an increasing number of tourists who wanted to see the coral gardens.

FOR SALE



COMPOSITE CARGO LIGHTER, Length 114 ft., Beam 23 ft. 6 inches, Draws 10 ft. 6 inches, 143 net tons, Carries 240 tons cargo, Planking 3 inch New Zealand Kauri, Twin Gleniffer Diesel Engines 160 H.P. each. Two Winches and Four Derricks. **Price: £7,000.**

VIVIAN FOUR CYLINDER DIESEL ENGINE, 120 H.P. recently overhauled with new sleeves and pistons. **£400 F.O.B.,** Townsville.

VIVIAN EIGHT CYLINDER DIESEL ENGINE, 160 H.P. little use. **£700 F.O.B.,** Townsville.

MATT. TAYLOR & CO.

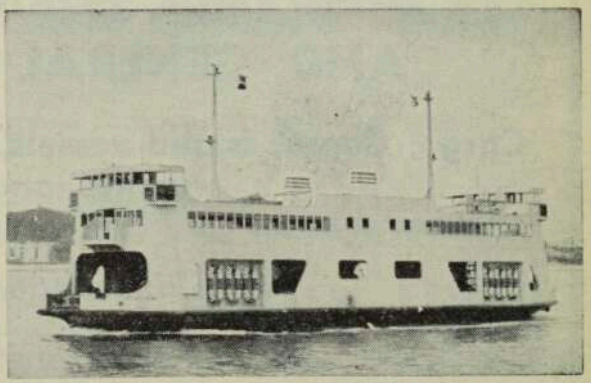
Palmer Street, Townsville, Queensland.

Specialists in Building all Kinds of Vessels Up to 300 feet in Length

★

Since the War over 270 vessels and small ships have been built for: **Singapore, Thailand, B. N. Borneo, Brunei, Solomon Islands, Korea, United States of America, Malaya, Indonesia, Sarawak, Vietnam, Australia, Marshall Islands.**

★



Ferry "PULAU AMAN", launched February, 1959, for Penang, Malaya. Seats 460 passengers, 32 cars. Voith-Schneider propulsion.

CHEOY LEE SHIPYARD

KOWLOON, HONG KONG

Cable Address: "CHEOYLEE", Hongkong.

REPRESENTATIVE IN AUSTRALIA

F. H. Stephens (Vic.) Pty. Ltd., off 544 Flinders Street, Melbourne C.1, Victoria, Australia.

Ballina, Richmond River, N.S.W.

WOOD AND STEEL SHIP BUILDING
SHIP REPAIRS
AND ALL FORMS OF MARINE
AND GENERAL ENGINEERING

Cargo, Copra, island vessels, fishing boats and yachts, cargo winches and windlasses, etc.

QUOTATIONS INVITED

Ships slipped up to 300 tons

Owned by:

S. G. WHITE PTY. LIMITED

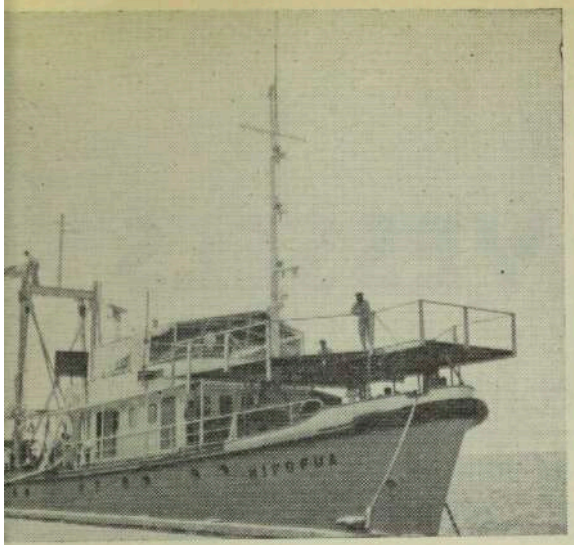
Diesel and General Engineers

SYDNEY

WORKS:
10 Lookes Ave., Balmain, N.S.W.
Phones: WB 2170, WB 2171, WB 2119

CITY OFFICE:
30 Grosvenor St., Sydney.
Phone: BU 5062

nla.obj-324452253
National Library of Australia



FOR RESEARCH WORK: The Tongan ocean-going tug "Hifofua", which has been hired by a US research team on radio-active fall-out, beside Vanua Wharf, Nukualofa, recently just before she left for duty. The platform, which has been newly erected, will be used to send up balloons for checking weather information.

—Photo: Tulua Bros.

NEW JAPANESE FISHER: of the newest additions to the nese South Pacific fishing fleet ed in Suva in late October on her visit. She is the mother ship *o Maru* which was launched in and has a gross tonnage of 4.

BACK AGAIN: The French y's "floating officers' college" *ne d'Arc* will visit the Pacific n soon. The ship, escorted by the ette *Victor Schoelcher*, was due eave France in early November. two ships will call at the West es, Balboa, Callao (Peru), Tahiti, Wallis Islands, Noumea, Guam, gkong, Saigon, Bangkok, and inese ports. They were in Noumea er this year.

KAVIENG TRADER IN-EST: An inquest began in Rabaul November 13 into the deaths of men who died from injuries owing three explosions in the 70-fuel tanker *Kavieng Trader* off coast of New Ireland in Septem-

he two men were the ship's en-er, Willy Lee, and Paul Moso, a ser. The Rabaul Coroner, Mr. O'Connell, SM, conducted the in-st.

he skipper of the *Kavieng Trader*, tain Frederick Charles Matthies, Rabaul, told the Coroner that the losion occurred while the ship was hored off the New Ireland coast. crew was degassing and cleaning tanks after discharging a cargo of ol.

Captain Matthies, whose face and ds are fire-scarred, said Willy Lee handling a water hose which ck an electric light bulb on a lead pended above the main deck.

Three explosions and a fire followed.

The ship's owner, William Francis Carruthers, of Rabaul, said the cleaning and degassing procedures met the requirements of the Rabaul port authorities.

Other witnesses told how Captain Matthies, burned and half-blinded after the explosions, dived from the burning ship to rescue Lance Atkinson, a passenger, who was badly burned and fell into the sea.

● RECORD SOUNDING: The Royal Navy survey ship HMS *Cook* reported in November that she had measured the world's greatest known ocean depth. In an undersea ravine off the Philippine Islands, the ship recorded a depth of 6,297 fathoms, or nearly seven miles.

The new sounding is 263 fathoms deeper than the previous greatest known depth—in the Marianas Trench, north of Guam. The *Cook's* discovery has been named the Cook Trench.

The survey ship will return to Fiji about December 17 to continue her survey of the islands.

● FIRST SINCE THE WAR: The first passenger liner to visit Norfolk Island since the end of

Advertisement

Avoid Cockroach Poisons

The latest method of cockroach control eliminates constant spraying and the possibility of contamination of food by residual poisons: A non-poisonous, odourless and everlasting cockroach proofing powder should be used so that health is not endangered. Crevices in the building as well as in furniture can be proofed and made completely immune from cockroach habitation. This method of killing cockroaches plus proofing is far better than trying to poison them through their hard shells. Proofing is economical and easy as the Pea Beu Cockroach Powder never loses its effective killing action.

A. B. DONALD LTD.

AUCKLAND, NEW ZEALAND

Cables and T'grams.: "KINGDOM" Auckland. P.O. Box 1509.

Fruit, Grain and Produce Merchants. General Merchants. Shopowners and Island Traders

PACIFIC ISLANDS BRANCHES

General Merchants (Wholesale & Retail) & Shipowners
Importers & Exporters

ETABLISSEMENTS DONALD TAHITI

QUAI DU COMMERCE, PAPEETE. Telegraphic address: "DONALD, PAPEETE"

Branches throughout the Marquesas Islands

A. B. DONALD LTD.

RAROTONGA — COOK ISLANDS

Branches throughout the Cook Islands

nla.obj-324452385
National Library of Australia

For all kinds of

ISLANDS VESSELS

New and Second Hand

Please Contact

BJARNE HALVORSEN LTD.

JOHN STREET, NORTH SYDNEY, N.S.W.

Cable Address: "BERRYSBOAT", Sydney.

We have been providing efficient:

BUYING and SELLING SERVICE

Since 1890

WE specialise in the requirements of the Pacific Islands. The experience of 70 years blended with the vigour of youth offers **YOU** a world-wide buying and selling network which cannot be excelled.

W. S. TAIT & CO. PTY. LTD.
22 Jamison Street, Sydney
Cables: "SUCCESS"

nla.obj-324452516
National Library of Australia

ld War II dropped anchor in ade Bay on October 17. She the *Wanganella,* veteran of the -Tasman. She was making a n-day cruise from Sydney to olk Island and return.

fter heavy rain, Norfolk sparkled arm sunshine and most of the passengers landed at Cascade to make the most of a 12-hour

ne enterprising shopkeeper pro- l free transport to the shopping where tourists fell like locusts Norfolk's ample supplies of s, cameras, etc.

ong the Burnt Pine shopping e, cash registers clattered as the visitors snapped up hundreds ounds worth of imported items h— so they said—were consider- cheaper than those provided by *ganella's* duty-free shop.

the afternoon, many passengers d the island's community hall e the Administrator, Major- eral Wordsworth, opened the al Agricultural and Horticultural y.

ne quality of exhibits was very and the tourists were impressed he wide variety of produce on ay.

anganella left for Sydney at t and the captain later radioed Administrator expressing his eciation "for the excellent gements for my passengers' con- nce and reception, and the out- ling effort of Norfolk's boatmen".

SEARCH FOR NEW OCEAN FT: Matson Lines has joined the glas Aircraft Company in efforts roduce a new trans-ocean craft bining features of aircraft and

Matson Press release says the are known by several names— cushion vehicle, surface effect le or ground effect machine— M for short. Several craft using principles have been built and d in the United States and other tries.

Sydney recently, Matson's vice- dent in the South Pacific, Mr. iam F. Meeske, said Douglas been engaged for about 20 ths in a research programme to lop an efficient and practical ce effect vehicle for primary over water.

e said: "Since the commercial of such a craft would depend ts ability to fit into the pattern xisting sea commerce, which it d supplement, Douglas engineers Long Beach, California, have broadened their studies to include collaboration with the steamship experts at Matson.

"As currently envisaged, the vehicle would be supported on water by a hull and would rise a short distance above the surface as it attains speed. The distance above the surface is governed by the size of the machine.

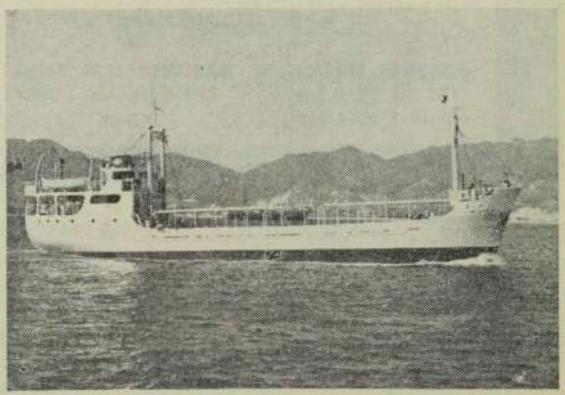
"One design under investigation calls for a vehicle about 200 ft long and 130 ft wide. It would accommodate 300 passengers or 25 tons of cargo and would glide 15 ft above the surface at about 100 knots."

● GRANT FOR WORK AT TULAGI: A supplementary grant of £A2,000 from the BSIP allocation of Colonial Development and Welfare funds has been approved for the completion of the Government slipway and cradle at Tulagi, including provision for a small mooring dolphin and a catwalk between the dolphin and the shore, which were not included in the original scheme. The slipway is expected to be ready soon, the total cost being about £A35,000.

A Colonial Development and Welfare Scheme approved this year provided £A1,800 as grants to local councils for the construction of wharves, up to a maximum grant of £A200 or one-third of the cost of the wharf.

The issue of grants will be authorised by the Commissioner of

Brunton's
PLAIN AND SELF RAISING
FLOUR
Ask for it!
ESTABLISHED 1868
Agents for Fiji, Tonga and Samoa:
C. SULLIVAN (PACIFIC ISLANDS) LTD., Suva, Fiji

HONGKONG & WHAMPOA DOCK CO., LTD.
(Founded 1863)
KOWLOON DOCKS, HONG KONG
SHIPBUILDERS
SHIP REPAIRERS
FIVE BUILDING BERTHS
FOUR DRY DOCKS
●
Cable Address:
KOWLOONDOCKS, HONGKONG
Representatives in Australia
GOLLIN & CO. LTD.
40-50 Clarence St., Sydney, N.S.W.

M.V. "Kion Seng No. 3". Twin Screw Timber Carrier for Kion Seng Milling Company, Kuching, Sarawak. Delivered 1961.

nla.obj-324452640
National Library of Australia

Seen at every port

GARDNER

MARINE PROPULSION & MARINE AUXILIARY DIESEL ENGINES

SYNDICATE PROFESSIONAL DES PILOTS OF NEW CALEDONIA
Powered by
GARDNER 8L3B Marine Diesel Engine
8 Cylinders. 200 B.H.P. at 1,000 R.P.M.
Fitted with 2:1 Reducing Gear.

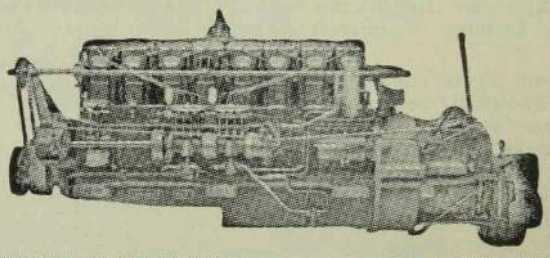
The GARDNER 8L3B Marine Diesel Engine, 200 b.h.p. at 1,000 r.p.m.

FOR IMMEDIATE DELIVERY

GARDNER 6LX Series
110 b.h.p. at 1,300 r.p.m.

GARDNER LW Series
28 to 94 b.h.p.
2 to 6 cylinders.

GARDNER 6L3B Series
150 b.h.p. at 1,000 r.p.m.



COMPLETE STOCKS OF SPARE PARTS AND REPLACEMENTS FOR ALL GARDNER MARINE DIESEL ENGINES—IMMEDIATELY AVAILABLE.

Sole Agents for N.S.W., Papua, New Guinea and South West Pacific Islands

FERRIER & DICKINSON PTY. LTD.

Telegrams: "FERREOUS", Sydney. Telephone: 43-1215.

SALES SERVICE SPARE PARTS:
Herbert Street, Artarmon, N.S.W., Australia

POSTAL ADDRESS:
P.O. Box 21, Artarmon, N.S.W. Austra

nla.obj-324452772
National Library of Australia

s if he is satisfied that the con-
s justifying a grant have been
ed. The assessed cost will in-
the actual cost as shown in the
il's accounts, plus the estimated
of materials or labour contri-
free in the course of the con-
ion of the wharf.

exact specifications have been
down, but a wharf which
ies for a grant should be capable
king the RCS *Coral Queen* or
Princess alongside and should
a minimum depth of 13 ft at
ide. RCS *Coral Queen* is 110
g and *Coral Princess* is 87 ft.

PELOPE SHOAL LOWERED:
of Pelope Shoal, in the harbour
oniara, near Point Cruz, was
ed by underwater blasting
tly.

ope Shoal covers an area of
210 square feet. Its height has
been a hindrance and danger to
ing and to safe anchorage near
nore.

th a view to removing part of
noal to give at least 26 ft clear-
and possibly 30 ft, the BSIP
rnment obtained the services of
in T. Hardy, RE, who arrived
oniara on October 22.

ptain Hardy is in command of
tachment of Royal Engineers
ing in the Gilbert and Ellice
ls Colony to improve reef pass-
to several islands.

AND DRY: The motor vessel
a", which has been bought by a
n syndicate, was still high and dry
asova, Levuka, Fiji, recently when
grapher Stan Whippy took this snap.

Wearing aqualungs, Mr. L. M. Davies, chairman of the Ports Authority, and Captain Hardy went down in a wire cage to examine Pelope Shoal. They found it nearly all flat apart from a few craters.

After this inspection, Captain Hardy decided to use a 400 lb charge as a test. Later, 800 lb charges were used, and for three days Honiara shook under the blasting.

The MV *Iris* dragged a steel bar on 30 ft ropes over the whole area on the third day and it was free in all places. When lowered a further six inches it touched at one point. This was located and a charge laid. The charge did not go off as the cable connecting the detonater with the TNT worked loose. So Captain Hardy dived and reset it (all in a day's work!), and this time the cable broke.

Diving again, he put more gelignite with a new line of cable and wedged it in place, then surfaced and set a four-minute fuse which detonated the charge. It took two and a half tons of TNT to complete the work.

There has been some discussion over the years about the real value of the shoal. Some masters insist it has an important bearing on harbour currents.

MILLERS
SUVA & LAUTOKA

SHIPWRIGHTS AND SAILMAKERS
ENGINEERS AND BOILERMAKERS
MOTOR DEALERS AND MECHANICS
HARDWARE MERCHANTS
JOINERY AND FURNITURE MANUFACTURERS
TIMBER MERCHANTS
BUILDING CONTRACTORS
PLUMBERS

No job is too big nor too small for us to tackle

A KEEN PRICE AND FIRST-CLASS WORKMANSHIP GUARANTEED

Sole Distributors for:–

Vauxhall Cars
Bedford Trucks
Chevrolet Cars
Rover Cars
Land Rovers
Frigidaire Refrigerators
Johnson Outboard Motors
Firestone Tyres
Vesta Batteries
Coseley Prefab. Buildings
Allis Chalmers Tractors
McKinnon Rice, Cocoa, Coffee and Sugar Milling Machinery
Nu-Swift Fire Extinguishers
Pioneer Chain Saws
Telehoist Tipping Gear
Cressi Underwater Gear
Priestman Excavators
Coles Diesel Electric Crane
Galion Graders
Arborite Panels
Broomwade Compressors
Ruston & Hornsby Engines
Hoover Appliances
Belling Electric Stoves
B.A.L.M. Paints
Pye Radios
S.K.F. Ball Bearings

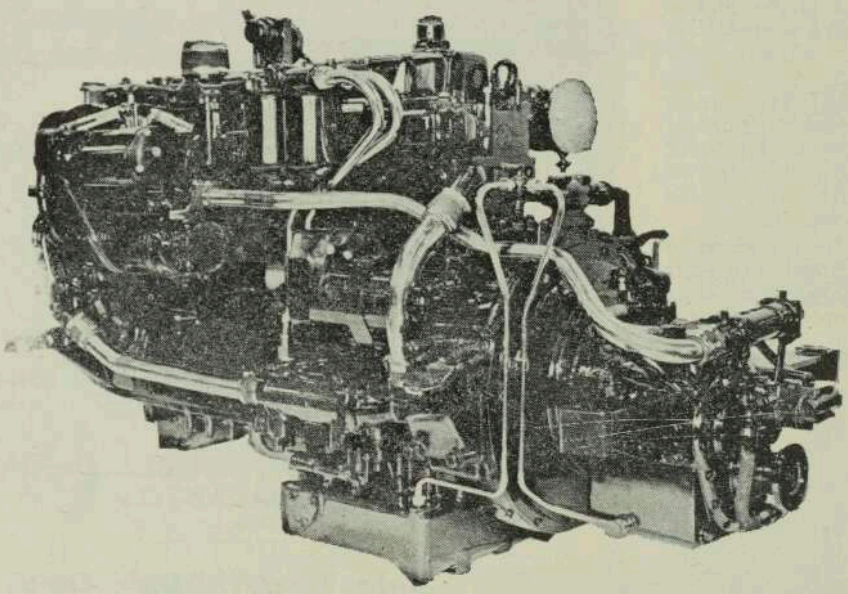
MILLERS LIMITED, Suva & Lautoka, Fiji

G.P.O. Box 296, Suva
Cables: "LUMBA", Suva

ROLLS-ROYCE
Diesels

Here it is . . .

The marine engine which sets new standards of value for the Australian market



The new Rolls-Royce "Falcon" diesel gives you a smooth, rugged, 137 S.H.P. continuously, not just in sprints, with a fuel consumption which will delight you.

Capitol hydraulic reverse-reduction gears give you silken-smooth operation, in all ratios from direct drive up to 4:1, with handed pairs available.

You can buy this product of traditional craftsmanship for as little as £1,823 plus Sales Tax.

CONSULT

N.S.W. and PACIFIC

SMITH MARKWELL PTY. LTD., 22 King Street, Sydney. BX 6508
Telegraphic address: "DAKEN", Sydney
Specialist Suppliers in Marine Power, Fishing Gear are Marine Electronics

nla.obj-324453038
National Library of Australia

JAPANESE SHIP RE-DATED: For the first time since went aground on the reef near toka in February, the *Asahi Maru 8* was afloat early in November. alvage work on the vessel, a anese fish catcher, has been ied out by Mr. Barry Philp, of otogo, and Mr. G. Dewes, of toka, who bought the vessel from owners in May.

Work has progressed continuously e June when it was decided to mpt to refloat the ship in a lagoon ch is inside the main reef.

1,000-yard channel was blasted bulldozed in the reef leading to lagoon and at each high-tide the age workers using winches and ship's anchors slowly eased the along.

series of high tides in mid-ber saw the vessel moved over yards from her original position re she first went aground and ll gains were made up to the nd week-end in November.

high tide on November 9 en-d further progress in the winching rations and she was moved over yards towards the lagoon along channel, reaching a point where channel makes an awkward right l turn into deeper water.

nother good tide next day aided team in moving the *Asahi Maru 8* a further 70 yards and safely nd the bend.

was at this point that the vessel ed clear of the reef for the first since she ran on the reef in ruary.

was then thought that two more of favourable tides could see *Asahi Maru No. 8* permanently it.

ews of Cruising Yachts

ABACUS, Park and Gloria those's yacht, arrived in Suva on ber 28 from Tahiti. Mrs. those says in a friendly note that was "surprised" to read in the ember issue of *PIM* that *Abacus* been hauled up in Tahiti to "re-e planks due to worms".

e adds: "The *Abacus* does not worms and will never have if we have anything to do with

fter noting that *PIM's* report e from Mr. C. K. Wing, of the n, *John Hanna*, who was in the quesas in July, she goes on: "The ment sent from the *John Hanna* actually about another boat h was in Tahiti at the same time were".

There was a misunderstanding. I am sure the *John Hanna* sailors meant no harm in writing this to you, but it may serve as a reminder that much of what is written is pure hearsay."

PIM apologises to Mr. and Mrs. Shorthose for the incorrect report on the *Abacus*. We point out that in trying to keep track of the cruising yachts in the Pacific it is sometimes necessary for us to rely on second-hand information, which we have no means of verifying.

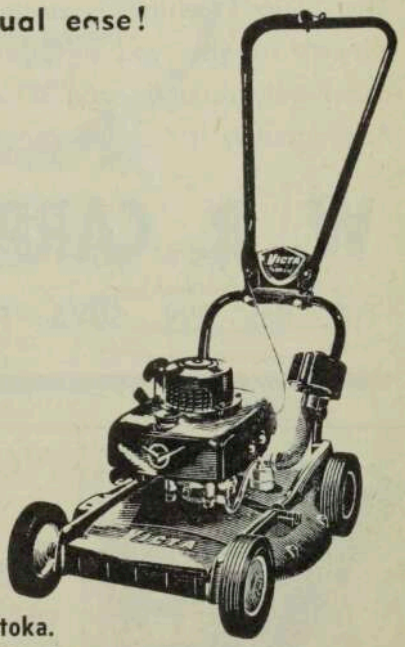
We could ensure 100 per cent. accuracy if every cruising yachtsman dropped us a card each time they arrived in port, telling us where they have been, where they are going next and anything new about their crews. Many yachtsmen already do this.

PIM's yachting columns are for the convenience of yachts cruising the South Pacific, and for years they have been a post office whereby cruising yachtsmen keep in touch with each other.

● *DOUBLOON*, a 40 ft sailing catamaran, was due to leave Ontario, Canada, in October for Auckland with Rear-Admiral (retd.) John Littler, his wife and four children, of Grimsby, Ontario. Rear-Admiral Littler, who built the catamaran himself, intends to visit the West Indies, the Marquesas, the Society Islands, Tonga and Fiji. He will settle near Auckland at the end of

THE VICTA Sheerline

Cuts fine lawn and jungle growth with equal ease!



- Instant Height Adjustor
- Foldaway Handle
- Safety Ring Guard
- 3.6 H.P. Victa Engine

Obtainable from:

SUVA MOTORS LTD., Suva, Lautoka.
ISLAND PRODUCTS LTD., Port Moresby.
NEW GUINEA CO. LTD., Rabaul, Madang, Lae, Kavieng, Kokopo.

nla.obj-324453166
National Library of Australia

"San Freshin" DEPTH SOUNDER & FISH FINDER

Model FR622. A boon to navigators, professional and private fishermen! No need to guess—you KNOW the real depth of water beneath your vessel with a "San Freshin". You'll always find your way safely through the reefs and patches of the Group, when you rely on a "San Freshin".

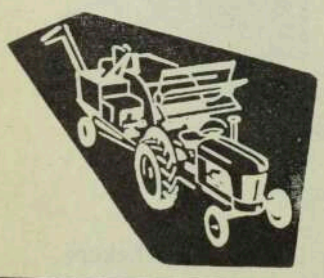
TRANSISTORISED TO REDUCE BATTERY CONSUMPTION!

The "San Freshin" is designed by Japanese electronic experts to give you unfailing good service; it's robust, completely reliable, and so easily installed on any boat. Additionally, it's simplicity itself to operate.

Inspect it at Carpenter's or write for detail and specifications. It's so reasonably priced, too!

W. R. CARPENTER & CO. (FIJI) LTD.

P.O. Box 299, SUVA, FIJI. RODWELL ROAD, SUVA. Cables: Camohe, Suva



NOW ON SALE

1962-63 Edition

Power Farming Technical Annual

508 pages of valuable data on tractors and plantation machinery—the most comprehensive reference book of its type ever published. Completely indexed for quick reference—illustrated—17/6 post free.

Order from "POWER FARMING", G.P.O. Box 1813, Sydney, Aust.

nla.obj-324453298
National Library of Australia

trip. Rear-Admiral Littler is known to many people in Suva ause, as Captain Littler, he visited city as commander of the cruiser CS *Ontario*. He says *Doubloon* "not a bad name" for his boat en you think of how I read tical stories in my youth and dream of Spanish gold and sure trove".

DRIFTWOOD, an American it, which was briefly aground on reef while trying to enter Avarua bour in August, was still in otonga at the beginning of ber.

ENTICER, 46 ft ketch, was nd from Apia to Suva in late ber after visiting Tahiti and the ety Group, Rarotonga, Niue and o Pago. On board are owner-pr Carl Gillette, Joyce Gillette William Kalinowski, of Hono-, and J. A. Castille, of Houston, as. The *Enticer*, a diesel liary, was built in Kobe, Japan, 959. After a voyage from Hono- to Tahiti and back in June and , the ketch headed south again e[illegible] Tahiti after a 12-day age. She then cruised among the ety Group—everyone on board g struck by the friendly reception Tahaa. On September 19, the h arrived at Rarotonga, where stayed 12 days before going on Niue. She then went on to Pago o and Apia before heading for a.

FAITH II, 31 ft 6 in. ketch, owner-skipper Mick Orchard crew members Allan McDonald and C. Orchard (the skipper's father), returned to her home port of [illegible], New Zealand, on October 20 after a 7,000-mile cruise of the Pacific lasting six months. Hundreds of people lined the wharf to welcome the ketch home. *Faith II* left Whakatane last May for Tahiti. She later visited American and Western Samoa, Tonga and Fiji. She was in Suva in September for the Hibiscus Festival.

● *MARINERO*, Floyd Christenson's 38 ft Californian ketch, was still in Rarotonga at the beginning of October. She arrived there on July 1.

● *OKEANOS*, Joe Pachernegg's 39 ft staysail schooner (ex-*Kona* and *Moonfleet*) left San Diego, California, on October 7 for Nukuhiva, the Tuamotus and Tahiti. Travelling with Joe are his fiancee, Miss Benita E. Burge, a former New Guinea nurse, and Albert Blanchette. In a note to *PIM* from San Diego, Joe said he hoped to arrive at Papeete by the beginning of December.

Pachernegg's yacht "Okeanos" which expected to reach Tahiti from San ego, California, early in December.

I'M A HEALTHY CHILD . . .

THANKS TO GLAXO BABY FOOD

Glaxo milk-food gave me the right start to a healthy, happy childhood. It's pure, nourishing and easily digested. There's no check to baby's steady progress with Glaxo.

Glaxo

PERFECT MILK-FOOD FOR BABY

18

GLAXO LABORATORIES (N.Z.) LTD., PALMERSTON NORTH, N.Z.

nla.obj-324453425
National Library of Australia

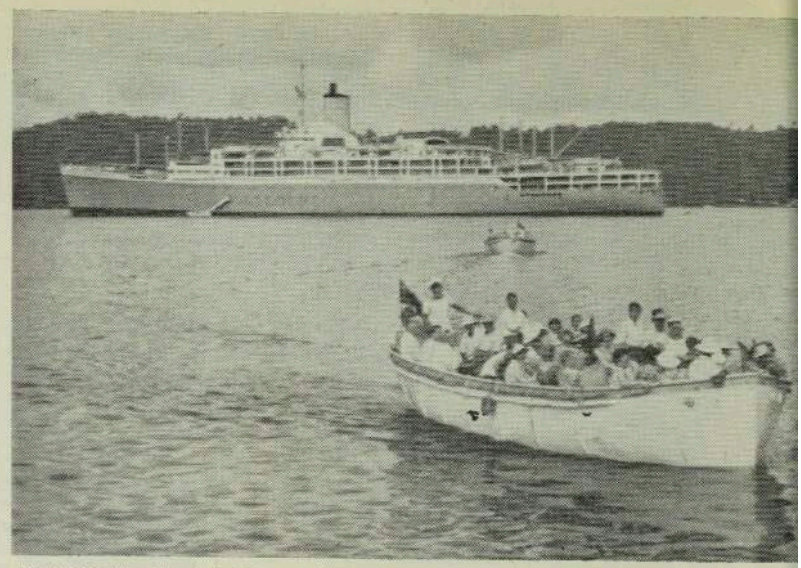
● *ONDINE,* 57 ft American aluminium yawl, left Tahiti at the end of October for Sydney on the last leg of a 1,500-mile voyage to take part in the Sydney-Hobart yacht race, which begins on December 26. *Ondine* was recently awarded the Northern Ocean Racing Trophy, America's annual prize for the best blue-water yacht of the season. She will be the first genuine international entry in the Sydney-Hobart race. Several other overseas yachts have competed in the 18 previous races, but always with Australian crews. *Ondine* will have an all-American crew. *Ondine's* owner is Mr. S. A. Long.

● *SEA WIND,* 38 ft ketch, owned and sailed by Malcolm and Muff Graham, arrived in Pago Pago in October after a 13-day voyage from Papeete. The Grahams were en route to Fiji. They had been in Papeete since May. Their home port is San Diego.

● *TAKOHE,* 40 ft yawl, with owner-skipper Lance "Snow" Gatehouse, his brother Trevor, Ron Mitchell and Bob Daniel, arrived back in Auckland on October 23 after a three-month, 5,500-mile voyage to Tahiti and back. *Takohe* left New Zealand on July 31. On the trip to Tahiti the craft covered 3,150 statute miles because she was beating to windward most of the way. "Snow" Gatehouse described the trip back as "quiet" and "downhill all the way". Now he is itching to get back to Tahiti as soon as he can. "Tahiti is just great; we didn't want to leave", he told the Press in Auckland. He said Tahiti was a yachtsman's mecca and that the number of yachts that called there—mostly American—was "fantastic".

● *TE MATANGI,* a Block Island class ketch, with American Jack Ferguson and his wife, arrived at Whangarei, NZ, on October 30 from Suva. The Fergusons, who have spent 15 years cruising the Pacific, and are well known to *PIM* readers, built *Te Matangi* in the interior State of Nevada. Mr. and Mrs. Ferguson have done much of their cruising among the Pacific Islands, and after they leave New Zealand they intend to "do" them all again. Mr. Ferguson, a biologist, says he has been sailing so long he is now incurable.

● *WHITE LADY,* 32 ft ketch, with Joe and Ellen Hart and their seven-year-old son Joey, was bound from Pago Pago to Honolulu in mid-October.



IN RABAUL: About 1,200 tourists on a Far East cruise visited Rabaul on Octobe 21 in the liner "Orcades". Among the passengers were more than 500 Roma Catholics on the fifth Australian National Pilgrimage to Catholic shrines in the Fa East. These spent most of the day at Vunapope. Special services were held a St. Francis Xavier Catholic Church in Rabaul. The picture shows a party of th tourists coming ashore.—Photo: Chin H. Meen.

● *YASME III,* Danny Weil's 51 ft yacht, sailed from Rarotonga on October 8 for Suwarrow to take stores to the island's only inhabitant, New Zealander Tom Neale. Weil and his wife, who is sailing with him, are on a voyage round the world. They had been in Rarotonga since July 27.

Yasme III reached Suwarrow on October 11 after a voyage of 3½ days. Despite a rough sea they went straight through the passage and anchored in the lagoon. Tom Neale was in the best of health and was very pleased to receive fresh supplies.

Weil, who is an amateur radio enthusiast, set up a station, ZKIBY, on shore and broadcast from the island in the afternoons. *Yasme III* intended to stay at Suwarrow until about October 25 before going on to Pago Pago and Apia. (See "Hermit Tom Neale Gets a Visitor", elsewhere in this issue).

Yasme III, has a powerful auxiliary engine, three radio transmitters, five receivers, three depth-finders, three direction-finders, two automatic pilots, one 110-220 volt a.c. generator and other electrical and mechanical gear.

● *MEDLEY,* a 37 ft American staysail schooner, arrived in Rarotonga from Bora Bora on October 7 with owner-skipper Dean Harold, John Rowe, L. Stone and G. Saint Pierre. Her arrival brought the number of yachts in Rarotonga's Avatiu Harbour to seven—the others be *Marinero, Yasme III, Driftwo Takohe, Larapinta* and *Fortu* There were also three local trad vessels in the harbour at the tir From Rarotonga, *Medley* was to on to Tonga en route to Australi

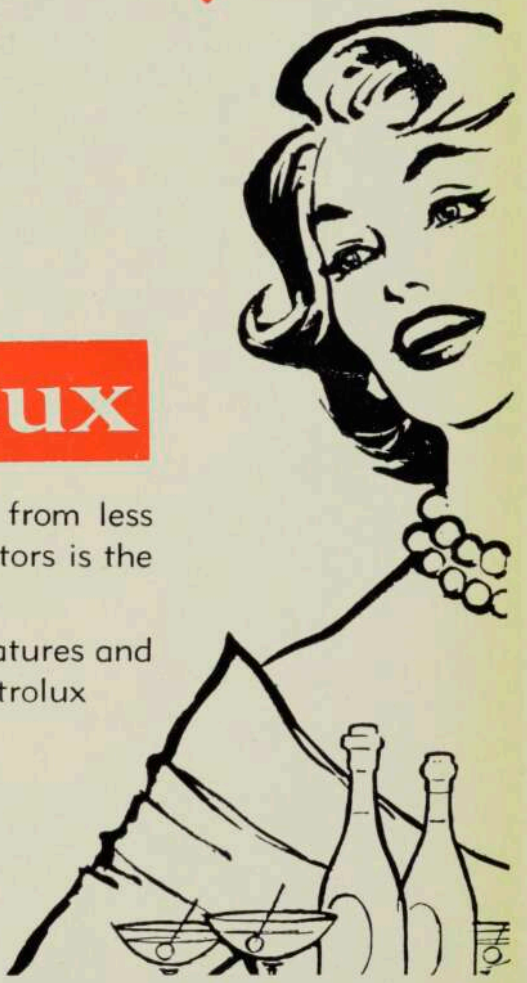
● *LARAPINTA,* 37 ft ket which left London on July 17, 19 with Peter and Lesley Mouns arrived in Rarotonga from Bora Bo early in October en route to Ni *Larapinta* is on the last stages of voyage round the world. She sai to England via the Cape of Go Hope about three years ago voyage which took 14 months. T Mounseys then lived aboard th ketch in London for 18 months.

● *CRAIG J II,* 20 ft ketch, w D. J. La Londe, of Los Angeles, lo handing it, left Wanganui, N Zealand, in October for Los Ange via Papeete. Mr. La Londe lost his possessions in March, 1961, wh his 20 ft yacht *Craig J* was wreck on Cape Karikari in the extre north-east of New Zealand. *Craig* was one of the smallest yachts cross the Pacific in recent years.

● *FORTUNE,* American yac which left Honolulu for Tahiti in Ju with Dave and Nellie Goeffn arrived at Rarotonga from Bora Bo on October 6. From Raroton the Goeffneys intended to go on Niue.

nla.obj-324453552
National Library of Australia

Low Cost Luxury



SWEDISH Electrolux

pecially designed to give more cooling power from less lectricity, the new range of Electrolux refrigerators is the deal choice.

hese elegant refrigerators have many luxury features and ll are fitted with the economical new Electrolux ooling unit to keep down running costs.

nd there's a size of cabinet in this superb lectrolux range that's just right for you— ome to our showrooms and choose it now!

'e also have available a full range of Swedish ectrolux electric and kerosene operated refrigerators s well as a complete range of household appliances.

Distributed by:

NEW GUINEA CO. LTD.

Rabaul, Madang, Lae, Kavieng, Kokopo
S.C.I.E., Noumea
BURNS PHILP (N.H.) LTD., Vila, Santo

ISLAND PRODUCTS LTD.

Port Moresby
B.S.I.P. TRADING CORP., Honiara, Gizo
F.J.R. SIMMONDS, Norfolk Island

nla.obj-324453685
National Library of Australia

Now you can buy this fresher, livelier tea!

Kinkara Tea is famous for its fresher, livelier flavour. A wonderfully satisfying tea with flavour that stays fresh cup after cup. Look for this distinctive pack .. you'll find it at all main stores. Try Kinkara Tea and you'll always "Start the day well with Kinkara."

best for the Tropics!

Now that you can buy Mother's Choice Flour, your baking will be even more successful. Mother's Choice contains a special raising ingredient perfected for the Tropics. Use Mother's Choice Flour for better baking.

"Mother's Choice"

LV104/62

nla.obj-324453810
National Library of Australia

Norfolk's Weather Gives "Wanderer's" Wanderers The Run - around

From Ken Mullen on Norfolk Island

Fickle weather at Norfolk Island caused the 36 ft. New Zealand cutter *Wanderer* to live up to her name when she visited the island in November to examine the possibility of establishing a yacht racing course between Norfolk and New Zealand.

REWED by four members of the Royal Akarana Yacht Club, *anderer* left Auckland on Novem- r 3 and arrived at Norfolk six ys later.

The crew were Tom Buchanan, pper, Des Seager, Len Migounaff d Ken Pragnell.

Interviewed soon after his arrival, ipper Buchanan said the projected e would be non-stop from Auck- d and return and that an observer uld probably be stationed briefly Norfolk Island to check passing chts. "It would be an excellent test navigation," he said.

However, after experiencing some Norfolk's Jekyll and Hyde weather tterns, the crew of the *Wanderer* ay now view the proposed race with somewhat jaundiced eye.

Late in the afternoon of the day er their arrival, the weather de- iorated while the *Wanderer* was ored off Kingston, and Tom chanan, who was ashore with two his shipmates, went out in a ghy to join Pragnell who had yed on board.

That night, a strong south-easterly ew up with heavy rain squalls and continued overnight. Early next morning, *Wanderer* lost her anchor and the two men aboard had to put out to sea.

After circling the island, they put into Anson Bay and Pragnell rowed ashore in the dinghy to find his shipmates. However, when he was 50 yards from the beach, the dinghy grounded on a sand bar and turned turtle.

Pragnell then swam ashore, enlisted the aid of a man fishing on the beach and managed to salvage the dinghy. But when he tried to return to the *Wanderer,* he could not get the dinghy through the breakers.

After being dissuaded from swimming to the cutter (Anson Bay beng a favoured cruising ground for sharks at this time of year), he harnessed some local manpower to take the dinghy to a nearby fishing spot known as Jacobs Rock, where it could be launched into clear water.

The dinghy was manhandled up 300 ft cliffs and manoeuvred half a mile round the coast.

However, on seeing the dinghy being carted up the cliff, Skipper Buchanan assumed that the men were heading for Kingston, so he decided to go there too.

The irate dinghy-wallahs lit a fire on top of the cliffs to try to attract his attention—but without success.

When Buchanan reached Kingston and found that the dinghy had not arrived, he sailed back to Anson Bay where he remained until the following day.

Meanwhile, the dinghy was launched in rough weather at Puppy's Point, and Des Seager scrambled aboard and cast off while the craft was held on a line by his two shipmates.

After reaching the *Wanderer.* Seager and Buchanan put out into deeper water as the south-easterly was still chopping up big seas.

When night fell, Migounaff and Pragnell asked the Department of Civil Aviation to turn on the revolving beacons on top of Norfolk's Mount Pitt and Mount Bates as navigational aids for their two mates at sea.

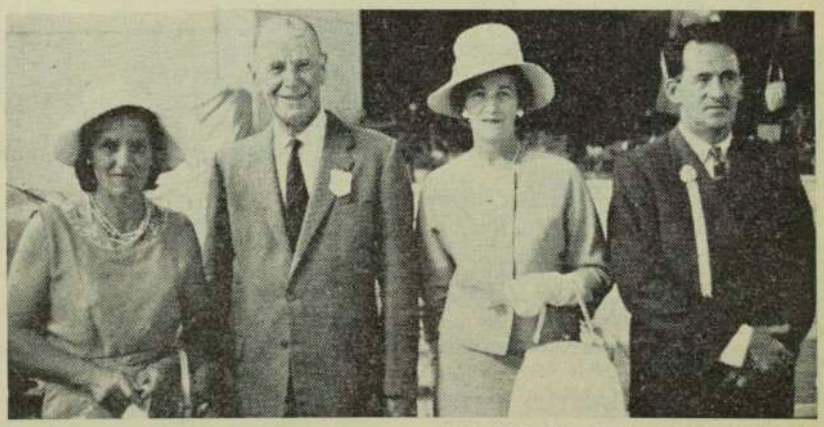
Next morning, when the two crewmen on shore drove round the island in search of the *Wanderer,* she was not to be seen.

Calling at the TEAL agency, they ruefully booked seats on the next skymaster for New Zealand; but next day, in better weather, the *Wanderer* turned up again and the two men were able to get aboard.

They sailed for New Zealand the same afternoon—without making further comments on the possibility of the New Zealand-Norfolk race.

PACIFIC REPORT

"Wanderer In Trouble"	117
Visitors for Suwarrow's Hermit	119
Fish-flake Industry in BSIP	121
Pitcairn's Big Construction Job	123
West Samoan Round-up	125
NG Zebu Scheme	128
GEIC Civil Servants' Salaries	129
US Oil Interests In Papua	131
BSIP Workers Back After Strike	133
In a Nutshell	134
People	137



AT OPENING OF SHOW: The Administrator of Norfolk Island, Major-General Wordsworth (second from left) officially opened Norfolk's annual Agricultural and Horticultural Show on October 17. He is shown here arriving for the opening with his wife, Mrs. Greg Quintal (left) and Mr. Quintal, who is president of the Show Society. (For report, see p. 105.)—Photo: Ken Mullen.

nla.obj-324453943
National Library of Australia

NEDERLAND LINE ROYAL DUTCH MAIL
AMSTERDAM, HOLLAND

ROYAL ROTTERDAM LLOYD
ROTTERDAM, HOLLAND

Regular sailings by Fast, Modern, Cargo Vessels
from
EUROPEAN PORTS and U.K. via PANAMA
to
PAPEETE, NOUMEA, HONIARA, PORT MORESBY, RABAUL LAE and MADANG

Vessels are equipped with refrigerated and (deep) freezing cargo space. Also equipped with facilities for self-loading and discharging of heavy cargo of up to 240 tons.

Most vessels are equipped with comfortable, air-conditioned, passenger accommodation.

For further particulars apply to Agents—

ETS. DONALD TAHITI, Papeete.
AGENCE MARITIME PENTECOST, Noumea.
BURNS PHILP (NEW GUINEA) LTD., Port Moresby and Lae.
WM. BRECKWOLDT & CO., Honiara.
NEW GUINEA COMPANY LTD., Rabaul and Madang.

Master Agents for Papua, New Guinea and the Pacific Islands

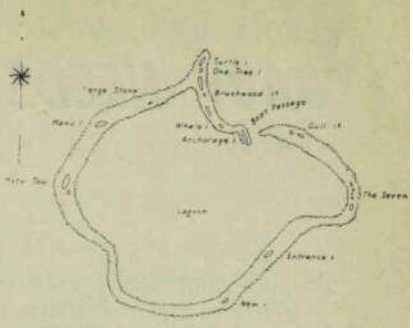
R. & W. HELLABY LTD. AUCKLAND, N.Z. CABLES "HELLABY" P.O. BOX 2193, AUCK.

nla.obj-324454074
National Library of Australia

Suwarrow's Hermit Gets A Couple Of Visitors

From a Rarotonga Correspondent

New Zealander Tom Neale, who has lived alone on Suwarrow atoll in the Northern Cooks since November, 1960, had one of his rare visits from the outside world in October when Mr. and Mrs. Danny Weil arrived at the atoll from Rarotonga in their yacht *Yasme III*.



SUWARROW ISLAND

THE Weils, who are on a voyage round the world, brought Tom some welcome supplies. They found him in perfect health, although at 50-odd he is beginning to feel he is getting too old for the hermit's life.

Tom is now doing his second spell in solitude on Surarrow. His first stay was from October, 1953, to June, 1954, but for part of that time a party of shell divers was also stationed there.

He went there again as Government overseer with another team of divers for two months in 1956; and he began his present period of residence in April, 1960, when he preceded another diving team to the atoll by several days.

The divers left on November 6, 1960, and Tom has seen few human faces since then. His first visitors were the crew of a US Navy helicopter, who dropped in on December 10, 1960, and caught him in his "Suwarrow clothes"—his birthday suit.

The crew of the helicopter, which came from the USS *Glacier*, an icebreaker bound for the Antarctic, put Tom in the world's headlines when they reported having found him wandering stark naked on "Stravenof Island", 600 miles east of Samoa.

Four months later, this unsought publicity brought Tom a visit from an English journalist, Noel Barber, and several American photographers, who were after stories and pictures for a series of newspaper articles. They certainly got them.

It is believed that a ship from Rarotonga took stores to Tom several months ago, so the Weils are only the fourth lot of people to interrupt his solitude in 23 months.

The Weils' visit enabled Tom to speak by radio with Rarotonga for the first time. Danny Weil, who is an amateur radio enthusiast, has three transmitters and five receivers aboard *Yasme III*, and soon after his arrival at Suwarrow he set up a radio station, ZKIBY, on Anchorage Islet, where Tom lives.

ZKIBY broadcast from the atoll each afternoon, mostly in morse on 20 metres. On the night of October 17, the *Cook Islands News*, the roneoed daily news-sheet issued by the Social Development Department in Rarotonga, showed its journalistic enterprise by interviewing Tom on ZKIBY.

In an excellent report of the interview published next day, the news-sheet said that Tom intended to leave Suwarrow for good next year if shell diving operations were carried out then.

Tom said he could not possibly come off in a ship that just called there for a few days as it would take several weeks to pack his belongings!

The most exciting pieces of news that Tom had to report were that:

- He had a bad accident last year which nearly cost him his life.
- He had picked up a bottle on the beach on May 29 this year containing a piece of paper with the address of an American couple from Los Angeles. The couple had thrown the bottle overboard from the *Mariposa* en route to New Zealand.
- He had picked up more than 40 Japanese glass fishing floats on the beach.

Regarding his accident, Tom said he was out on the lagoon one day when a squall came up which overturned his sailing boat and toppled him into the sea where the water was 100 ft deep.

He was badly hurt, but with the aid of a glass float and with much effort he eventually got the boat upright, although full of water. He bailed frantically with his hands, and

Hermit Tom Neale generally wears his "Suwarrow clothes" when he goes out fishing. The photograph was taken by James S. Rockefeller, Jr., who spent some time with Tom several years ago and wrote about him in his book "Man on His Island".

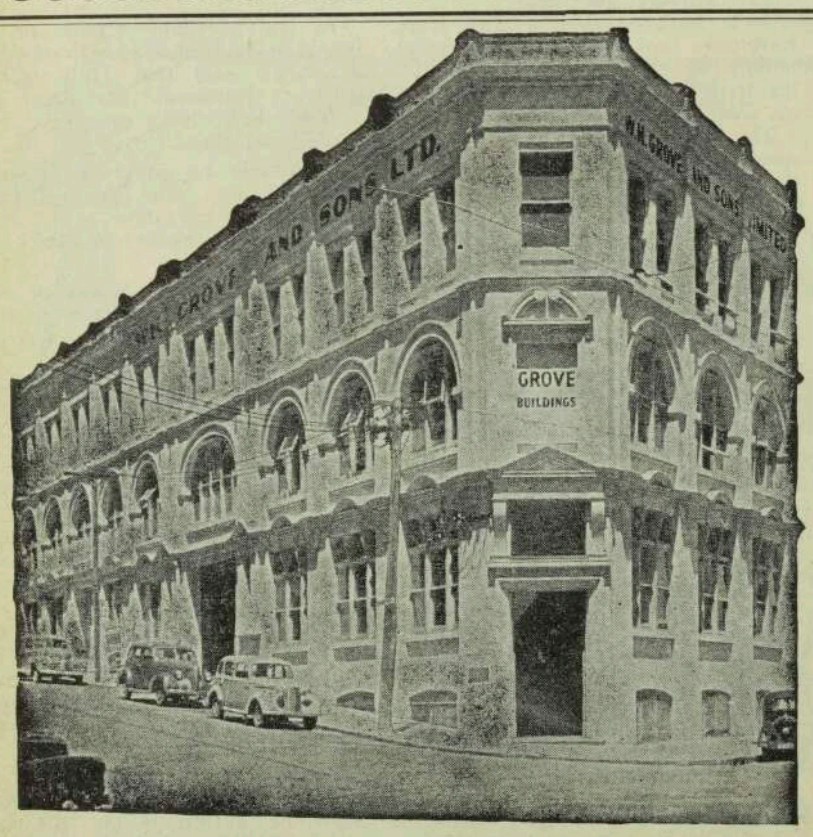
BABY NEEDS THIS HELP

TO KEEP HAPPY & WELL!

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

Another great virtue of Fisher's Teething Powders is their safety. They do not contain Calomel. Opiates, Bromides or **any** harmful substances. Even if the babe by mischance should eat several, they could do no harm.

By giving your baby a Fisher's Teething Powder as needed, you not only keep the little one happy and well, but save yourself all those upsets and nervous tensions that beset a mother when her baby suffers distress. Be sure to get a supply of Fisher's Teething Powders from your chemist or store. Only 2/6 for 20. If you have any difficulty buying Fisher's Teething Powders, write direct to Fisher & Co., Manufacturing and Pharmaceutical, Chemists, 554 George Street, Sydney., Australia.



W. H. GROVE & SONS LTD.

Established 1896

P.O. BOX 490, AUCKLAND, NEW ZEALAND.

ISLAND MERCHANTS

REPRESENTING MANUFACTURERS THROUGHOUT THE PACIFIC ISLANDS

In Fiji as

W. H. GROVE & SONS (FIJI) LTD.

nla.obj-324454333
National Library of Australia

as just beginning to give up hope hen the wind eased and the sea ropped.

He lay exhausted for a while, nd then made a slow trip back to ie beach—having been in the water om early morning until midday.

Tom said the pearl shell in the goon was maturing well, and he redicted a good season for divers if team should go to Suwarrow next ear.

He said the atoll (which is a bird nctuary) was now swarming with rds, and estimated that at least 0,000 tern were nesting there, and at there were about 10,000 frigate rds.

Turtles (which are also protected) ere increasing in numbers. On the her hand, the rat population had creased amazingly, thanks to his ts.

As for pigs, Tom said he had now ped them out entirely—a fact nich pleased him very much, as ey had caused much havoc in his ll-cared-for gardens.

Tom told the *Cook Islands News* at the only time he felt lonely was r four or five days after the parture of a ship. After that, he uld settle down to the existence he eferred—communing with Nature.

Tom said he rose early each day d his first job was to light a fire. then went to his "House of editation", after which he washed d prepared himself some coffee.

Egg Production Record

His next job was to feed his vls. He said he had quite a flock these, which he kept behind wire d only let them out at 3 p.m. each . (In September, they had pro- ed him with a record of 284 eggs).

After a leisurely breakfast, Tom d he gathered firewood and uto conut apple), of which he ate a at deal.

Then there was the ritual of ndering down to the beach to see any ships were in sight, followed inspections of his fowls and dens. Also on his programme s the job of visiting the nearby tus to see how the trees he had nted were faring.

Tom said he had planted trees of ious types on most of the islets. e type, the anu, was thriving, and re was about half an acre of anu.

However, he had had a lot of uble with coconut trees because the onut crabs stripped the trees of their young leaves and never gave m a chance to develop. Termites were also a pest in about 10 to 15 per cent. of the trees.

Tom said he was very grateful to Mr. Jack Best, of Rarotonga, for sending him food, seeds and reading material in *Yasme III*. He added that he would like some new posts for his buildings as the old ones were rotten.

According to the *Cook Islands News*, the Weils intended to stay at the atoll until about October 26, when they would leave for Apia with some mail from Suwarrow's celebrated recluse, including a report on the atoll for the Cook Islands Resident Commissioner, Mr. A. O. Dare.

EX-TERRITORIAN PAINTS ABROAD

Mrs. Lucie Brodie, who was well known in New Guinea before the war—first as the wife of a plantation manager, and later, as the owner of a successful bakery business in Rabaul—is now permanently settled in London, and has gained quite a lot of attention with her painting. Mrs. Brodie did not even put a brush to canvas until she was past 60 years of age, but in recent times she has had her pictures accepted for display in various small London exhibitions, and has sold some quite profitably. She is now a matron at the Toc H Club in Notting Hill Gate, and has a good deal of spare time; and she apparently travels freely in England and on the Continent, seeking subjects for her canvases. Mrs. Brodie's eldest daughter, Joan, and her family live in Rabaul. Two younger children, Ken and May, are married and are residents of Brisbane. The photo shows Mrs. Brodie with a fellow-artist in the streets of Paris.

Dried Fish Flakes Industry Started At Kia, BSIP

From PIM's Honiara Correspondent

The people of Kia, in the Western Solomons, are making an all-out effort to establish a processing factory for the production of dried fish flakes.

THEY are working under the guidance of Mr. M. L. Aylett, Fisheries Officer in the Solomons, and the Co-operative Societies Officer, Mr. M. B. Hamilton.

The Kia people put up a building surrounded by fly wire, and the Government provided a stove and boiler made from 44-gallon drums.

The first large quantity of dried fish was produced from a catch of the Government fishing vessel, *San Juanita*.

After boiling the fish, which were held in wire baskets in the water, they were spread out on trays.

The bones, skin and scales were taken out by hand to avoid waste. Then the flesh was finely crumbled and dried for about two hours.

After drying, the flakes were placed in bags made from polythene tubing. A metal clamp pinched the edges together and they were finally sealed by a small kerosene lamp (from an old ship's navigation light) running along a slide.

Fifty pounds of dried flakes were sent into Honiara for distribution as samples. They were made from 312 lb of dressed fish.

The flakes must be soaked in water before use or they can be put straight into soups or stews.

If a market for the flakes develops, the women of Kia will do all the processing at the factory. Even the young girls are very adept at drying and packaging the flakes.

The catching of the fish will be left to the men.

It seems to be quite a good enterprise, but whether it will catch on with the native market remains to be seen.

It only needs a few buyers to express a dislike for the product and the whole business will flop.

The experiments have been with tuna, mackerel and trevally. Sharks have not been used, but will be used later as a further experiment.

nla.obj-324454461
National Library of Australia

GOODYEAR WHEN YOU MOVE ON WHEELS—GOODYEAR MAKES THE TYRES YOU NEED

Built with
SAFETY-ACTION TREAD
and REALLY TOUGH
SIDEWALLS

3·T Tyres by
GOODYEAR

One look at the deep, tough tread of a Goodyear tyre
shows why it grips better for starts, stops and swinging round a sweeping curve, even at speed. The best combination of tread rubber and tread design ensures grip, safety and long mileage. The 3·T Cord body—and only Goodyear has 3·T—means freedom from sidewall cracks, resistance to bruise-breaks and blowouts, greater strength and more retreads. And they cost no more than ordinary tyres! Your best—and most economical—tyre buy is Goodyear. See your Motor Tyre Service Store, your Goodyear Dealer, or Garages or Service Stations with the Goodyear sign.

MORE PEOPLE, THE WORLD OVER, RIDE ON GOODYEAR TYRES THAN ON ANY OTHER MAKE
B213C

Pitcairners To Tackle Their Biggest Construction Job

The biggest construction programme ever attempted on Pitcairn Island at one time since the *Bounty* mutineers settled there 173 years ago will begin in January when the Bounty Bay landing and an area known as The Square will be transformed.

This unusual photograph of a whale boat entering Pitcairn's Bounty Bay was taken by a BP official, when the 15,000-ton tanker "British Curlew" stopped at Pitcairn en route to New Zealand to deliver some 1,600 gallons of kerosine, light diesel oil, petrol and lubricating oil from BP's Kent refinery. After waiting 24 hours for a heavy swell to subside, the oil—in 10 and 12½ gallon drums—was landed into Pitcairn's whale boats and ferried ashore. Below is Pitcairn's post office, which is soon to be replaced. The picture was taken soon after it was opened in 1941.

'N The Square, the present separate buildings housing the post office nd dispensary will be replaced by a ngle building, which, besides provid- ig space for the postal and medical epartments, will include a room for se as a library and museum. The ew building will be 40 ft. long by 4 ft. wide, and will have a verandah ft. wide along the front.

Rooms for the dispensary and post ffice will each measure 24 ft. by 4 ft. The library, which will be etween these rooms, will be 24 ft. y 12 ft.

The new building will be made of mber and will have a concrete oor and an iron roof.

A new skidway and boat shed will e built at The Landing at Bounty ay. The skidway will be 143 ft. ng, and over 75 ft. of this the new oat shed will be erected.

The shed will house the three oats now in use. It will be an open- ded building, 20 ft. wide, with a able roof of corrugated iron.

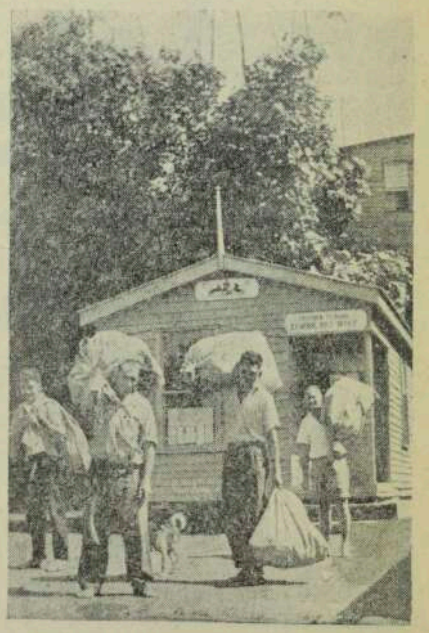
The present winch, which is used for hauling up the boats, will be replaced. It has been worn out for years, and only the ingenuity of the local engineers has kept it in working order.

The new winch will not only haul up the boats, but, by the use of a warping block, will also haul them down. When it is in use, the familiar cry at The Landing—"one, two, three, haul!"—will be a thing of the past.

The flying fox, which, like the winch, has seen better days, will also be pensioned off as a new engine and overhead gear are to be installed.

The islanders will also work on extensions for their radio station and a new launch.

The construction programme will be under the supervision of Mr. F. E. D. Bradnam, of Fiji, who visited Pitcairn last year to supervise the first stage of what the islanders call the Bounty Bay Development Scheme. However, because of ill-health, Mr. Bradnam had to leave before the job was completed. (*PIM*, Oct., 1961, p. 47.)

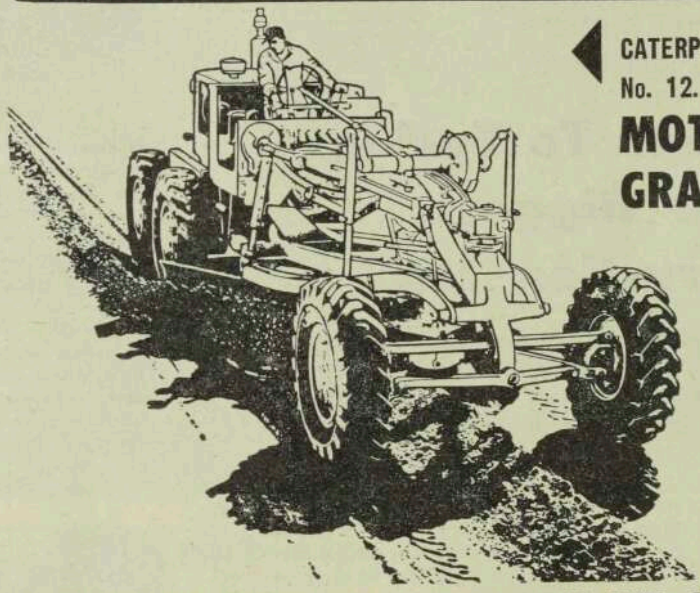


nla.obj-324454727
National Library of Australia

HASTINGS DEERING

LAE : PORT MORESBY

CATERPILLAR
REGD. TRADE MARK
SALES • PARTS • SERVICE



CATERPILLAR
No. 12. SERIES E
MOTOR
GRADER

HASTINGS DEERING (NEW GUINEA) PTY. LTD.
HD12E

Are You a Regular Subscriber?

PACIFIC ISLANDS MONTHLY

. . . keeps you abreast of news and developments in all the Islands Territories. Recognised as THE News-Magazine of the South Seas, PIM provides a complete coverage of affairs and events, and presents their significance against the wider background of the entire Pacific scene.

Place your order with:

ANNUAL SEAMAIL SUBSCRIPTION RATES:

British Pacific Islands, 24/- Aust.; Australia and New Zealand, 30/- Aust.; French Pacific Territories and Dutch New Guinea, 27/- Aust.; U.S.A. and U.S. Pacific Territories, $7 U.S.; Elsewhere, 50/- Aust. (40/- Stg.).

PACIFIC PUBLICATIONS PTY LTD.
Technipress House, 29 Alberta St., Sydney, Australia, G.P.O. Box 3408, Sydney

nla.obj-324454851
National Library of Australia

W. Samoan Round-Up

SHIPPING CAUSES AP. BANANA UPSET

From our Apia Correspondent

Shipments of Samoan bananas Japan under the new long term ndling contract with the sole gents—Tojirushi Tokyo Seika o.—have not got away to a very ppy start. Three changes in ipping arrangements created nfusion and disappointment nong growers.

was announced early in October that 6,000 cases and 12,000 bunches uld be shipped in the *Turakina* vards the end of that month. Later s was reduced to 6,000 bunches, d agriculture field workers in- cted and marked most of the nches ready for shipment. Then week before the *Turakina* was it was announced that because lack of shipping space the *Tura- a* would have room for only 2,500 es.

Mr. F. Hirai, director of foreign le for the Japanese company, was Apia at the time and he made a lic announcement regretting the of space and promising better gs for the future.

Bananas continue to be one of noa's biggest businesses. In the five rs since the Agriculture Depart- t took over the marketing of ba- as, Samoa has shipped 3,608,000 s, said Director of Agriculture, E. V. Parham. Mr. Parham has n the driving force behind the ational progress of the banana ness.

hipments this year will be over 000 cases, worth over £870,000. compares with shipments of 156 cases worth £644,133 last . Record shipment was in 1958 n 884,000 cases were exported to

This tremendous output has only possible through the co-opera- spirit of all involved," said Mr. am recently.

here are now 6.000 banana grow- and the Agriculture Department s personally with each one.

ipping companies with an in- t in Samoa were taken aback ntly by the announcement that a oan group was considering get- a vessel built in Japan especially for the carriage of Samoan bananas to New Zealand and Japan.

Harbour Master Captain Harry Moors said that it was hoped to find sufficient local capital to finance the scheme. Already plans for two vessels had been received from Japanese shipyards.

"Japanese shipyards require only 15 per cent. down payment and the balance over seven years," said Captain Moors. He said that this would mean about £100,000 would be needed for the initial payment on a vessel of the type needed.

* * *

Samoan Members of Parliament want more pay. A motion recommending "that the Government give immediate consideration to the setting up of a Commission of Enquiry to enquire into the possibility of paying a fixed salary of £600 per annum to each Member of Parliament, other than the Honorable Ministers and Mr. Speaker, in lieu of the salary and allowances now paid to them" was passed on a vote by 26-15 recently.

This has not been a very popular motion among the public in view of the austerity conditions now prevailing in Samoa.

Working on last year's figures, £600 a year would give members an extra £50, but because so little legislation has been dealt with this year, the increase would be much greater over the present year.

Significantly the Prime Minister and his whole Cabinet voted against the motion—another good example of the difficulties of government with no party system and no majority for the Government.

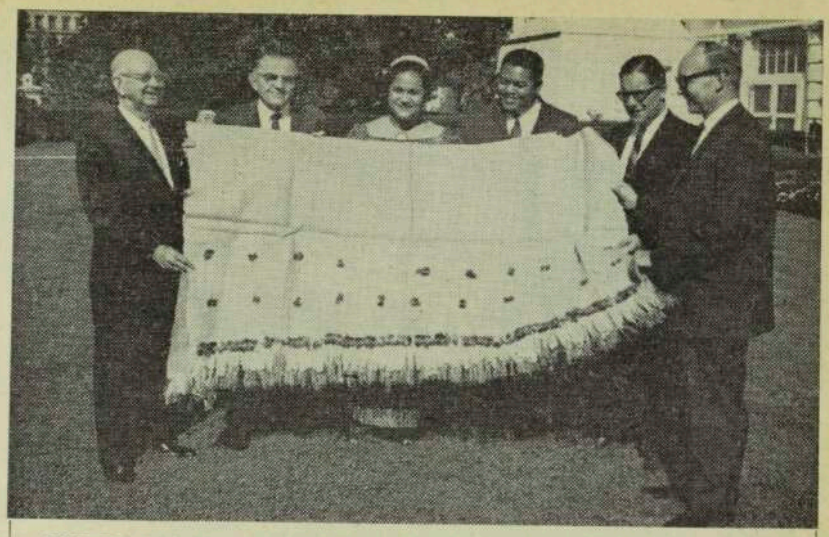
* * *

Acording to NZ agricultural scientist Charles Wright, the Samoan farmer has come a long way in the last five years in the understanding of his importance to the economy and the purpose of agricultural improvement efforts.

Mr. Wright, who made a soil and land use survey of Samoa five years ago, called at Samoa for a week during October on his way to NZ from Chile where he is working with FAO.

"People are feeling more responsibility and getting an intelligent appreciation of the problems facing Samoa to an extent I wouldn't have thought possible five years ago," said Mr. Wright, who renewed old aquaintances among Samoan agriculturalists in both Savaii and Upolu during his brief return visit.

"The agricultural extension programme has been amazingly successful in reaching the imagination of farmers, and many farmers are now showing real integrity of purpose—honestly doing their best by the soil and for their crop," said Mr. Wright.



GIFT TO PRESIDENT: Richly woven American Samoan ceremonial mats—at one time the currency of the area—were presented recently in Washington, DC, to President Kennedy and other Administration officers and politicians who are considered "friends of the Samoan people". President Kennedy's mat was presented to an aide on the White House lawns by Mr. and Mrs. Salofi Sotoa (third and fourth from left). Also in the picture are (from left) Senator Oren Long, of Hawaii; Congressman Wayne Aspinall; Mr. Claude J. DeSautels, Assistant to the President; and Mr. John A. Carver, Jr., Assistant Secretary, Department of the Interior.

MER6216.48

ONLY ONE GASOLINE PUBLICLY PROVES ITS POWER

The 7th Mobil Economy Run — 1,500 miles from Adelaide to Newcastle — is public proof that Mobilgas Special will give peak power and economy in your car. Compare these results, all achieved through good, safe, sensible driving using Mobilgas Special; and reliable, trustworthy service.

Austin Freeway	32.97 m.p.g.	Holden (Women)	30.02 m.p.g.
Borgward Isabella (Women)	39.76 m.p.g.	Holden Hydramatic	29.30 m.p.g.
Chrysler Valiant	33.53 m.p.g.	Morris Major Elite	37.75 m.p.g.
Chrysler Valiant (Auto.)	29.89 m.p.g.	Morris Mini-Cooper	54.10 m.p.g.
Chrysler Royal V8	21.59 m.p.g.	Morris 850 (Women)	57.78 m.p.g.
Citroen ID 19	38.56 m.p.g.	Peugeot 403	46.54 m.p.g.
Daimler Major	24.53 m.p.g.	Rambler Classic	27.46 m.p.g.
Datsun	38.46 m.p.g.	Renault Gordini	59.72 m.p.g.
Fiat 1500	38.78 m.p.g.	Renault Gordini (Women)	55.93 m.p.g.
Ford Anglia	51.86 m.p.g.	Skoda	41.66 m.p.g.
Ford Falcon 170	32.33 m.p.g.	Standard Vanguard	34.63 m.p.g.
Ford Falcon 170 (Women)	32.71 m.p.g.	Triumph Herald 1200	51.02 m.p.g.
Falcon Fordomatic	29.45 m.p.g.	Vauxhall Victor	35.51 m.p.g.
Ford Fairlane	26.25 m.p.g.	Volkswagen	48.18 m.p.g.
Ford Zephyr	32.98 m.p.g.	Volkswagen (Women)	43.91 m.p.g.
Holden	31.81 m.p.g.	Volvo	43.76 m.p.g.
		Wolseley 24/80	31.16 m.p.g.

RAC VIC

RAA AUTOMOBILE ASSOCIATION OF NEW SOUTH AUSTRALIA

THE RUN WAS OFFICIALLY OBSERVED BY THE R.A.C.V. AND THE R.A.A.S.A.

Mobil

YOU CAN TRUST YOUR MOBIL DEALER . . .

nla.obj-324455116
National Library of Australia

He attributed much of the in eased understanding to improved dio and Press services.
Commented one field officer: "Mr. right is correct to some extent, but strikes me as a bit over enthusias- and optimistic."

* * *

After one of the closest competi- ns for years Hospital won Western moa Inter-Club tennis champion- ips in a play-off with Anglican and ia only one point behind. The spital team was G. Keil (Cap- n), M. Fepuleai, T. Faaiuaso, R. hren (ladies), M. Lam, J. Pryor, Karene and N. Rasmussen.

* * *

More developmental land has been ened up as a result of completion the Salani-Sapunaoa road at the d of October. The 4½ mile link was rted two years ago and completes 80 mile circuit around the main and of Upolu. With two bridges Sapunaoa and Salani it cost about 1,500.
The road has wide sweeping curves d spectacular cuttings approaching bridges, one of which is 80 feet ve water level and has a drop o 0 ft a few yards further on.
"Construction would not have been ssible without the D8 caterpillar ich eliminated the need for de- us approaches," said Assistant En- eer K. M. Owen who supervised nstruction of the road and bridges.
"Besides opening up new land, the te around the island will most tainly be a real tourist attraction," d Director of Works A. Ferry, who rned to New Zealand on expiry his term a few days before the cial opening.

* * *

After completing a two-week sur- , Principal of Lincoln Agricultural lege in New Zealand and Chair- n of the Council of Scientific and ustrial Research, Dr. M. M. ns, was enthusiastic about the sibilities of up-grading Avele icultural College into a post- ondary tropical agricultural college a regional training and research tre for the whole of the South ific.
Dr. Burns' visit came about as a lt of a request by Prime Minister taafa to the New Zealand Gov- ment for a qualified person to re- t on the desirability, possibility costs of such up-grading. He un- ook a similar survey in Malaya years ago.
The provision of advanced agri- cultural training and research facilities in Western Samoa is a matter of urgency," he said. "I am hopeful that the establishment of such a centre would serve not only Samoa but also other Pacific islands already associated with Avele."
Dr. Burns said that the level of agriculture in Samoa was in general quite good, but that there were some extremely important problems to which solutions had to be obtained in the very near future.
He said that the major problem lay in finding the most efficient use of fertiliser in relation to different levels of soil fertility and soil types so that a continuing production of foodstuffs and export crops can be maintained in the limited area of lowland soils.
"The Samoan farmer simply cannot carry on breaking in new land, cropping it briefly, then leaving it to break in more new land," he said.
Dr. Burns said that the facilities at Avele were no longer sufficient to provide for a group of young graduates to take responsible positions.
"The policy of the Government in acquiring Nafanua and Avele in close proximity promotes an opportunity to build up an agricultural centre which could serve as headquarters not only for teaching at an advanced level of tropical agriculture, but also for agricultural research," said Dr. Burns.

MUNGO SCOTT PTY. LTD.

Established 1894

MUNGO SCOTT'S FINEST AUSTRALIAN ROLLER FLOUR.

SUPERB

SYDNEY

AUSTRALIA

FLOUR MILLERS

SUMMER HILL, NEW SOUTH WALES

Cables & Telegraphic Address: SUPERB, Sydney

Available from Your Chemist

GRANT WILL HELP NG ZEBU SCHEME

Again this year the Reserve Bank of Australia has made a grant to Papua-New Guinea from its Rural Credits Development Fund. Of the total grant of £2,505, the sum of £1,730 is for cattle projects, and £775 is to provide prizes for Papuan and New Guinea group exhibits at Territory Agricultural Shows.

THE cattle promotion grant includes £1,230 for the purchase of a low temperature storage cabinet for cattle semen imported from Australia which will enable the Agricultural Department to establish an artificial insemination programme.

Following the Department's success in introducing Zebu-type species in the beef cattle of the Territory, it is now proposed to add a Zebu strain to the dairy herds of Papua and New Guinea. Due to quarantine difficulties the required dairy-type Zebu stock cannot be brought into the Territory, but can be introduced through artificial insemination. The storage cabinet will allow the Agricultural Department to bring in semen from Zebu dairy stock owned by the CSIRO in Australia for use in Administration cattle breeding programmes.

The cross breeding of existing Territory dairy herds with Zebu milking strains should considerably improve milk production under the tropical conditions existing in Papua and New Guinea. The equipment will be available to store limited supplies of semen for use in all parts of the Territory.

The Reserve Bank's grant also includes £500 to assist in establishing five additional pilot cattle projects for native farmers. The first pilot projects were started in 1960, and last year the Reserve Bank financed 10 more from its Rural Credits Development Fund grant.

The money made available this year will go to two cattle projects in the Markham Valley, and the other three in the Eastern and Western Highlands.

In acknowledging the grants by the Reserve Bank of Australia, the Acting Assistant Administrator for Economic Affairs Mr. F. C. Henderson, said this very practical form of assistance was greatly appreciated by the Administration. It showed the Bank's keen interest in the development of primary industries, and the general economic advancement of the Territory.

nla.obj-324455454
National Library of Australia

NEWS FROM THE GEIC

Civil Servants Discontented Over Salaries

The GEIC Civil Servants' Association has asked the Government to set up a local commission to investigate members' salaries and to make a public report within three months because of dissatisfaction over increases in the recently-announced Mayle Salaries Revision Award.

THE Mayle Award, which also covers the BSIP, was prepared by a Mr. Mayle, of the British Colonial Office, who visited British territories in the Pacific about two years ago. It has caused similar dissatisfaction in the BSIP.

The GEIC Civil Servants' Association held an extraordinary general meeting on November 12 and agreed to accept the award, but with great reluctance.

At the meeting, a resolution was passed stating that the award was accepted only as an interim award for six months, and that the Government should set up a local commission to study its defects and the cause of dissatisfaction over it.

A few days earlier, Government officers addressed workers at three Colony headquarters stations about a Government proposal to set up working committees to submit fresh recommendations for the Colony's wage structure.

Unestablished staff agreed at a mass meeting at Tarawa on November 12 to end a two-day strike which had caused some disruption of essential services.

* * *

Islands in the Central and Southern Gilberts were suffering from a mild drought, the GEIC Resident Commissioner, Mr. V. J. Andersen, said on his return to Tarawa recently after a tour of the area.

Mr. Andersen's tour, which began on October 29, took in Abemama, Tamnouti, Beru, Nikunau, Tamana, South and North Tabiteuea, Aranuka and Maiana. Mr. Andersen has now visited all 16 islands in the Gilberts.

* * *

Te Tabunawati Takoa, an Assistant Administrative Officer in the GEIC Administration, was made a member of the Civil Division of the Order of the British Empire at an investiture at Buckingham Palace on November 6.

Te Tabunawati Takoa, who is 38, has 21 years of Government service to his credit. He is at present taking a public administration course in England.

* * *

A Royal Engineers reef blasting team, which has been working in the GEIC improving passages at 12 outer islands, has now completed its task. The team returned to Tarawa in late October and was to fly to New Zealand in an RNZAF Sunderland on November 21.

* * *

Mr. Justice D. R. Barwick sentenced a native to three years' imprisonment in the GEIC High Court recently for causing malicious damage to the Betio Club.

The native, Te Bwebwenibeia Kararaua, had been found guilty of setting fire to the thatched roof of the club on the evening of September 11.

TURNERS & GROWERS LTD.

AUCTIONEERS FRUIT & PRODUCE MERCHANTS

AUCKLAND — NEW ZEALAND

WE SPECIALISE IN THE EXPORT TO THE TROPICS OF NEW ZEALAND PRODUCE, POTATOES, ONIONS, APPLES AND FRUITS IN SEASON

All Inquiries to our Export Organisation:

Turners Supply Company Limited

Box 1370
Auckland, N.Z.

Cables:
"Tusco", Auckland.

FOR OVER 50 YEARS . .

FOR OVER 50 YEARS tough, reliable S. & L. PIPES and FITTINGS have been specially made for gas, water, steam, etc. STEEL MERCHANTS and DISTRIBUTORS also of GALVANISED IRON — plain or corrugated — ELECTRODES and WELDING EQUIPMENT — JOHN VALVES and SAUNDERS VALVES (specially suited for difficult fluids).

STEWARTS AND LLOYDS

(DISTRIBUTORS) PTY. LIMITED

Agents for Papua Trust Territory
Burns Philp (N.G.) Ltd.

Fiji Agents:
Burns Philp (S.S.) Co. Ltd., Suva

nla.obj-324455582
National Library of Australia

Walpamur paint made in Port Moresby is so different from the paint we make in Perth . . .

or the paint we make in Dublin or Durban, for that matter! Every part of the world has its own set of requirements and we produce special paints to meet them. At the Walpamur plant in Konedobu, Port Moresby, we have developed paints for tropical conditions, containing mould-resisting fungicides. For example, **Walpamur Coloramic Gloss** is a superb alkyd enamel with a brilliant gloss finish, of outstanding durability for both outside and inside. It flows smoothly and evenly, comes in 32 captivating colours, and has a covering capacity of 800 sq. ft. per gallon! Then there's **Walpamur Coloramic Satin,** a semi-gloss finish for interior use. Steam-resistant, washable, quick-drying, this is an ideal paint for children's rooms, kitchens and bathrooms. In fact, Walpamur makes quality paint for every purpose!

Write for free colour cards and information to

THE WALPAMUR CO. (N.G.) LTD., Lawes Road, Konedobu, Port Moresby.

A MEMBER OF THE WORLD-WIDE WALPAMUR GROUP OF PAINT COMPANIES

WP128

nla.obj-324455719
National Library of Australia

EXPLORATION PLAN

New US Oil Interest In Papua

Three American oil companies announced in November they had acquired petroleum exploration rights in an 8,740 square mile area along the southern coast of Papua.

MERADA Petroleum Corporation of Australia Ltd., Continental Oil Company of Australia Ltd., and Marathon Petroleum, Australia Ltd., said the exploration rights in the area had been taken over from the Australian group which would, however, hold "an over-riding royalty interest".

In the Australian group are Papuan Vinaipi Petroleum Company Ltd., Associated Australian Oilfields NL, and Associated Freney Oil Fields NL.

Transfer of the title involves permit No. 22 which extends for about 125 miles along the southern coast of Papua, west of Port Moresby to the Purari River delta.

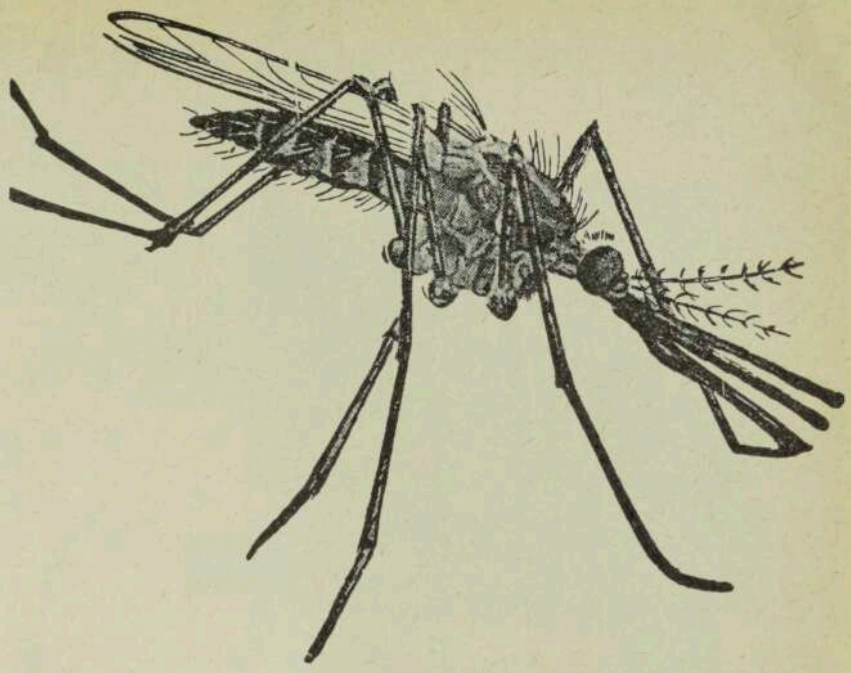
No Commercial Production

"The associated group has carried out exploratory work in the permit area for some years but to date no commercial production has resulted," the company statement said.

"The American companies will undertake further exploration of the permit, bringing many years of experience in petroleum discovery and development to this challenging area."

The Papua-New Guinea Assistant Administrator for Economic Affairs, Mr. F. C. Henderson, said in Port Moresby that entry of the American companies was a most encouraging development which would give impetus to oil exploration and considered extend the Territory's prospects for the discovery and development of commercial petroleum industry.

Merada, Continental and Marathon describe themselves as "subsidiaries of prominent American corporations active throughout the world in petroleum exploration, production, and marketing," with recent success in the discovery and development of major oil reserves in Libya. AP-Reuter.



PARKE-DAVIS

CAMOQUIN TABLETS

Effective Single Dose Treatment for

MALARIA

SPECIALLY FLAVOURED TABLETS AVAILABLE FOR CHILDREN

Adult Dose —2 Tablets to be taken on the same day of every week.

CHILDREN:

Infants and Toddlers—Up to 2 years of age—½ tablet (50 mgm) of INFANT FORMULA CAMOQUIN, as a single weekly dose.
—From 3 to 4 years—1 tablet (100 mgm) of INFANT FORMULA CAMOQUIN, as a single weekly dose.

Older Children
—7 to 10 years—1 ADULT FORMULA Tablet as a single weekly dose.
—11 to 16 years—1½ ADULT FORMULA Tablets as a single weekly dose.
—Over 16 years—2 ADULT FORMULA Tablets as a single weekly dose.

IMPORTANT:—CAMOQUIN should be taken immediately after or during a full meal.

Obtainable from all chemists and suppliers of PARKE-DAVIS products

PARKE, DAVIS & CO., SYDNEY

nla.obj-324455844
National Library of Australia

nla.obj-324455976
National Library of Australia

BSIP Workers Back at Work After Strike

After having been on strike ver wages for three days, most the 1,100 native workers em- oyed by the Government and ivate enterprise in Honiara turned to work early in ovember after the Government omised increased wages and proved conditions.

HE strike began when 930 Gov- ernment labourers and others on y rates walked out in protest at the w Mayle wage schedule for all vernment staff. About 200 workers ployed by private enterprise lked out in sympathy.

The strike was the culmination of week of unrest during which an air resentful discontent built up. Dur- the strike, some strikers blocked road with oildrums and threatened overturn cars.

Under the new wage schedule, ex- riate officers received a 20 per cent. ease in salaries, local staff 13 cent. and day rate workers 10 per t. The increases for expatriate and l staff were retrospective to April, 1, but day workers were not nted retrospectivity.

reviously labourers' wages were a day.

Exceptionally high spring tides recently caused minor disruptions to traffic in coastal areas on the south-west coast of Viti Levu, and flooded a number of Fijian villages. At Naboutini, a village about 57 miles from Suva on the Queen's Road, the high tides flooded right through the village, but did not deter a Fiijan mother from giving her young son a bath under the village tap. — Photo: Rob Wright.

The Mayle award offered sixpence a day increase.

The strike was eventually settled at 6/- a day, which was regarded in Honiara as a win for the strikers. Private enterprise labour received similar increases.

The decision to strike was made on October 27, when natives employed by the Public Works Department met to discuss the salary revisions.

Speakers claimed that the revisions were not fair to all workers.

On October 30, the Secretary for Protectorate Affairs, Mr. M. A. Andrew, met about 200 representatives of the workers, and a committee of six men was chosen to explain the workers' grievances.

Mr. Andrew and Mr. A. H. Pickwood met the committee on November 1 and 2 for negotiations.

At these meetings, the six representatives were informed that on the question of accident pay, which had been raised, the Government was prepared to offer full pay for three months, followed by half-pay while a man remained in hospital.

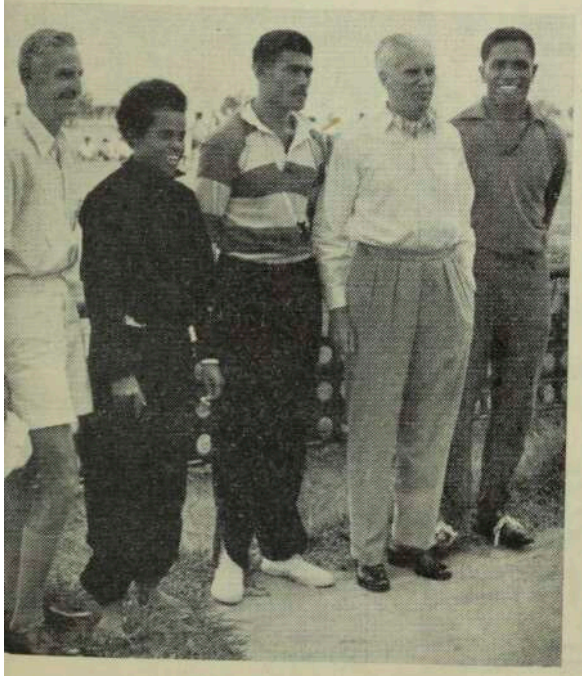
Labourers would be entitled to three days' sick pay a month for the first six months of their service; after that, they would receive 21 days' paid sick leave a year, which was the same as the sick leave for classified workers.

Although there was some apprehension earlier in the week among workers who were not striking, and police investigated several stories of intimidation, investigations proved that the stories were not true.

By the end of that week, Mr. E. Evans' labour force was back at work, and a few classified workers had begun to drift back to their jobs.

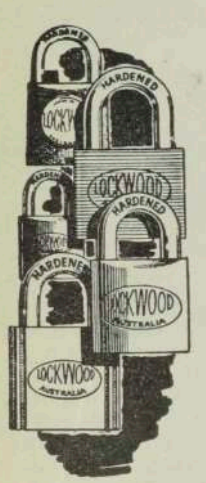
Of the 431 classified workers and labourers employed by the Public Works Department, all but 12 were back at work by November 9, and other Government departments were also normal.

Most of the men employed by private enterprise returned to work during the week.



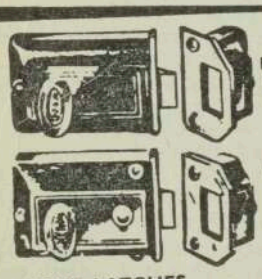
Fiji's athletes who competed in the Empire Games in Perth in November got a taste of some of the competition they will be up against when the first South Pacific Games are held at Suva's Buckhurst Park next year. The three athletes shown here were pictured with their manager, Mr. W. P. Ragg (extreme left), and the Governor of Fiji, Sir Kenneth Maddocks, on the eve of their departure for Perth. The athletes (from left) are Maca Vakalala, Sitiveni Moceidreke and the Rev. Viliame Liga. There were 15 members in Fiji's Perth Games team. P-NG sent 22. Photo: Rob Wright

LOCK UP WITH Lockwood



for top security..

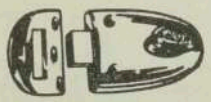
Don't take risks when your valuable and often irreplaceable possessions are at stake. Invest in a first class padlock—a Lockwood—for "top security".
Up to 78,000 different key combinations ensures that only *your* key will open *your* padlock. The shackles are of case-hardened steel or all brass, and are available in various lengths. Most Lockwood pin-tumbler padlocks can be "master-keyed".



No. 100

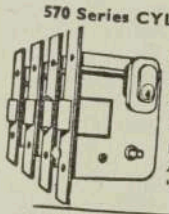
No. 201 & 206

NIGHT LATCHES.
Sturdy, reliable mechanism. Available with or without snib. Nos. 100, 201 and 206 illustrated.



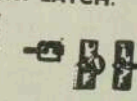
STREAM LATCHES.
Many popular durable finishes. No. 211 illustrated. No. 200 "Narrostile" also available.

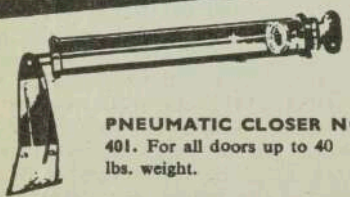
570 Series CYLINDER MORTICE LOCKS.
Precision, dependability, security! Moving parts solid brass Over 30 applications in all. Available as a 'master-key' system.



307 SCREEN DOOR TOUCH LATCH.
Just push door to open, pull it to close! Easy to install and features strong snib.

NO's 300, 300/101 LATCH.
Sturdy. Attractive. Can be snibbed from inside. 300/101 has exterior lever handles.

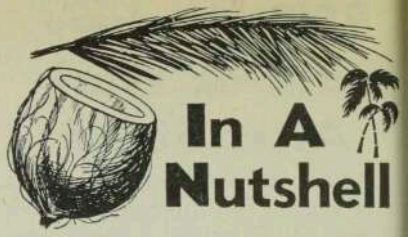




PNEUMATIC CLOSER NO. 401. For all doors up to 40 lbs. weight.

NO's 403, 404 HYDRAULIC CLOSERS.
For all doors. Brackets and arms for every installation.

OGDEN INDUSTRIES PTY. LIMITED
Edward Street, Huntingdale, Victoria.
Largest manufacturers of cylinder locks in the Southern Hemisphere.



In A Nutshell

A SHIPMENT of nine tons of candlenuts from Rarotonga to New Zealand in October could result in a profitable new industry for the Cook Islands.

The shipment—made under a project financed by the Cook Islands Co-operative Bank Ltd.—was consigned to an important NZ oil manufacturing firm, which ordered the nuts for a trial extraction of oil.

New Zealand now pays nearly £200,000 a year for candlenut oil, most of which comes from Europe. However, several years ago the Imperial Institute of the United Kingdom found that oil extracted from Cook Islands candlenuts compared favourably with the oil now imported into New Zealand.

* * *

A three-storey building to accommodate nearly 300 Papuan and New Guinean nurses is being built at the Papuan Medical College, Port Moresby. The building will be the largest brick and concrete building in the Territory, and will cost approximately £347,000.

Supervising architect of construction for the Commonwealth Department of Works is Mr. A. Jones, who said in Port Moresby in November that the nurses' home should be finished next October.

* * *

Mr. Kenneth Mills, a former Resident Agent at Mauke, has been appointed architect to the Cook Islands Government. The Cook Islands Assembly recently decided that the appointment of an architect to be stationed in Rarotonga, was essential if progress on major building jobs was to be made.

Mr. Mills, who has recently been working with New Zealand's Ministry of Works, drew the plans—without charge—for the public library and museum to be built in Rarotonga. (*PIM*, Nov., p. 14) He visited Rarotonga briefly earlier this year to discuss the plans with the Library Committee.

Mr. Mills and his wife were due to arrive in Rarotonga in late October.

nla.obj-324456230
National Library of Australia

The Nauru Administration recently ompleted the scaling of the main ad on the island, so that it is now ossible to drive right round Nauru bitumen.

* * *

Four Papuans and New Guineans ill be chosen soon to attend a two-ar boat-building course at Auki, alaita, BSIP. The course, the cond of its type, will start on arch 4, 1963, and will last for two ars.

The courses are organised jointly the South Pacific Commission and e United Nations, with the assis-nce of the BSIP Administration. ie purpose of the course is to im-ove the standard of boat building the South Pacific.

* * *

A research economist estimated re-ntly that Papuans and New uineans had between £1.5 and million in saving bank accounts. ie economist, Mr. John Phillips, of e Reserve Bank, said at least ,000 natives had opened savings nk accounts in the past 12 months. e estimated that native savings bank positors had saved an additional 50,000 during the last 12 months.

* * *

Two Papuans were missing, pre-med drowned, when the Tagari ver Bridge, near Tari, NG, col-sed in November while a three-truck was crossing it. The truck pped into 20 ft of water.

* * *

Samples of tea from the P-NG Ad-nistration's pilot commercial tea ntation at Garaina, in the Morobe trict, were sent to tea importers in itain in November. They will be ted for taste, blending, colour and ma. Similar tests are at present ng made in Australia.

* * *

Surveyors have been working on a n for a big expansion of Kwikila -district station in the Rigo area Papua. Kwikila will become a vn, with houses, schools (including technical and secondary school), a l, shopping centre and sports und. The LMS Church has already rted building a teacher training llege on 45 acres there—to be led Ruatoka College. The Roman tholic mission is building a brick ool about two miles away and will er add a convent, church and girls' ool.

Statistics released in Port Moresby in November put P-NG population at 1,972,361—1,947,031 native people, and 25,330 people of other races. There was an overall population increase for the year of 68,185 people.

* * *

P-NG Mission leaders are preparing a hymn book that can be used at all religous meetings throughout P-NG. The book will have about 200 well-known hymns.

* * *

About 3,000 natives in the Bainings area of New Britain have agreed to the P-NG Administration resettling them. The Administration plans to move them to 12,000 acres in the Malasait-Mainem area, but a bridge will have to be built across the Vudal River. The Bainings people suffered heavily during the war and population since the war has declined.

* * *

Widespread damage is being caused in Lae, NG, by the giant white ant—biggest white ant in the world—which was found for the first time in NG last year. It grows to a length of three-quarters of an inch. Previously it had been known to exist only in Queensland, but Dr. J. Szent-Ivany, P-NG's Senior Entomologist,

Take A Holiday From Worry

HANDS THAT NEVER LEAVE THE WHEEL

The more assets you own, the more your assets can own you. Fortunately, you can arrange for Burns Philp Trust Company Limited to handle your affairs for short or long periods. As your Attorney, the Company assumes full responsibility while you travel abroad on business or pleasure. You gain similar advantages when the Company relieves you of your duties as Executor or Trustee.

The helpful, highly specialised services offered by Burns Philp Trust Company Limited are fully explained in a 20-page brochure.

Ask for your complimentary copy at any branch of Burns Philp (South Sea) Limited, Burns Philp (New Guinea) Limited, Burns Philp (New Hebrides) Limited, or write to the Trust Company's nearest office.

DIRECTORS: James Burns, Joseph Mitchell, P. T. W. Black, Eric Priestley Lee

MANAGER: L. S. Parker

SECRETARY: E. R. Overton, F.A.S.A.

BURNS PHILP TRUST COMPANY LIMITED

Executor • Trustee • Attorney
Custodian Trustee • Administrator

Head Office: 7 Bridge Street, Sydney.

Telegraphic Address: "BURNSTRUST", Sydney. Box 543, G.P.O Tel.: 2-0547

Also Registered Offices at Melbourne, Brisbane, Port Moresby (Papua), and Vila (New Hebrides).
Canberra Agent: Burns Philp Trustee Company (Canberra) Ltd.

Landtrust Building, East Row, Canberra City, A.C.T.
Telephone: J 2045, J 4153

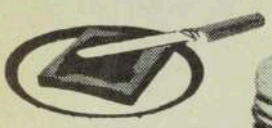
nla.obj-324456367
National Library of Australia

VEGEMITE

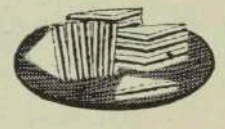
Nature's richest source of

VITALITY

so good in SO many ways

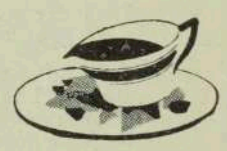


Spreads so smoothly on toast and biscuits



So nourishing in sandwiches

Makes a delicious hot drink



Enriches gravies and soups

Vegemite is the only *pure* concentrated yeast extract, and yeast is Nature's richest source of precious B group vitamins—the *vitality* vitamins. The body cannot store up these vitamins — it needs a fresh supply daily to build healthy nerves, firm body tissues and clear skin. That's why Vegemite should be an essential part of the family diet — *every day!*

KR438

thinks it got into the Territory during the Pacific War. In November, Professor A. Emerson, of the University of Chicago, arrived in Port Moresby to advise on methods of controlling this giant and also to study all types of P-NG termites.

* * *

Dr. Chester Williams, 43, a UNESCO educational consultant, has arrived in Western Samoa to help formulate the State's educational programme. He will be in Samoa for two years. Dr. Williams is a Yale graduate and is now Professor of Education at the College of Education, University of Wichita, Kansas. In 1958 he visited Russia to study Soviet education.

* * *

Native women at Kerema, in the Gulf district of Papua, have started a sewing business.

They have formed a company of 23 shareholders and six directors. Share price, open to anyone who works in the business: 10/- Australian. The women guarantee to fill bulk orders for eight types of clothing including women's and children's underwear, boys' shorts and girls' skirts.

* * *

Although Road Rates and Bicycle Taxes for 1962-63 were due to be paid on April 1 this year, 1,500 bike riders in Rarotonga had still not paid up by mid-October. However, a stern notice in the *Cook Islands News* on October 16 reminded defaulters that proceedings would be taken against all those who had not paid by October 29.

* * *

The West Samoan census report is available at the Treasury, Apia, for £Stg.1 a copy. The census was taken in September, 1961, and the report contains an account of the trends in Samoan population since 1839.

* * *

The first sheet of a new series of large-scale maps of Western Samoa was released in Apia in October. This sheet covers the main island from Faleolo in the west to Le'auva'a in the east and extends south as far as Tanumalala. It costs 7/6 per copy. Two more maps in the series will be published within the next six months —a further four maps will follow.

nla.obj-324456494
National Library of Australia

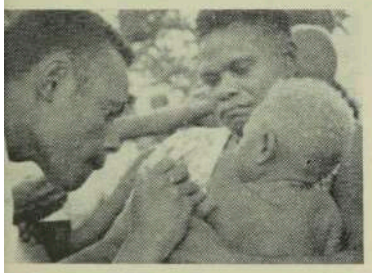
People

. retired US Navy man and his
Zealand wife have settled
nanently on Norfolk Island as a
lt of learning from the *Pacific*
nds Year Book that the island
ree of the *Anopheles* (malaria
ying) mosquito.

he couple, Mr. and Mrs. Max
gelman, paid a short visit to
folk some time ago in search of
lace to live after reading about
folk's lack of Anopheles.
ressed by what they saw, they
now returned for good.

r. Diegelman, who spent some
s in Antarctica with Operation
epfreeze", is a photographer of
iderable skill. A recent display
is Antarctic studies aroused keen
est.

r. Diegelman's wife, Thelma, is
ng up a hair styling business on
sland which is expected to prove
ilar with local belles.



g a shot in the arm was no bogey
abaul's Tolais recently when they
ed, via the radio and Press that it
wise to have a smallpox injection.
Tolais turned up in their thousands
Rabaul's clinic. Medical assistants
d down long lines of natives apply-
ypodermics and only the very young
protested at the needle's prick.

eamships Trading Company,
ating in Papua and New Guinea,
has an issued capital of over
millions, earns over £250,000 per
m after providing for the Terri-
s healthy income tax, and has re-
s, including unappropriated pro-
f about £1¾ millions.

e original compounder of this
morsel was Captain A. S. Fitch,
took his old steamer *Queenscliff*
ng on the coast of Papua about
ears ago, and began planting
r-trees north and east of Port
sby. He retired a few years after
d War II and, fit and well, still

Pure, fresh liquid milk

Carnation

so easy ... no mixing —

Here's the easiest way to give your family lots of pure, fresh milk every day. Stock up with Carnation!

Carnation is pure, fresh cow's milk reduced to extra creaminess. It needs only 1½ times its own volume of water to bring it back to normal-strength, high-grade milk.

Carnation Milk is canned just as it comes from the cow. Nothing is added — only some of the water is removed.

For your protection Carnation is pasteurised and sterilised after the cans have been sealed. Unopened, it keeps indefinitely.

In handy 6 oz. or economy 14½ oz. cans, 48 to the carton.

Carnation Milk

from contented cows.

MILK IN ITS MOST CONVENIENT FORM

nla.obj-324456624
National Library of Australia

1962 PERSONALITY OF THE MONTH

Gilbey's Gin is one of those travelled people you will meet everywhere . . . a true international, the same in all lands, not least Australia.

Gilbey's Gin is an accommodating spirit, happy to be consumed in many ways.

It can be drunk with water and with bitters, with lime juice or ginger ale, with tonic water or that popular newcomer, bitter lemon, and in a host of cocktails, chief of them the ever-popular Martini, not forgetting the new Gilbey's and Dubonnet.

In mixed drinks Gilbey's Gin is supreme whether you are an old timer from Out East thirsting for a Singapore Sling or a hostess meditating what to serve at a young people's party when heavy drinks and potent drinks are definitely out.

To lace a fruit cup, a very discreet quantity of Gilbey's will provide a beverage to please everyone, harmless yet sophisticated, refreshing as a breeze off the sea on a summer night.

Everywhere young people are coming to recognize a hostess who doesn't believe in the "do it yourself" system for her guests, who is willing to go to just that little extra trouble with a good mixed drink.

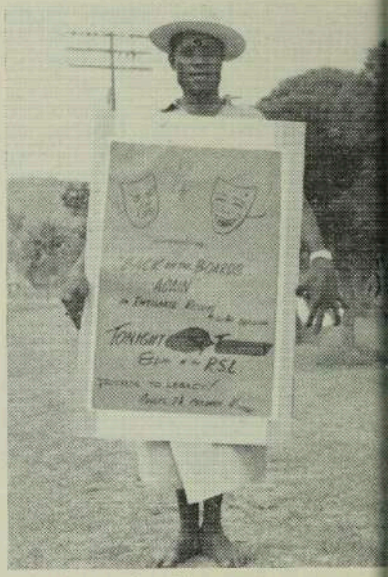
The basis of the best mixed drinks of the world, for tycoons or for teenagers, is Gilbey's Gin. Try it yourself . . . we know you'll agree.

GILBEY'S LIMITED

GB854R

wanders around the world, with occa sional spells at home in Sydney. H was followed by Mr. E. V. Crisp who added rich icing to "Cappy Fitch's cake, and also retired ver comfortably to Australia at the en of 1960.

"Steamies" board had a certai amount of hesitation in selecting new chairman and managing director but eventually the choice fell o young H. D. Underwood, who ha been the company's accountant an secretary for some time. In the pa year he has handled like a vetera a finance reconstruction, a take-ove bid and the absorption of another bi company. If shareholders' commen at last month's annual meeting ar any guide, the Underwood photo graph is destined to hang on th board-room wall beside those o Fitch and Crisp.



Rabaul's Little Theatre group recent came out of a three-year retirement stage a new presentation, which was p on for two nights in Rabaul and o night at Kokopo. The show was appr priately called "Back on the Boar Again". Its producer was Geoff Absolo Rabaul people are hoping to see mo shows of a similar calibre. The nati "sandwich man" shown here is advert ing the second night of the Rabaul p duction.

A descendant of that notable W liam Beddows, who was born Levuka over 100 years ago, w married in Sydney on November She was Miss Margot Barto daughter of well-known Mr. and M W. A. Barton—he was merchandisi manager for Messrs. Morris He strom Ltd., Suva, for many yea Margot, who was born in Su

nla.obj-324456757
National Library of Australia

rried Mr. Cecil Paterson, an Irish sinessman, and has gone to live in land.

Great-grandfather William Bedws, while still a young man, be- planting cotton in Fiji in the 'seventies, but later moved over Taveuni and operated a succession coconut plantations—Mataua, Laua and Vani Vanu, in North Tave-. There have been members of the ddows family in Fiji ever since.

cher Christian, 18-year-old great-great- at grandson of the leader of the unty" mutiny, left Auckland by TEAL ntly to attend the world premiere of "Mutiny on the Bounty" film in w's State Theatre, New York, on ember 8. The young Christian's trip sponsored by Metro-Goldwyn-Mayer, ch made the film in Tahiti. Marlon ndo, who takes the part of the original cher Christian, met the great-great- at grandson in Tahiti and that's how ng Fletcher Christian's trip started. He stay at least a month in the US, atding various openings of the film ughout the country, making TV apances and giving Press and radio rviews. Fletcher Christian now lives Wellington, New Zealand. Photo shows cher checking his plane tickets in Auckd with TEAL receptionist Janet Ross.

* * *

The transfer back to New Zealand Fiji service chiefs and the names their replacements were announced October. Colonel R. McK erson, who has been commander the Fiji Military Forces for the two years, will be replaced by lonel W. R. K. Morrison. These will be swapping appointments Colonel Paterson is going to iouru in the middle of the North

AUSTRALIA FOR HOLIDAYS?

A UNIQUE OPPORTUNITY is offered by KRIEWALDT'S if your Holidays are around the corner!!

If a car will be an advantage whilst you are in Australia for your holidays see Kriewaldt's and they will guarantee you the happiest holiday deal. Kriewaldt's plan works like this. On reaching Sydney or Adelaide, you purchase a Warranty "K" used car from Kriewaldt's, and travel where you will. Kriewaldt's Warranty covers all parts and labour for the first month, even if your vehicle is on Hire Purchase.

WARRANTY K USED CARS

from KRIEWALDT'S

At the end of your holiday, whether it be one month or four, your car valued at under £600 will be repurchased by Kriewaldt's at the original purchase price, less £35 for each month used. If your Warranty "K" car is valued at over £600, the depreciating figure is £45 each month. With Kriewaldt's you can have any car you want—be it Renault, Puegeot, Holden or VW. No mileage restrictions are set—£35 or £45 per month is all you pay for the car. Further, if necessary you can leave your car in Adelaide or Sydney, regardless of the city in which you purchased it.

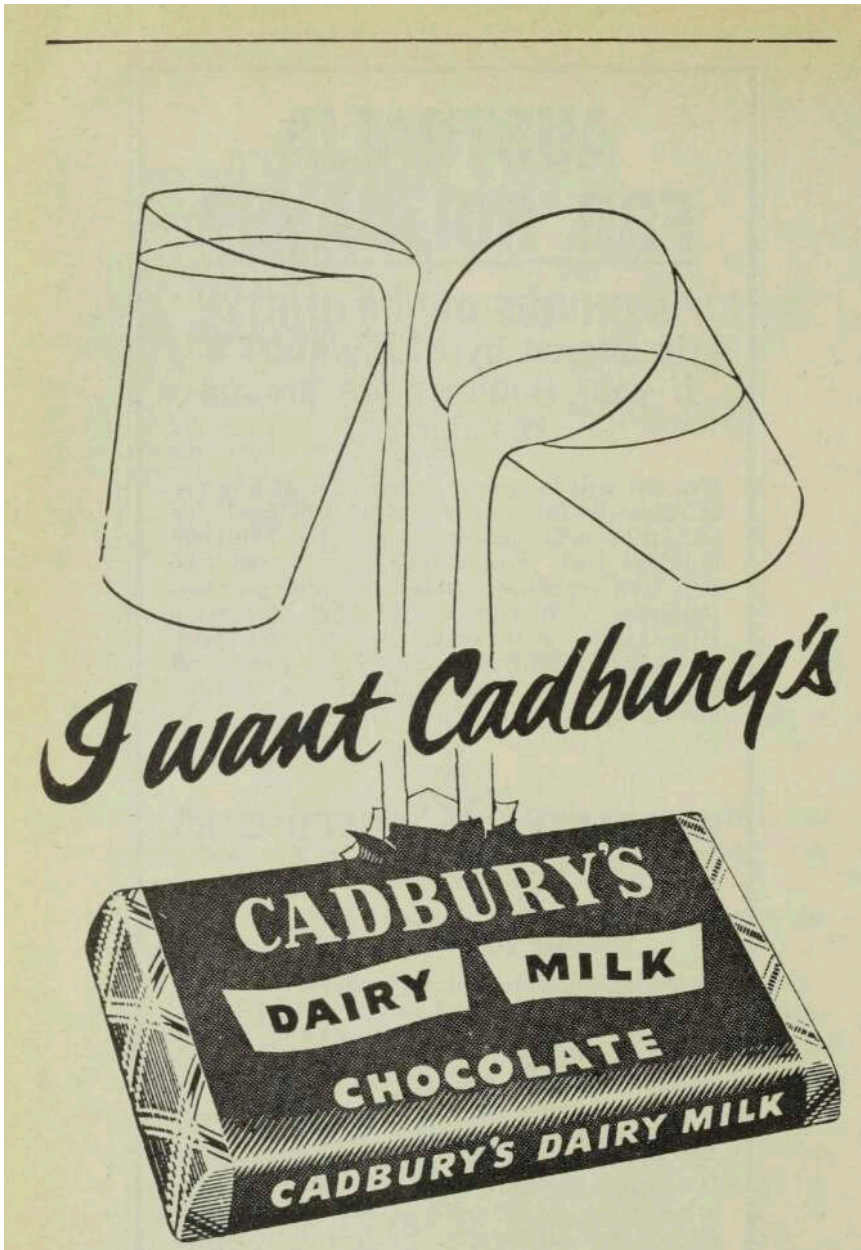
KRIEWALDT'S

191 WILLIAM ST., SYDNEY
PHONE 31-8292

430 KING WILLIAM ST., ADELAIDE
PHONE 8-2043

5969/82

nla.obj-324456884
National Library of Australia



. . . because there is a glass and a half of pure, fresh, full-cream milk in every half pound of Cadbury's Dairy Milk Chocolate

MD25/2FC/9

Island to replace Colonel Morrison as Camp Commandant there.

Group-Captain J. J. McDowell, of RNZAF Headquarters, Wellington, is to succeed Group-Captain J. D. Robins as head of the RNZAF station at Laucala Bay. Group-Captain Robins on his return to New Zealand will take over command of the RNZAF station at Wigram, near Christchurch. He has been in Fiji since December, 1960.

During a recent visit to NZ, Tonga's Premier, Prince Tungi (left), paid a call in Wellington on the NZ Minister of Island Territories, Mr. F. L. A. Gotz. One of the objects of his NZ visit was to explore marketing prospects for desiccated coconut being produced at a new factory in Tonga.

A New Guinea motor mechanic, Joel Tade, of Rabaul, recently working at Sohano, Bougainville, saved two lives in two days. He took part in a search for a missing man and found him hanging by a rope on a tree. He cut him down and the man recovered. The next day Tade was on the wharf at Sohano, when he dived in to save a schoolboy from drowning.

Rev. J. J. Jesudason, a clergyman of the Church of South India, was visiting Papua-New Guinea in November. He visited the grave of a colleague, Rev. Suttya Joseph, who died in 1955 while working with the London Missionary Society at Gavuone, Papua. Mr. Jesudason said the Church of South India took a great interest in mission work in New Guinea and had provided scholarships to train two Papuans as missionaries.

Rev. Setareki Tuilovoni, the first Fijian to be installed as chairman of the United Synod of the Methodist Church in Fiji, recently took over from an Australian minister, the Rev. L. D. Fullerton, who had been acting chairman.

nla.obj-324457016
National Library of Australia

DEATHS OF ISLANDS PEOPLE

Sir Alfred Clarke Turnbull

r Alfred Clarke Turnbull, KBE, ɔrmer Administrator of Western oa, died in Stamford Hospital, necticut, USA, recently.

r Alfred was in Western Samoa ı 1930 until his retirement early 946. He experienced many diffi- and trying years.

e was there first as Government etary while there was much poli- turmoil over the Mau troubles; from 1934 to 1943, he knew all uneasiness of being Acting Ad- strator — the New Zealand ɔur Government refusing for reason to give him the full al title.

hen at last he was given the full in 1943, he had to carry the y burdens and embarrassments ar. One of his most embarrassing was to order the internment of long-resident German nationals ıe territory, some of whom were friends and acquaintances.

ıe fact that Samoan affairs were ɔletely calm and harmonious 1936 onwards was largely due ir Alfred's great patience and tact. This, together with the athy and understanding of the Zealand Government, led to a measure of self-government be- granted in 1948 and to the in- ndence of Western Samoa on ary 1 this year.

Alfred's services were rewarded a knighthood in the 1946 New 's Honours List, just before his ment. *PIM* said at the time: "In istory of the Pacific Territories, men have more completely d the distinction of knighthood Sir Alfred Turnbull."

ter his retirement, Sir Alfred and Turnbull moved to the US to ar their daughter Ruth, who had tly lost her husband, an Ameri- airman.

Alfred is survived by his widow daughter.

Mr. George A. Whitehouse

e death occurred recently of Mr. ge Augustus Whitehouse, aged t Mosman, Sydney. He was in Bank of New South Wales ser- in Fiji for many years and he ed Miss Ivy Milne, in Suva, in and had one son. He was ap- ed to Suva in 1912; became ac- ant there in 1918, and was ger in Levuka in 1919. He was manager in Auckland when he retired. For a period, in World War I, he served in the Suva Garrison, and, among other experiences, he had custody of Count Felix von Luckner for a period.

Mr. Toka Gaudi

A well-known Papuan, who helped the work of the Boy Scouts' Association in the Territory for 36 years, died in Port Moresby on November 21. He was Mr. Toka Gaudi of Pari, who lived at Hanuabada village, near Port Moresby. He was 47.

In a tribute, the secretary of the Boy Scouts' Association, Mr. J. Gwilliam, said Mr. Gaudi's passing was a great loss to the association and to the community.

Mr. Gaudi joined the Scout movement in 1926 and was engaged in scouting activities until his death. He was a member of the Territory Boy Scouts' Council and was recently elected Territory representative of the Australian Boy Scouts' Council.

Mr. Gaudi represented Territory scouts at a meeting of the Council at Canberra in 1961, and again at Hobart last month.

He was employed by the Administration for nearly 33 years with the Electrical Undertakings Branch; he was one of two Papuans on the committee of the Port Moresby branch of the Public Service Association; and was recently elected to the Church Council of the London Missionary Society. More than 600 people attended his funeral.

Mr. Gaudi left a widow, a married son and a daughter.

Colin George Hodgson

The death occurred at the Repatriation Hospital, Concord, New South Wales, on November 11 of Mr. Colin George Hodgson, a well-known resident of Bulolo before and after the war. He was 48.

Mr. Hodgson first went to Bulolo in the late 'thirties where he worked in the machine shop on the dredge repair gang until the start of the Japanese war. He then served with the NGVR and ANGAU, returning to Bulolo after the war.

Mr. Hodgson was a keen sportsman. Before going to New Guinea he represented NSW as a Rugby Union five-eigth.

He is survived by his widow, Rachel, and son, Geoffrey.

Advertisement

For a Lovely Neck

You will be amazed how the appearance of your neck will improve by this simple toning and smoothing method. First pat the lemon delph freshener over the neck to wipe away all traces of dullness. Then just smooth on your moist oil of ulan. The toning, fairing and smoothing effect of this treatment will make your neck one of your finest features. It will give the skin that becoming dewy look and will protect against wrinkle dryness.

. . . . . Margaret Merril.

"HANDS OFF PIDGIN ENGLISH!"
by Professor R. A. Hall, Jnr.

Price: 10/- (postage: 10d extra within British Commonwealth; Foreign, 1/-) or $1.50 U.S. (posted).

Obtainable from:
PACIFIC PUBLICATIONS PTY. LTD.
29 Alberta St. (G.P.O. Box 3408), Sydney, Aust.

YOUR NEXT LEAVE

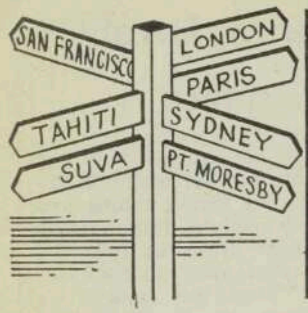
Modern up to the minute homes between Dee Why and Palm Beach available to Island Residents for Holidays. Write for information to:—

J. T. STAPLETON PTY. LTD.,

ESTATE AGENTS,

133 PITT STREET, SYDNEY.
BL 5305, BL 1737
or any of the Branch Offices located at Dee Why, Narrabeen, Mona Vale, Avalon or Palm Beach.

nla.obj-324457146
National Library of Australia



TRAVEL TALK

Cheaper Than Staying At Home

A New Guinea reader, Mr. Owen G. Nott, who has recently returned to the Territory after a European holiday, contributes a couple of ideas for travel bargain-hunters. The prices he quotes seem fantastic but we have his assurance that this is no dream.

HIS number-one "find" is Chalet Vagabond, at Leysin, at the eastern end of Lake Geneva and about 35 miles from Lausanne. It is right in the middle of the best skiing areas of the Bernese Ranges.

The Chalet Vagabond is run by a Rhodesian, Mr. Ken Tait, and a Canadian, Mr. Allan Rankin; it has accommodation for 80 in two and three-bedded rooms. It has a fully licensed bar, hot showers, central heating, and customers can either cook for themselves or have their meals provided by the establishment. The tariff—believe it or not—is £2/10/- per week per person for room only; £5 per week with breakfast and dinner included. In summer a room is only £2 per week, with meals available on request.

There are nine ski-lifts in the area —for which you can get a special sports card which allows you to use them at low cost; there are also facilities for hiring skis and learning how to use them. As well as skiing, skating, sleighing and ice-hockey are also available.

During the summer there is golf, mountain climbing (the Matterhorn is within a few hours' drive), horseback riding, fishing and swimming—all in with a fine alpine climate (the Chalet is at 4,700 ft.).

Says Mr. Nott: "The Vagabond is one of the few English-speaking chalets in this French-speaking part of Switzerland, a feature which tends to make it a language oasis for Australians. A multilingual staff who keep the conversation going at night over the log fires or nightly dances help to make the chalet a real find in an expensive foreign country . . . it is a meeting place for globe-trotting Australians, Canadians, South Africans and New Zealanders but a host of guests of other nationalities keep it interesting. It can be reached by car or rail in all seasons."

Intending guests should write direct to the owners: Chalet Vagabond, Leysin, Switzerland.

Mr. Nott's other find was at Alicante on the south-east coast of Spain. Called the Casa Campello, this is run by an Australian couple. Hostel type accommodation is provided and costs only a few shillings a day. Cooking facilities are available and the attractions are Spanish-Mediterranean scenery, good climate, sunshine, fishing, swimming and cheap living.

European Snow Season is On

SNOW is becoming just as profitable a selling gimmick in Europe as sunshine and France has them both. The French Tourist Dept. recently has been boosting its re-

Have You A Travel "Find?"

"PIM" readers are amongst the world's most industrious travellers and they are hereby invited to do as Mr. Owen G. Nott has done this month—tell us about some of your "finds" in Pacific and overseas travel.

Mr. Nott's items were on budget-travel; but don't let this stop those who prefer it de luxe. If you have discovered something special in hotels, a new variation in an old travel idea, a new route, a new country, something unusual to buy, our other readers might like to hear about it.

Remember—we don't want romantic descriptions so much as practical details: how to get there, how much it costs, who to write to; where to look.

sorts in Savoy and visitors to Europ who want a snow holiday might g further and fare worse than t settling for this most beautiful pa of France.

The ski resorts in this area have a the ski-lifts, cable cars and othe mechanical aids demanded by th modern skier; and the hotels come i the full range from luxury to modes

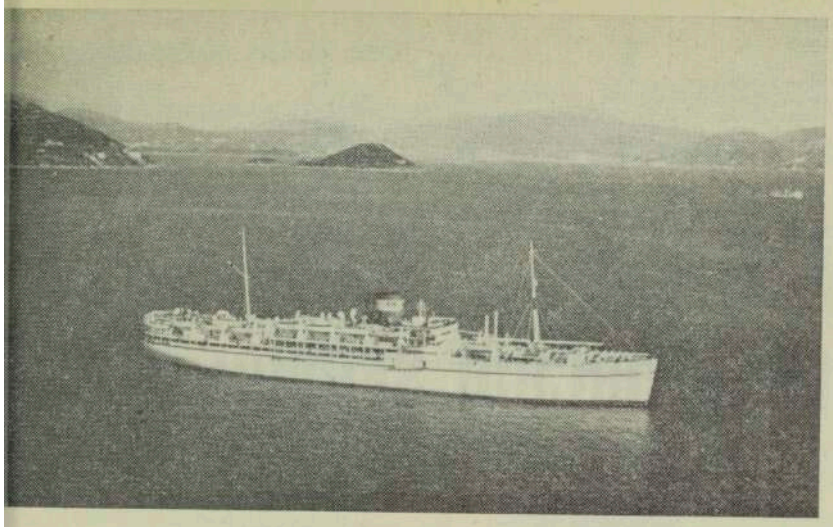
From this High Savoy countr even in winter, it is easy to put you car on a train, pop through a tunn in the Alps into Italy and be dow on the Mediterranean within hours

Kuala Lumpur's 1963 Pacific Cruise Programme

WHILE the *Kuala Lumpur*, 12,56 ton vessel owned by the Chin Navigation Co., has just finish her first Pacific-Far East cruise- Australian ports, Rabaul, Manil Hongkong and Bali—the cruise pr gramme for next year has been a nounced. This will allow prospecti travellers to make their plans well advance.

This vessel is normally in th Malaya-Middle East service but it

nla.obj-324457271
National Library of Australia



The 12,500-ton liner "Kuala Lumpur" which will be seen in the Pacific next year.

anned to detach her each year for ising in the Pacific.

Two cruise round-voyages will be ade next year, the first originating Singapore August 10, calling at emantle, WA, Melbourne, Sydney ugust 26-27), Rabaul (Sept. 2), okohama (Sept. 11-14), Kobe (Sept. -18), Hongkong (Sept. 23-26), anila (Sept. 28-29), Port Moresby ct. 7), Sydney (Oct. 12-13). The yage will terminate in Melbourne October 15.

The vessel will leave four days er on her second cruise. This will lude the following ports: Sydney ct. 21-22), Auckland (Oct. 26-27), va (Oct. 31-Nov. 2), Apia, West moa (Nov. 4-6), Vavau, Tonga ov. 7), Nukualofa, Tonga (Nov.), Auckland (Nov. 14), Sydney ov. 18). The vessel will then re- n to base at Singapore via Mel- urne, Sydney and Hongkong.

This ship carries only first-class ssengers and not more than 200 in mber. All cabins and public rooms air-conditioned; there is a large imming pool; a hair-dressing shop d all other amenities. The vessel European officers and Chinese w.

Sydney booking office is Swire and ill Pty. Ltd.; enquiries may be de through this company or ough Islands agents of the China vigation Co.

w, What and ere by PATA

COLOURFUL wallet of informa- tion prepared by the Pacific ea Travel Association and distri- ed through travel agents, etc., uld prove popular with American rists to the Pacific.

As well as the usual brochures of each country in PATA's orbit, there are separate booklets dealing with such subjects as shopping and the best buys in each of the countries; the food and drink specialties; a guide to airline and shipping; and what to take along in the way of clothes and other gadgets.

In addition there is a "Pacific Explorer's Log Book", maps and, finally, a Pacific area "Currency Converter" that painlessly turns £'s, pesos, CPF francs and other troublesome items into US dollars and cents.

Intending North American visitors to the Pacific should ask for these little booklets—they contain a wealth of useful information.

New Way to Holiday by Road

SOMETHING new in drive-yourself ideas has recently been introduced in Sydney. It's called a Travelvan and is, in essence, a more compact way of caravanning.

The Travelvan is a Commer panel-van converted so that three adults and a child are provided with bunks at night while by day it has interior seating, cooking and eating arrangements for up to eight people. Petrol consumption of the van is approx. 25 miles per gallon.

The vans are hired out complete with all gear, including blankets and sheets and cost £A7 per day. This sounds expensive but less so when you consider that you are hiring transport plus accommodation.

Bookings are through the NSW Government Tourist Bureau, 8 Martin Place, Sydney. The Bureau will also send you brochures which give all details of the scheme.

ENGLAND - U.S.A. - EUROPE
CANADA - SOUTH AMERICA -
SOUTH AFRICA - JAPAN

Burness will arrange steamer and air reservations on all principal services for travel anywhere.

BOOK NOW FOR 1963 AND 1964.
No service fees charged.

STEAMER — AIR — RAIL — GREYHOUND — RESERVATIONS COMPLETED.

Individual itineraries—a speciality—prepared FREE.

Tour Planning, Maps and Brochures Supplied.

Book Now With
JAMES BURNESS TRAVEL
Direction: John Rigg.
ST. JAMES BUILDING,
107 Elizabeth Street, Sydney, N.S.W.
Phone: BW 1417
OFFICIAL PASSENGER BOOKING AGENTS

want to
be PAMPERED?

In Sydney, stay at the Metropole. For wonderful service, fine food, comfort . . . the best of everything at budget rates...

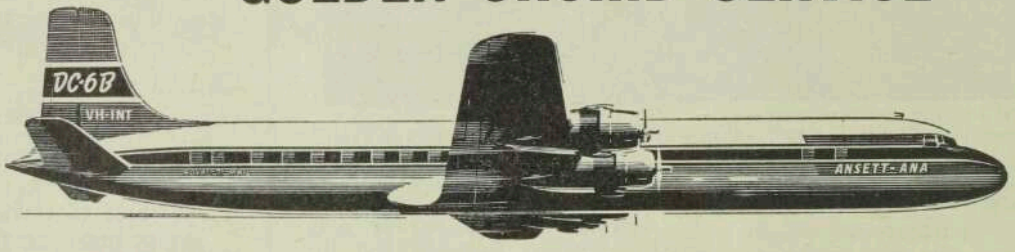
ROOM TARIFF — Single from 40/-; with bath, 70/-. Double from 75/-; with bath, from 115/-.

HOTEL Metropole
Bent Street, Sydney. 'Phone: B 0522.
Telegrams: Metropole, Sydney.

nla.obj-324457408
National Library of Australia

ANSETT-ANA

GOLDEN ORCHID SERVICE

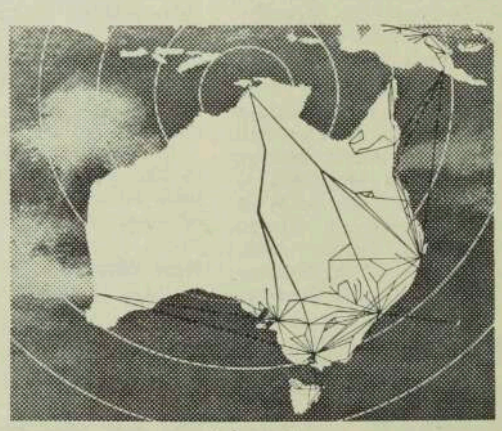


FINEST SERVICE TO THE MAINLAND

Flying to the mainland? **One ticket** is all you need — when you fly Ansett-ANA. Just walk into any Ansett-ANA or Ansett MAL office and they'll take care of everything. You get **one ticket** and it takes you from any point in Papua/New Guinea to any port on Ansett-ANA's vast mainland system.

You'll enjoy the luxury of big Ansett-ANA DC6B airliners — three flights weekly to Brisbane and Sydney. Plus speedy prop-jet Friendship services to Cairns and Townsville.

From reservation to destination, you're in good hands all the way when you fly Ansett-ANA . . . with extra service, extra attention, extra experience.



ANSETT-ANA
GOLDEN ORCHID SERVICE

Corner 4th St. and Coronation Drive. Lae. Phone 2291

Champion Parade, Port Moresby. Phone 2113

nla.obj-324457536
National Library of Australia

SHIPPING TIME-TABLES

Sydney-Papua-New Guinea

All sailings are approximate and may vary by as much as two weeks.

Malekula sails from Sydney for Brisbane, Nth. Qld. ports, Pt. Moresby, Samarai, Lae, Madang, Alexishafen, Wewak, Kavieng, Rabaul, Pt. Moresby, Sydney. Next Sydney sailing: Jan. 26 (approx.).

Malaita sails from Sydney for Brisbane, Pt. Moresby, Samarai, Rabaul, Lombrum, Lorengau, Madang, Lae, Samarai, Brisbane, Sydney. Next Sydney sailings: Dec. 24, Feb. 5 (approx.).

Bulolo sails about every six weeks: Sydney, Brisbane, Pt. Moresby, Samarai, Lae, Madang, Rabaul, Samarai, Pt. Moresby, Sydney. Next Sydney sailing: Jan. 5 (approx.).

Montoro sails from Melbourne for Sydney, Brisbane, Nth. Qld. ports (subject to permit), Pt. Moresby, Samarai, Rabaul, Kavieng, Wewak, Madang, Lae, Pt. Moresby, Sydney. Next Sydney sailing: Dec. 29 (approx.).

Details from Burns, Philp and Co., Ltd., Bridge Street, Sydney (B 0547).

Shansi: Leaves Sydney about every four weeks for Brisbane, Port Moresby, Samarai, Lae, Madang, Wewak, Rabaul, Pt. Moresby, Sydney. Next Sydney sailings: Dec. 11, Jan. 11 (approx.).

Soochow: Leaves Sydney every four weeks for Brisbane, Rabaul, Kavieng, Madang, Lae, Pt. Moresby, Sydney. Next sailing from Sydney: Dec. 7 (approx.).

Details from New Guinea Australia Line (Swire and Yuill Pty., Ltd., agents), 6 Bridge St., Sydney (BU 1712).

China Navigation Co. Ltd. vessels Anking and Anshun call at Pt. Moresby, Papua, on their way north from Sydney to Hongkong. Next vessel:

Anking: Dep. Sydney Dec. 20, Pt. Moresby Dec. 26-28, thence Manila and Hongkong.

Details from Swire and Yuill Pty. Ltd., agents, 6 Bridge St., Sydney (BU 1712).

Elizabeth Boye: Leaves Sydney approximately every five weeks for Port Moresby, Samarai, Wewak, Madang, Lae, Sydney. Next Sydney sailing: Jan. 2 (approx.).

Slevik: Temporarily on cattle-lifting shuttle service between Townsville and Rabaul. Next trips: Dec. 5, 17.

Slitan: Will shortly enter the service, leaving Sydney approximately every five weeks for Pt. Moresby, Rabaul, Wewak, Madang, Lae, Sydney. First Sydney sailing expected to be Dec. 30 (approx.).

Details from Karlander NG Line (F. H. Stephens Pty., Ltd., agents), 13 Bridge St., Sydney (BU 8311).

Austasia Line vessels run between Australian ports (turn round at Adelaide) and Papua-New Guinea, with every third voyage extending to Borneo.

Matupi: From Sydney, due Pt. Moresby dec. 6, Lae Dec. 11, Madang Dec. 13, Rabaul Dec. 16, Cape Hoskins (timber-loading) Dec. 16, thence direct to Sydney, arr. Jan. 1; dep. Sydney Jan. 5, for cargo loading Melbourne Jan. 7-11, return Sydney Jan. 13. Dep. Sydney Jan. 16 for Brisbane Jan. 18-19, Pt. Moresby Jan. 24, Lae Jan. 29, Madang Jan. 31, Rabaul Feb. 3, Cape Hoskins (if inducement), thence direct to Sydney.

Malacca: Undergoing dry dock survey and repairs in Singapore in late November—no forward timetable available.

Details from Blue Star Line (Aust.) Pty., Ltd., 17-19 Bridge St., Sydney (BU 1271).

Sydney-NG-Far East.

Australia-West Pacific Line's motor-vessels maintain services between Australia and Japan via Islands ports.

Southbound vessels call at: NG, BSI (quarterly), New Hebrides (irregularly), and Australian ports. Northbound vessels from Sydney call regularly at NG ports.

Delos: From Sydney, at Lae Dec. 11-12, Madang Dec. 12-13, Rabaul Dec. 14-15, Manila Dec. 21-22, Hongkong arr. Dec. 24; omitting Japan, due dep. Hongkong Dec. 26 for Nth. Borneo ports Dec. 29-Jan. 3, Madang (opt.), Rabaul Jan. 9-10, Lae Jan. 11-12, Brisbane Jan. 16-17, Sydney arr. Jan. 19 (approx.).

Aros: Dep. Sydney Dec. 12 for loading in southern Australian ports; returns Dec. 23. Due dep. Sydney Dec. 28 for Brisbane Dec. 30-31, Lae Jan. 4-6, Madang Jan. 7-8, Rabaul Jan. 9-10, Manila Jan. 16-17, Hongkong arr. Jan. 19; omitting Japan, due dep. Hongkong Jan. 21 for Sydney via Borneo and P-NG ports.

Milos: From Japan, at Madang Dec. 10-11, Lae Dec. 12-13, Rabaul Dec. 14-15, Honiara Dec. 17, Vanikoro Dec. 19-22, Santo Dec. 23-24, Vila Dec. 25-26, Brisbane Dec. 29-Jan. 2, Sydney arr. Jan. 4. Due dep. Sydney Jan. 7 for loading in southern Australian ports; returns Jan. 20,

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S — Sandefjord, Norway

Motor Vessels "THORSISLE" and "THOR I"

Regular Freight and Passenger Service between Pacific Coast Ports of U.S.A. and Canada and

TAHITI — SAMOA — TONGA — FIJI — NEW CALEDONIA NEW HEBRIDES — NEW GUINEA

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

432 California Street, San Francisco 4, California, U.S.A.

PAPEETE—Agence Maritime Internationale Tahiti.
PAGO PAGO—G. H. C. Reid & Co.
APIA—Burns Philp (South Sea) Company, Ltd.
NOUMEA—Etablissements Ballande.
SYDNEY—Birt & Co. Pty.) Ltd.
SUVA—Burns Philp (South Sea) Company, Ltd.
LAE/RABAUL—Burns Philp (New Guinea) Ltd.
PORT VILA--Comptoirs Francais des Nouvelles Hebrides.

FIJI DIRECT SERVICE

VIA PANAMA

Regular Sailings from

London to Suva & Lautoka

Through Bills of Lading to

LABASA - LEVUKA - APIA - PAGO PAGO NUKUALOFA - VAVAU - NIUE

For further particulars apply to

BETHELL, GWYN & CO. LTD.
138 Leadenhall Street
London E.C.3

BURNS PHILP (SOUTH SEA) CO. LTD.
Suva

Australia-NZ-Fiji-Canada-USA

		ARCADIA	ORSOVA	CANBERRA	IBERIA
SYDNEY	depart	Dec. 7	Jan. 1	Jan. 26	Feb. 10
AUCKLAND	arr/dep	Dec. 10	Jan. 4	Jan. 29	Feb. 13
SUVA	arr/dep	Dec. 13	Jan. 7	—	Feb. 16
HONOLULU	arr/dep	Dec. 18	Jan. 12	Feb. 4	Feb. 21
VANCOUVER	arr/dep	Dec. 23-24	Jan. 17-18	Feb. 8-9	Feb. 26-27
SAN FRANCISCO	arr/dep	Dec. 26-27	Jan. 20-21	Feb. 11-12	Mar. 1-2
LOS ANGELES	arr/dep	Dec. 28	Jan. 22	Feb. 13	Mar. 3
HONOLULU	arr/dep	Jan. 2	Jan. 27	Feb. 17	Mar. 8
SUVA	arr/dep	Jan. 9	Feb. 3	—	thence
AUCKLAND	arr/dep	Jan. 12	Feb. 6	Feb. 25	Far East
SYDNEY	arrive	Jan. 15	Feb. 9	Feb. 27	and UK

Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 2-6 Spring St., Sydney (B 0532).

USA-Eastern Pacific-NZ-Sydney-Central Pacific-Hawaii

		MARIPOSA	MONTEREY	MARIPOSA	MONTEREY
SAN FRANCISCO	depart	From	Dec. 16	Jan. 10	Jan. 31
LOS ANGELES	arr/dep	USA	Dec. 17	Jan. 11	Feb. 1
BORA BORA	arr/dep	Dec. 4	Dec. 25	Jan. 19	Feb. 9
PAPEETE	arr/dep	Dec. 5-7	Dec. 26-28	Jan. 20-22	Feb. 10-12
RAROTONGA	arr/dep	Dec. 8	Dec. 29	Jan. 23	Feb. 13
AUCKLAND	arr/dep	Dec. 13-14	Jan. 3-4	Jan. 28-29	Feb. 18-19
SYDNEY	arr/dep	Dec. 17-20	Jan. 7-10	Feb. 1-4	Feb. 22-25
NOUMEA	arr/dep	Dec. 23	Jan. 13	Feb. 7	Feb. 28
SUVA	arr/dep	Dec. 25	Jan. 15	Feb. 9	Mar. 2
NIUAFOOU	arr/dep	Dec. 26	Jan. 16	Feb. 10	Mar. 3
PAGO PAGO	arr/dep	Dec. 26	Jan. 16	Feb. 10	Mar. 3
HONOLULU	arr/dep	Dec. 31-Jan. 1	Jan. 21-22	Feb. 15-16	Mar. 8-9
SAN FRANCISCO	arrive	Jan. 6	Jan. 27	Feb. 21	Mar. 14

Details from Matson Lines, Berger House, 82 Elizabeth St., Sydney. (BU 4272).

sailing Jan. 23 for Brisbane Jan. 25-26, thence direct to Japan.

Samos and Tenos: On Sydney-Japan-Sydney direct service.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

Sydney - BSI - P-NG

Sinkiang: Leaves Melbourne approximately every five weeks for Sydney, Brisbane, Honiara, Rabaul, Wewak, Madang, Lae, Pt. Moresby, Sydney, Melbourne. Next Sydney sailing: Dec. 21 (approx.).

Details from New Guinea Australia Line (Swire and Yuill Pty. Ltd., agents), 6 Bridge St., Sydney (BU 1712).

Sydney-West NG

Four weeks service by Dutch motor vessels carrying passengers and cargo from East Australian ports to West New Guinea (optional ports: Hollandia, Biak, Sorong); thence Manila, Hongkong and China; thence West Africa; and return to Australia. Next Sydney sailings: Van Neck Dec. 17, Van Cloon Jan. 25 (approx.).

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

Sydney-Tahiti-Europe

Nederland Line Royal Dutch Mail's Oranje sails irregularly from Sydney for Europe, via NZ, Papeete and Panama Canal; occasionally calls are made at Papeete on southbound trips.

Present southbound voyage: At Papeete Dec. 7-8.

Next northbound Tahiti call: From Sydney due dep. June 12, due at Papeete June 19-20.

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

New Zealand-Tahiti

New Zealand Shipping Co. Ltd. vessels, operating between NZ and UK, via Panama, make a call every two months at Tahiti, northbound and southbound.

Next northbound voyage: Rangitane, dep. Wellington Dec. 14, due Papeete Dec. 20 (approx.).

Next southbound voyage: Rangitoto dep. London Dec. 28, due Papeete Jan. 22 (approx.).

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

New Zealand-Tahiti

Vessels of Crusader Shipping Co. Ltd., Wellington, NZ, call every two months (approx.) at Papeete on north-bound voyages of West Coast North American service. Next vessels: Norefjell dep. Auckland Dec. 6, at Papeete Dec. 12; Crusader dep. Auckland Jan. 17, Papeete Jan. 23-24.

Regular two-monthly calls at Papeete and occasionally at Suva are made by Tasman Pacific Service (a West German-owned shipping company) with its vessels Cap Corientes and Cap Domingo, running between NZ ports (including Napier) and the west coast of USA.

UK-Papua-NG-BSI

Bank Line operates a direct service from Europe to P-NG and BSI, vessels going on to Australia for cargo-loading and returning to UK via Suez. Next vessels:

Cloverbank: From Continent and London due at Port Moresby Dec. 19, Samarai Dec. 21, Lae Dec. 22, Madang Dec. 24, Wewak Dec. 26, Rabaul Dec. 27, Kavieng Dec. 29, Honiara Dec. 31, thence possibly Noumea.

Fleetbank: From Continent, dep. London Dec. 13 for Pt. Moresby Jan. 19, Samarai Jan. 21, Lae Jan. 22, Madang Jan. 24, Wewak Jan. 26, Rabaul Jan. 28, Kavieng Jan. 29, Honiara Jan. 31.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (BU 2041).

Europe-Papeete-Noumea-BSI-P-NG-West NG

A regular service from the Continent and UK, via Panama, to Tahiti, New Caledonia, BSI, P-NG and West NG is operated jointly by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Rotti (NL): From Continent and United Kingdom due Papeete Dec. 27, Noumea Jan. 5, Honiara Jan. 10, Pt. Moresby Jan. 13, Rabaul Jan. 17, Lae Jan. 19, Madang Jan. 21, Alexishafen Jan. 22, Hollandia Jan. 23, thence (optional) Biak, Manokwari and Sorong.

Schie Lloyd (RL): From Continent, dep. London Dec. 22 for Papeete Jan. 21, Noumea Jan. 29, Honiara Feb. 2, Pt. Moresby Feb. 5, Rabaul Feb. 9, Lae Feb. 11, Madang Feb. 13, Hollandia Feb. 14, thence (optional) Biak, Manokwari and Sorong.

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

NZ-West Pacific-Far East

Cargo vessels of Crusader Shipping Co. (UK), running between New Zealand and the Far East, call at Noumea (New Caledonia), and Pt. Moresby (Papua), and in some instances, Guam, on their north-bound run. Next voyages:

Saracen: Dep. Auckland Dec. 7 for Noumea Dec. 10, Rabaul Dec. 13, Pt. Moresby Dec. 15, thence Pt. Swettenham, Singapore, Hongkong and Manila. Following voyage, due dep. Auckland Jan. 15.

Port Montreal: Dep. Auckland Dec. 1 for Guam Dec. 24, thence Japan.

Details from Shaw, Savill Line, agents, 101 Queen St., Auckland. (Tel. 30-310).

Far East-Sth. West. & Central Pacific

China Navigation Co., Ltd., vessels maintain monthly service from Japan southwards through P-NG, BSI, New Hebrides, Fiji and N. Caledonia; usually return to Japan direct.

Michael Jebsen: Dep. Japan Dec. 16 for Hongkong Dec. 21-23, Madang Jan. 2, Lae Jan. 5, Rabaul Jan. 8, Pt. Moresby Jan. 15, due arr. Japan Jan. 25.

Chengtu: Dep. Japan Dec. 31 for Hongkong Jan. 4-8, Manila and Guam (opt.) Rabaul Jan. 20, Madang Jan. 24, Lae Jan. 27, Samarai Jan. 30, Pt. Moresby Feb. 2, Santo Feb. 8, Vila Feb. 11, Suva/Lautoka Feb. 14, Noumea Feb. 20, Bourail (opt.), due arr. Japan for docking Mar. 8.

Chekiang: Dep. Japan Jan. 25 for Hongkong Jan. 29-Feb. 2, Guam (opt.) Wewak Feb. 14, Madang Feb. 17, Lae Feb. 20, Rabaul Feb. 23, Pt. Moresby Mar. 2, Honiara Mar. 5, Suva/Lautoka Mar. 10, Noumea Mar. 17, due arr. Japan Mar. 31.

Details from China Navigation Co., Ltd. (Swire and Yuill Pty., Ltd., agents), 6 Bridge St., Sydney (BU 1712).

Sydney-New Hebrides-BSI-Bougainville, Etc.

MV Tulagi leaves Sydney about every six weeks for Norfolk Is., Vila, Sann

oniara and BSI ports, Bougainville ports. ext Sydney sailing: Jan. 5 (approx.).

Details from Burns, Philp and Co. Ltd., Bridge Street, Sydney (B 0547).

Sydney-New Caledonia-New Hebrides-Fr. Polynesia

Vessels of Messageries Maritimes Line, om Marseilles, via West Indies and nama, call about every six weeks at i-o-hae (Marquesas), Papeete, Vila, umea and Sydney, and return by same ute.

Next inwards voyages, ex-Marseilles:

Caledonien: Tai-o-hae Jan. 16, Papeete n. 18-21, Vila Jan. 28-29, Noumea Jan. -Feb. 2, Sydney Feb. 6.

Tahitien: Tai-o-hae Mar. 8, Papeete ar. 10-14, Vila Mar. 21-22, Noumea Mar. -27, Sydney Mar. 30.

Next outwards voyages, ex-Sydney:

Melanesien: Dep. Sydney Dec. 19, umea Dec. 22-26, Vila Dec. 27-Jan. 4, peete Jan. 11-16, Tai-o-hae Jan. 19.

Caledonien: Dep. Sydney Feb. 8, umea Feb. 11-14, Vila Feb. 15-22, umea Feb. 23, Papeete Mar. 1-6, i-o-hae Mar. 9.

Polynesie maintains monthly passenger lings between Sydney, Noumea, Vila d Santo. Next Sydney sailings: Dec. 21, n. 18, Feb. 8.

Details from Messageries Maritimes, 36 osvenor St., Sydney (BU 2654).

ydney-Norfolk Is.-Noumea-New Hebrides

Colorado del Mar (owned by Societe ritime Caledonienne, Noumea), carrying cargo only, makes a regular monthly voyage from Sydney to Norfolk Is., New Caledonia (Noumea) and New Hebrides ports. Next Sydney sailing: Dec. 20 (approx.).

Milos del Mar (Societe Maritime Caledonienne), carrying cargo only, will make a trip from Sydney to New Caledonia (Noumea) and New Hebrides (Forari), dep. Sydney Dec. 29 (approx.). She is expected to go into the Sydney-Fiji trade in January.

Details from F. H. Stephens Pty. Ltd., 13 Bridge St., Sydney (27-3605).

Europe-Sydney-Noumea

Cargo vessels of Messageries Maritimes run monthly between France and Noumea via Fr. East Africa and Australian ports. From Sydney, vessels go to Brisbane and Noumea; return to France via Australian coastal ports.

Next sailings from Sydney: Vanoise Dec. 19 (Noumea Dec. 26); Velay Jan. 14 (Noumea Jan. 21).

Other MM vessels run between France and Sydney, via Panama Canal and Pacific ports. Next calls at Papeete: Shropshire Dec. 13; Siletta Jan. 12.

Details from Messageries Maritimes, 36 Grosvenor St., Sydney (BU 2654).

NZ-Fiji-Tonga-Samoa

Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next Auckland sailings: Dec. 24, Jan. 22.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. Next Auckland sailings: Dec. 11, Jan. 8.

Details from Union Steam Ship Co. of NZ, Quay and Commerce Sts., Auckland. (Tel.: 49-430).

Tonga-Fiji-Samoa

Tonga Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoniu. Calls are also made as required at Apia (W. Samoa) and Pago Pago (Am. Samoa). Turn-round in Suva is usually two days, and the Agents there are W. R. Carpenter (Fiji) Ltd.

Sydney-Pacific Ports-Panama-UK

Southern Cross and Northern Star each make four round-the-world voyages per year, two west-bound, then two east-bound, calling at Fiji and Tahiti every trip.

Southern Cross: From Southampton via Panama Canal, at Papeete Dec. 28-29, Suva Jan. 3, Wellington Jan. 7-9, Sydney Jan. 12-14, thence via South Africa to UK, arr. Southampton Feb. 18.

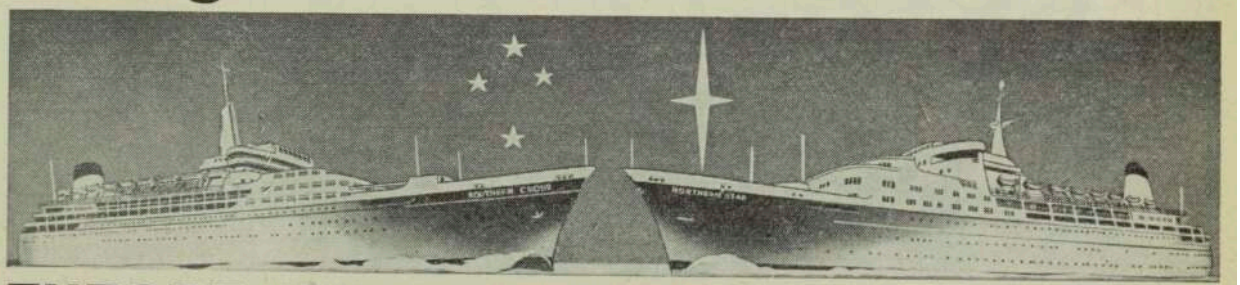
Northern Star: Dep. Southampton Jan. 9, via Sth. Africa, for Sydney Feb. 14-18, Wellington Feb. 19-21, Suva Feb. 25, Papeete Mar. 1-2, thence via Panama Canal to UK, arr. Southampton Mar. 26.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (BW 1828).

New Zealand-Cook Is.

NZGS Moana Roa (40 passengers) makes approximately monthly voyages from

Linking the PACIFIC ISLANDS with



EUROPE, WEST INDIES, NEW ZEALAND, AUSTRALIA and SOUTH AFRICA

One Class (Tourist) liners, Southern Cross (20,000 Tons) and Northern Star (24,000 Tons) — air-conditioned with the latest in amenities.

Around the world east or west bound via Panama and South Africa calling Fiji, Tahiti, Balboa, Curacao, Trinidad, U.K., Las Palmas, Cape Town, Durban, Fremantle, Melbourne, Sydney, New Zealand. Occasional calls, Miami (Pt. Everglades), Bermuda, Lisbon.

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

nla.obj-324457922
National Library of Australia

Auckland (NZ) to Rarotonga (Cook Islands), with calls at Niue and some other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (Tel. 45-117), or any office of Union SS Co. of NZ, Ltd.

N. America-Tahiti-Central Pacific-NG

Pacific Islands Transport Line's vessels Thorsisle and Thor I maintain approximately six weeks service from West Coast Nth. American ports to Pacific Islands.

Thor I: At Papeete Dec. 7-10, Pago Pago Dec. 14-17, Apia Dec. 18-19, Suva Dec. 22-23, Noumea Dec. 25-27, Rabaul Dec. 31-Jan. 2, Townsville Jan. 5-8, Apia (open), Pago Pago Jan. 15-17, Los Angeles Jan. 30-Feb. 1, San Francisco Feb. 2.

Thorsisle: Dep. San Francisco Jan. 16, Los Angeles Jan. 17-19, Papeete Jan. 30-Feb. 1, Pago Pago Feb. 5-7, Apia Feb. 8-9, Suva Feb. 12-13, Noumea Feb. 15-17, Apia (open), Pago Pago Feb. 23-25, Los Angeles Mar. 11-13, San Francisco Mar. 14.

Details from General Steamships Corporation Ltd., 432 California St., San Francisco, USA, and Islands Agents.

US-Tahiti-Pago Pago-Fiji-Australia

Matson-Oceanic Line of San Francisco operates a regular five-weeks passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Terminal ports, in Australia, vary with cargoes offering. Vessels call at Papeete, Pago Pago, Suva, Sydney, Brisbane, etc.

Next trans-Pacific sailings: From Brisbane, Ventura Dec. 28 (approx.); Sierra Feb. 23 (approx.).

Details from Matson Lines, 82 Elizabeth St., Sydney (BU 4272).

American Pioneer Line ships on US Atlantic Coast-Panama-Sydney service make periodical calls at Tahiti on southbound voyage. Next Papeete calls: Pioneer Isle Dec. 28; Pioneer Gem Jan. 11.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter and Co.) normally operate a service three times yearly with the 10,000 ton, 98-passenger vessel Lakemba along the above route.

She is off the Pacific run at present, however, engaged on charter work in the Far East until Mar., 1963.

Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney (BU 4147).

Sydney-Fiji

MV Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva and Lautoka with cargo and passengers (accommodation for eight). Next Sydney sailings: Dec. 22, Jan. 15 (approx.).

Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney (B 0151).

Slagen: Is expected to make several trips on charter from Melbourne and Sydney to Suva and Lautoka during the next couple of months—the first from Sydney about Dec. 3 (approx.). If the trade warrants it, she will be joined in January by the Milos del Mar.

Details from F. H. Stephens Pty. Ltd., 13 Bridge St., Sydney (27-3605).

Sydney-Fiji-Tonga-Samoa

Union Steam Ship Co. of NZ Lt maintains regular monthly services fro Melbourne and Sydney, and periodical from Adelaide, to Lautoka, Suva (i cluding transhipments for Vavau a Niue), Apia and Nukualofa.

Next sailing: Kawerau Jan. (approx.).

Details from Union Steam Ship Co. NZ Ltd., 247 George Street, Sydn (B 0528); or other branches and agent

Sydney-(or NZ)-North America

Cargo vessels Waihemo and Waitom operated by the Union Steam Ship C of NZ, Ltd., maintain a two-month service across the Pacific, from Melbour and Sydney to Vancouver and USA port Occasionally calls are made at Fanni Island, en route.

Next sailing: Waihemo Jan. (approx.).

Waitemata, from NZ ports, makes thr or four trips yearly to Vancouver (v Rarotonga and Papeete).

Details from Union Steam Ship C of NZ Ltd., 247 George St., Sydn (B 0528); and other branches and agent

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

The Pacific's Most Modern Cargo Fleet . . .

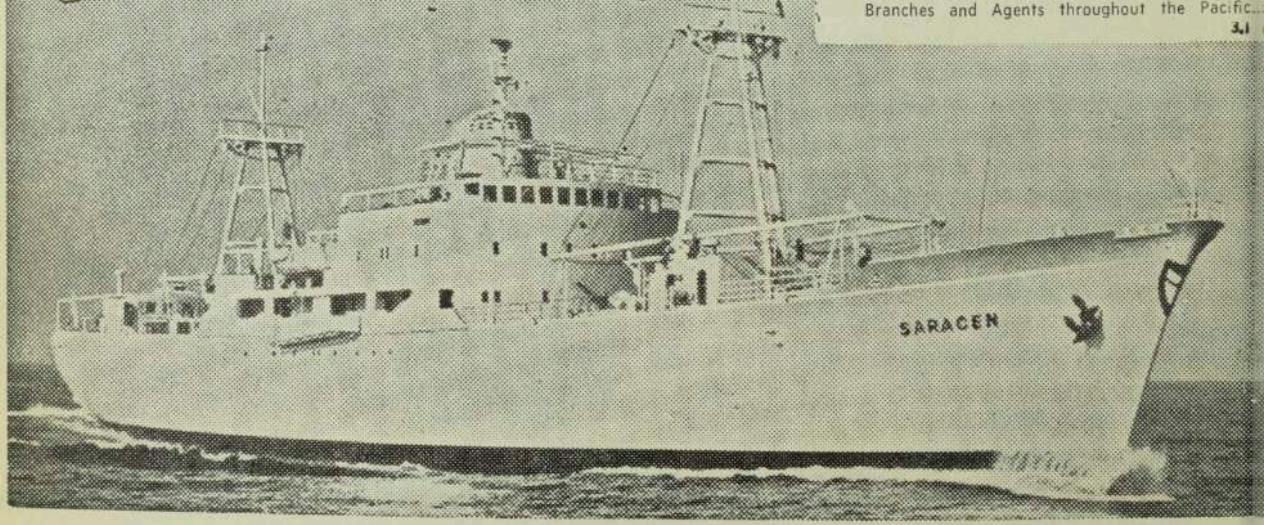
CRUSADER SHIPPING CO. LTD.

Consign refrigerated and general cargo b **Crusader**, for fast efficient delivery to leadin Pacific Ports.

Regular services connect:

NEW ZEALAND, PACIFIC ISLANDS, NEW GUINEA, JAPAN, SINGAPORE, MALAYA INDONESIA, HONG KONG, MANILA.

Apply to Managing Agents:—
SHAW SAVILL & ALBION CO. LTD.
Branches and Agents throughout the Pacific...



nla.obj-324458052
National Library of Australia

hell, Gwyn and Co., Ltd., act as Load-Brokers in London.

UK sailing dates for early 1963: Jan. 31, Feb. 28, Mar. 28.

Far East-Fiji-NZ-Sydney

Royal Interocean Lines operate a service m Singapore to Fiji, NZ, and Aus-lia, with three vessels (Van Cloon, n Noort and Van Neck) calling iodically at Suva and/or Lautoka.

Next calls at Fiji: Van Cloon Dec. 20-21, n Noort Jan. 14-15 (approx.).

Details from Royal Interocean Lines, 261 orge Street, Sydney (2-0573).

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

1. Australia-Fiji-Hawaii-Nth. America

BY QANTAS EMPIRE AIRWAYS
(Boing 707 V-Jets)

NORTHBOUND

s., Thurs. and Sun.: Sydney (dep. 7 p.m.), Nadi (arr. 12.50 a.m., dep. 1.35 a.m.), Honolulu, San Francisco.

., Wed. and Sat.: Sydney (dep. 7 p.m.), Nadi (arr. 12.50 a.m., dep. 1.35 a.m.), Honolulu, San Francisco, New York, London.

: Sydney (dep. 7 p.m.), Nadi (arr. 12.50 a.m., dep. 1.35 a.m.), Honolulu, San Francisco (extends to Vancouver alternate weeks; from Sydney, Dec 21, Jan. 4, 18, Feb. 1, 15, etc.).

SOUTHBOUND

., Wed. and Fri.: London, New York, San Francisco, Honolulu, Nadi (arr. 4.40 a.m., dep. 5.30 a.m.), Sydney (arr. 7.35 a.m.).

s., Thurs. and Sun.: San Francisco, Honolulu, Nadi (arr. 4.40 a.m., dep. 5.30 a.m.), Sydney (arr. 7.35 a.m.).

: San Francisco (service begins from Vancouver alternate Sats.: Dec. 22, Jan. 5, 19, Feb. 2, 16, etc.), Honolulu, Nadi (arr. 4.40 a.m., dep. 5.30 a.m.), Sydney (arr. 7.35 a.m.).

International Dateline is crossed be-en Nadi and Honolulu.)

antas/TEAL Electra International Mk. ircraft from Auckland connect at Nadi Wed., Thurs., Fri., Sat., Sun., and Mon. n Qantas northbound flights, and on ., Thurs., Fri., Sat., Sun. and Tues. Auckland, with Qantas south-bound its. (See Table 19).

BY CANADIAN PACIFIC AIRLINES
(Bristol Britannia and DC8 Jet)

NORTHBOUND

Sat.: Dep. Sydney 11 a.m. by Britannia or Auckland (arr. 4.50 p.m.). Weekly rom Auckland, dep. 5.35 p.m. Sat. or Nadi (arr. 9.40 p.m., dep. 10.35 .m.), Honolulu (arr. Sat. 10 a.m., lep. Sun. 9 a.m. by DC8), Vancouver, Amsterdam (arr. Mon. 1.45 p.m.).

Fortnightly service operates from ney Dec. 15, 29, Jan. 12, 26, Feb. 9, etc.).

SOUTHBOUND

: Dep. Amsterdam 2 p.m. by DC8 or Vancouver, Honolulu (arr. Sun. .35 p.m., dep. Sun. 10.35 p.m. by Britannia), Nadi (arr. Tues. 6 a.m., lep. 6.45 a.m.), Auckland (arr. 10.55 .m.). Alt. Tues.: Dep. Auckland 11.45 .m. for Sydney (arr. Tues. 2.15 p.m.).

(Fortnightly service operates from Auckland: Dec. 11, 25, Jan. 8, 22, Feb. 5, 19, etc.).

(International Dateline is crossed between Nadi and Honolulu.)

1A. Australia-Fiji (or Am. Samoa)-Hawaii-Nth. America

BY PAN AMERICAN AIRWAYS
(Intercontinental Jet Clippers*)

NORTHBOUND

Sun., Thur.: Dep. Sydney 5 p.m. for Nadi (arr. 10.55 p.m., dep. 11.45 p.m.), Honolulu and Los Angeles (arr. Thurs., Sun. 4.30 p.m.). Connections at Honolulu for San Francisco, Portland and Seattle.

Tues.: Dep. Sydney 5 p.m. for Pago Pago, Am. Samoa (arr. 1.10 a.m., dep. 1.50 a.m.), Honolulu and Los Angeles (arr. Tues. 4.30 p.m.).

SOUTHBOUND

Tues., Fri.: Dep. Los Angeles 7.30 p.m. for Honolulu, Nadi, (arr. 4.15 a.m., Thurs., Sun., dep. 5 a.m.) and Sydney (arr. 7.10 a.m. Thurs., Sun.).

Sun.: Dep. Los Angeles 7.30 p.m. for Honolulu, Pago Pago (arr. 4.15 a.m. Mon., dep. 5 a.m.) and Sydney (arr. 7.55 a.m. Tues.).

(International Dateline is crossed between Nadi and Honolulu, and between Sydney and Pago Pago.)

* PAA use DC7C aircraft on connecting services Nadi-Auckland and Nadi-Pago Pago (Am. Samoa). (See Tables 21 and 21A).

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Trans Australia Airlines and Ansett-ANA operate from Sydney to Lae and return with DC6B's. TAA runs the service Mondays, Wednesdays, Saturdays; Ansett-ANA Tuesdays, Thursdays, Fridays.

NORTHBOUND

Mon., Wed. and Sat. **(TAA)**

Dep.	Arr.
Sydney, 9.45 p.m.	Brisbane, 11.50 p.m.
Tues., Thurs., Sun.	Tues., Thurs., Sun.
Dep.	Arr.
Brisbane, 12.40 a.m.	Pt. Moresby, 6.10 a.m.
Dep.	Arr.
Pt. Moresby, 7 a.m.	Lae, 8 a.m.

Tues., Thurs. and Fri. **(Ansett)**

Dep.	Arr.
Sydney, 9.45 p.m.	Brisbane, 11.45 p.m.
Wed., Fri., Sat.	Wed., Fri., Sat.
Dep.	Arr.
Brisbane, 12.45 a.m.	Pt. Moresby, 6.05 a.m.
Dep.	Arr.
Pt. Moresby, 6.50 a.m.	Lae, 7.50 a.m.

SOUTHBOUND

Tues., Thurs., and Sun. **(TAA)**

Dep.	Arr.
Lae, 9.15 a.m.	Pt. Moresby, 10.15 a.m.
Dep.	Arr.
Pt. Moresby, 11 a.m.	Brisbane, 4.15 p.m.
Dep.	Arr.
Brisbane, 4.50 p.m.	Sydney, 6.55 p.m.

Wed., Fri. and Sat. **(Ansett)**

Dep.	Arr.
Lae, 9.15 a.m.	Pt. Moresby, 10.15 a.m.
Dep.	Arr.
Pt. Moresby, 11 a.m.	Brisbane, 4.10 p.m.
Dep.	Arr.
Brisbane, 4.50 p.m.	Sydney, 6.55 p.m.

2A. Qld.-New Guinea

TAA, with Fokker Friendship Prop-Jet

Alt. Mon.: Dep. Townsville 12.40 p.m., Cairns arr. 1.40 p.m., dep. 2.45 p.m., arr. Pt. Moresby 5.05 p.m. (Dec. 10, 24, Jan. 7, 21, Feb. 4, 18, etc.).

Alt. Wed.: Dep. Lae 12.30 p.m., Pt. Moresby arr. 1.30 p.m., dep. 2.15 p.m., Cairns arr. 4.45 p.m., dep. 5.30 p.m., arr. Townsville 6.30 p.m. (Dec. 12, 26, Jan. 9, 23, Feb. 6, 20, etc.).

CAIRNS-PT. MORESBY-CAIRNS

Ansett, with Fokker Friendship Prop-Jet

Alt. Sat.: Dep. Cairns 3.35 p.m., arr. Pt. Moresby 5.55 p.m. (Dec. 15, 29, Jan. 12, 26, Feb. 9, 23, etc.).

Alt. Sun.: Dep. Pt. Moresby 9.05 a.m., arr. Cairns 11.25 a.m. (Dec. 16, 30, Jan. 13, 27, Feb. 10, 24, etc.).

CAIRNS-PT. MORESBY-BRISBANE

Ansett, with DC4 (Air Cargo Only)

Alt. Mon.: Dep. Cairns 6.30 a.m., arrive Pt. Moresby 9.25 a.m. Dep. Pt. Moresby

UNION STEAM SHIP CO. OF N.Z. LIMITED

Serving the Pacific since 1875.

Regular Sailings by Modern Vessels

From Melbourne and Sydney (periodically Adelaide) to Lautoka, Suva (including transhipments for Vavau and Niue), Apia and Nukualofa.

Also from Auckland to Lautoka, Suva, Nukualofa, Vavau, Niue, Pago Pago and Apia.

Ship your cargo by a Union Company Vessel.

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

nla.obj-324458186
National Library of Australia

11.30 a.m. (same day), arr. Brisbane 6 p.m. (Dec. 17, 31, Jan. 14, 28, Feb. 11, 25, etc.).

3. P-NG Internal Services

Operated by TAA

PT. MORESBY-LAE

(Fokker Friendship Prop-Jet)

Alt. Tues.: Dep. Pt. Moresby 6.40 a.m., arr. Lae 7.40 a.m. (Dec. 11, 25, Jan. 8, 22, Feb. 5, 19, etc.).

LAE-RABAUL-LAE (Fokker Prop-Jet)

Alt. Tues. Dep. Lae 9 a.m., Rabaul arr. 10.55 a.m. (Dec. 11, 25, Jan. 8, 22, Feb. 5, 19, etc.).

Alt. Wed.: Dep. Rabaul 10.10 a.m., Lae arr. 12 noon (Dec. 12, 26, Jan. 9, 23, Feb. 6, 20, etc.).

PORT MORESBY-DARU (DC3)

Alt. Fri.: Dep. Pt. Moresby 8.45 a.m. for Daru, returning same day via Balimo, arr. 2.25 p.m. (Dec. 14, 28, Jan. 11, 25, Feb. 8, 22, etc.).

PT. MORESBY-WESTERN PAPUA (Catalina)

Wed.: Dep. Pt. Moresby 8 a.m. for Kerema, Baimuru, Kikori, Kerema, Pt. Moresby, arr. 2.10 p.m.

Alt. Thurs.: Dep. Pt. Moresby 7 a.m. for Daru, D'Albertis Junction, Lake Murray, arr. 1.15 p.m. (Dec. 20, Jan. 3, 17, 31, Feb. 14, 28, etc.).

Alt. Fri.: Dep. Lake Murray 7 a.m. for Daru, Pt. Moresby, arr. 11.30 a.m. (Dec. 7, 21, Jan. 4, 18, Feb. 1, 15, Mar. 1, etc.).

PT. MORESBY-EASTERN PAPUA (Catalina)

Alt. Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Esa-Ala, Samarai, Pt. Moresby, arr. 4.30 p.m. (Dec. 17, 31, Jan. 14, 28, Feb. 11, 25, etc.).

Each fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Deboyne Lagoon, Samarai, Pt. Moresby, arr. 4.30 p.m. (Dec. 10, Jan. 7, Feb. 4, etc.).

Each fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Pt. Moresby, arr. 4.30 p.m. (Dec. 24, Jan. 21, Feb. 18, etc.).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Mon.: Dep. Lae 7.30 a.m. for Madang, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.

Mon.: Dep. Rabaul 7.30 a.m. for Kavieng, Manus, Wewak, Madang, Lae, arr. 4.05 p.m.

Sun.: Dep. Lae 9 a.m., for Madang, Wewak, arr. 11.55 a.m.

Tues.: Dep. Wewak 6 a.m. for Madang, Lae, arr 8.45 a.m.

Wed.: Dep. Kavieng 8 a.m. for Rabaul, arr. 9 a.m.

Fri.: Dep. Lae 7.30 a.m. for Madang, Wewak, Manus, Rabaul, arr. 3.25 p.m.

Tues.: Dep. Rabaul 12.45 p.m. for Kavieng, arr. 1.45 p.m.

Wed.: Dep. Rabaul 8.10 a.m. for Manus, Wewak, Madang, arr. 4.05 p.m.

CENTRAL HIGHLANDS (DC3)

Wed.: Dep. Madang 9.40 a.m. for Wabag, Wapenamunda, Baiyer River, Hagen, Banz, Minj, Goroka, Lae, arr. 3.55 p.m.

Thurs.: Dep. Lae 9.40 a.m. for Goroka, Minj, Banz, Hagen, Baiyer R., Wapenamunda, Wabag, Madang, arr. 4 p.m.

LOWER HIGHLANDS (DH Otter)

Tues.: Dep. Goroka 1 p.m. for Lae, calling at any of: Aiyura, Kaiapit, Kainantu, Gusap, Arona.
(Note: Fortnightly calls at Dumpu—Dec. 11, 25, Jan. 8, 22, Feb. 5, 19, etc.).

Thurs.: Dep. Lae 8.40 a.m. for Goroka, calling at any of Kiapit, Arona, Gusap, Aiyura, Kainantu.

PT. MORESBY-WAU-BULOLO-LAE (DC3)

Thurs., Sun.: Dep. Pt. Moresby 10.45 a.m. for Wau, Bulolo, Lae, arr. 1.20 p.m.

Thurs., Sun.: Dep. Lae 7.30 a.m. for Bulolo, Wau, Pt. Moresby, arr. 10 a.m.

MADANG-GOROKA-LAE (DC3)

Tues.: Dep. Lae 9.40 a.m. for Goroka, Minj, Banz, Hagen, Madang, arr. 2.10 p.m.

Mon.: Dep. Madang 11.30 a.m. for Hagen, Banz, Minj, Goroka, Lae, arr. 3.55 p.m.

PT. MORESBY-GOROKA-MADANG (DC3)

Sun., Tues., Thurs.: Dep. Pt. Moresby 8 a.m. for Goroka, Madang, arr. 10.50 a.m.

Sun., Tues., Thurs.: Dep. Madang 7.30 a.m. for Goroka, Pt. Moresby, arr. 10.20 a.m.

LAE-RABAUL-LAE (DC3)

Tues., Thurs., Sun.: Dep. Lae 9.30 a.m., arr. Rabaul 12.05 p.m.

Sun., Tues., Thurs.: Dep. Rabaul 6 a.m., arr. Lae 8.35 a.m.

Sat.: Dep. Rabaul 9 a.m. for Jacquinot Bay, Hoskins, Talasea, Kandrian, Finschhafen, Lae, arr. 2.10 p.m.

Tues.: Dep. Lae 10 a.m. for Finschhafen, Kandrian, Talasea, Hoskins, Jacquinot Bay, Rabaul, arr. 3.10 p.m.

LAE-FINSCHHAFEN (Cessna)

Thurs.: Dep. Lae 7.30 a.m. for Finschhafen, Lae, arr. 8.45 a.m.

RABAUL-BUIN-RABAUL (DC3)

Fri.: Dep. Rabaul 8 a.m. for Buka, Wakanai, Aropa, Buin, Aropa, Wakanai, Buka, Rabaul, arr. 3.20 p.m.

Alt. Wed. (Dec. 12, 26, Jan. 9, 23, Feb. 6, 20): Dep. Rabaul 9.30 a.m. for Buka, Wakunai, Aropa, Wakunai, Buka, Rabaul, arr. 4.50 p.m.

Operated by Ansett-Mandated Air Lines

Ansett-MAL DC3's, connect at Lae with Sydney-Lae-Sydney DC6B services:—

Wed.: Dep. Lae 8.55 a.m. for Goroka, Madang, Wewak, arr. 12.15 p.m.

Wed., Sat.: Dep. Madang 7 a.m. for Goroka, Lae, arr. 8.45 a.m.

Wed., Fri., Sat.: Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.

Wed., Fri., Sat.: Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.

Fri.: Dep. Lae 8.55 a.m. for Wau, Madang, arr. 10.55 a.m.

Fri. (Piaggio): Dep. Lae 9.05 a.m. for Kainantu, Goroka, Minj, Banz, Mt. Hagen, Wabag, arr. 12.35 p.m.

Fri.: Dep. Wewak 6.15 a.m. for Madang, Lae, arr. 8.50 a.m.

Fri. (Piaggio): Dep. Goroka 7.30 a.m. for Lae, arr. 8.25 a.m.

Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang, arr. 10.35 a.m.

Other Ansett-MAL scheduled internal P-NG services (mainly by DC3) include:

Mon.: Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Rabaul, arr. 2.25 p.m.
Dep. Lae 6.30 a.m. for Goroka, Kainantu, Wau, Pt. Moresby, Wau, Goroka, Lae, arr. 3 p.m.

Tues.: Dep. Rabaul 7 a.m. for Madang, Wewak, Madang, Goroka, Lae, arr. 3.40 p.m.

Wed.: Dep. Lae 8.55 a.m. for Goroka, Madang, Wewak, arr. 12.15 p.m.
Dep. (Piaggio) Mt. Hagen 9.30 a.m. for Mendi, Kagua, Erave, Ialibu, Mt. Hagen, arr. 12 noon.
Dep. (Piaggio) Hagen 6.30 a.m. for Banz, Goroka, Hagen, arr. 8.50 a.m.
Dep. (Norseman) Wewak 8.30 a.m. for Lumi, Nuku, Wewak, arr. 11.05 a.m.
Dep. (Cessna) Wewak 1 p.m. for Maprik, Yangoru, Wewak, arr. 2.45 p.m.
Dep. (Cessna) Wewak 8 a.m. for Telefomin, Wewak, arr. 11.10 a.m.

Wed., Fri.: Dep. Madang 8 a.m. for Mt. Hagen, Banz, Minj, Madang, arr. 11.45 a.m.
Dep. Goroka 7.50 a.m. for Wau, M Moresby, arr. 10.25 a.m.
Dep. Lae 6.30 a.m. for Goroka Madang, Wewak, Momote, Kavien Rabaul, arr. 4 p.m.
Dep. Lae 6.30 a.m. for Goroka, Wa Pt. Moresby, Wau, Goroka, Kainan (Fri. only), Lae arr. 2.35 p.m. (3 p. Fri.).

Wed., Fri., Sat.: Dep. Rabaul 5.45 a. for Lae, arr. 8.25 a.m., dep. 9.20 a. Rabaul, arr. 12 noon.

ed., Sat.: Dep. Madang 7 a.m. Goroka, Lae, arr. 8.45 a.m.

Thurs.: Dep. (Piaggio) Hagen 1.30 p. for Banz, Minj, Goroka, arr. 2.50 p.
Dep. Madang 7.30 a.m. for Goroka Wau, Pt. Moresby, Wau, Goroka Madang, arr. 2.50 p.m.
Dep. (Norseman) Wewak 8 a.m. Aitape, Vanimo, Sissano, Aitap Dagua, Wewak, arr. 12.05 p.m.

Thurs., Sat.: Dep. Rabaul 7 a.m. Kavieng, Momote, Wewak, Madan Goroka, Lae, arr. 4.40 p.m.

Fri.: Dep. Wewak 6.15 a.m. for Madan Lae, Wau, Madang, arr. 10.55 a.m.
Dep. (Piaggio) Goroka 10.40 a. for Minj, Banz, Hagen, Wabag, Hag Banz, Minj, Goroka, arr. 2.55 p.m.
Dep. (Cessna) Mt. Hagen 9.30 a. for Mendi, Kagua, Erave, Ialibu, M Hagen, arr. 12.30 p.m.
Dep. (Cessna) Wewak 8 a.m. Angoram, Wewak, arr. 9 a.m.

Sat.: Dep. Lae 8.55 a.m. for Goroka Madang, arr. 10.35 a.m.
Dep. (Cessna) Mt. Hagen 8.30 a. for Mendi, Tari, Mendi, Mt. Hag arr. 11.45 a.m.
Dep. (Cessna) Wewak 9.30 a.m. Ambunti, Berui, Maprik, Wewak, a 11.35 a.m.

Papuan Air Transport Ltd. ("Patair")

Local services operated in Papua Papuan Air Transport Ltd. include:

Mon.: Dep. (Cessna) Pt. Moresby 7.30 a. for Amazon Bay, Baibara, Pt. Moresb arr. 11.50 a.m.
Dep. (Piaggio) Pt. Moresby 7.30 a. for Kairuku, Bereina, Tapini, Woita Tapini, Bereina, Kairuku, Pt. Moresb arr. 1.30 p.m.

Tues.: Dep. (Cessna) Pt. Moresby 7.45 a. for Kubuna, Aroa, Rogers, Pt. Moresb arr. 10.25 a.m.
Dep. (DC3) Pt. Moresby 7.45 a. for Daru, Balimo, Pt. Moresby, a 4.50 p.m.
Dep. (DC3) Pt. Moresby 6.30 a. for Popendetta, Garaina, Lae, Pope detta, Pt. Moresby, arr. 1.30 p.m.
Dep. (Piaggio) Pt. Moresby 7.30 a. and 10.45 a.m. for Tapini, Pt. Moresb arr. 9.10 a.m. and 11.15 a.m.
Dep. (Piaggio) Pt. Moresby 11.40 a. for Woitape, Pt. Moresby, arr. 12 p.m.
Dep. (Piaggio) Pt. Moresby 12.30 p for Paili, Cape Rodney, Pt. Moresb arr. 2.50 p.m.

Wed.: Dep. (Piaggio) Pt. Moresby 7 a. for Bereina, Baimuru, Erave, Mer Baimuru, Bereina, Pt. Moresby, a 2.50 p.m.
Dep. (DC3) Pt. Moresby for Koko Popondetta, Pt. Moresby, arr. 11.10 a.

Thurs.: Dep. (DC3) Pt. Moresby 7.40 a. for Popondetta, Embi, Wanig Kiriwina, Embi, Popondetta, Moresby, arr. 2.20 p.m.
Dep. (Piaggio) Pt. Moresby 10.45 a. for Woitape, Pt. Moresby, arr. 12 p.m.
Dep. (Piaggio) Pt. Moresby 7.30 a. for Tapini, Pt. Moresby, arr. 9.10 a.

Fri.: Dep. (DC3) Pt. Moresby 10 a.m. Gurney, Pt. Moresby, arr. 2.50 p.m.
Dep. (Piaggio) Pt. Moresby 12.30 p for Paili, Cape Rodney, Pt. Moresb arr. 2.50 p.m.
Dep. (DC3) Pt. Moresby 11.30 a.

for Bereina, Pt. Moresby, arr. 1.30 p.m. Dep. (Piaggio) Pt. Moresby 11 a.m. for Rogers, Aroa, Kairuku, Pt. Moresby, arr. 1.45 p.m.
t.: Dep. (Piaggio) Pt. Moresby 7.30 a.m. for Tapini, Pt. Moresby, arr. 9.10 a.m. Dep. (DC3) Pt. Moresby 7.45 a.m. for Popondetta, Kokoda, Pt. Moresby, arr. 10.20 a.m.
onthly, first Wed.: Dep. (Piaggio) Pt. Moresby 7 a.m. for Daru, Pt. Moresby, arr. 11 a.m. (Jan. 2, Feb. 6, Mar. 6, etc.).

3A. P-NG - West NG

LAE-HOLLANDIA (West New Guinea)
TAA, with DC3 aircraft

t. Thurs. (Dec. 13, 27, Jan. 10, 24, Feb. 7, 21, etc.) dep. Lae 9 a.m. for Madang, Wewak, Hollandia, arr. 1.35 p.m.
t. Fri. (Dec. 14, 28, Jan. 11, 25, Feb. 8, 22, etc.): Dep. Hollandia 11.35 a.m. for Wewak, Madang, Lae arr. 5.05 p.m.

BIAK (WEST NG)-LAE
De Kroonduif with DC3 Aircraft

De Kroonduif NV maintains a fortghtly service between Biak, Hollandia d Lae with DC3 aircraft. It connects th KLM's DC8 service to Europe (Table

t. Thurs. (Dec. 20, Jan. 3, 17, 31, Feb. 14, 28, etc.): Dep. Biak 6 a.m., Hollandia arr. 8.10 a.m., dep. 9.10 a.m., arr. Lae 1.10 p.m.
t. Fri. (Dec. 21, Jan. 4, 18, Feb. 1, 15, etc.): Dep. Lae 9.15 a.m., Hollandia arr. 12.05 p.m., dep. 1.05 p.m., arr. Biak 3.10 p.m.

WEST NG INTERNAL SERVICES
De Kroonduif Airlines

DC3 aircraft link Biak with Hollandia ee above), Sorong, Merauke, Tenah erah, Kaimana, Manokwari, Kebar, amena, Ransiki, Genjem; Twin Pioneer Seroei, Steenkool, Manokwari, Noemer, Inawatan, Teminabuan, Sorong, asior, Nabiri, Wissel Lakes, Kokanao; aver to Fakfak, Kaimana, Teminabuan, amaroe, Inawatan.

4. Australia-West NG

KLM Royal Dutch Airlines

Weekly DC8 service between Sydney ep. Fri. 10.35 a.m.) and Holland, calling Biak, West NG (arr. Fri. 3.30 p.m., p. 4.30 p.m.), Manila (Philippines) and msterdam (arr. Sat. 12.10 p.m.). Dep. msterdam Wed. 2.30 p.m., via Manila and ak (arr. Fri. 12.30 a.m., dep. 1.30 a.m.) Sydney (arr. Fri. 7.15 a.m.).
DC8 aircraft dep. Biak Mon. and Fri. p.m.) for Japan en route to Amrdam (arr. Tues. and Sat. 7.55 a.m.). p. Amsterdam Wed. (2.15 p.m.) and t. (6.30 p.m.) for Japan and Biak, arr. urs. (11.30 p.m.) and Mon. (3 a.m.).

5. N. Guinea-Solomons

AA, with Fokker Friendship Prop-Jet and DC3 Aircraft

t. Tues.: Dep. Lae (DC3) 6 a.m. for Rabaul, Buka, Munda, Yandina, Honiara arr. 4.20 p.m. (Dec. 18, Jan. 1, 15, 29, Feb. 12, 19, etc.).
t. Wed.: Dep. Honiara (DC3) 7.30 a.m. for Yandina, Munda, Buka, Rabaul, Lae arr. 3.45 p.m. (Dec. 12, 26, Jan. 9, 23, Feb. 6, 20, etc.).
t. Tues.: Dep. Lae (Fokker) 9 a.m. for Rabaul, Buka, Munda, Honiara, arr. 4.20 p.m. (Dec. 11, 25, Jan. 8, 22, Feb. 5, 19, etc.).
t. Wed.: Dep. Honiara (Fokker) 6.45 a.m. for Munda, Buka, Rabaul, Lae arr. 12 noon (Dec. 12, 26, Jan. 9, 23, Feb. 6, 20, etc.).

6. Sydney-Noumea

QANTAS, with Boeing 707 Jet

Thurs.: Dep. Sydney 10.15 a.m., arr. Noumea 1.45 p.m.
Thurs.: Dep. Noumea 3 p.m., arr. Sydney 4.50 p.m.

7. Paris-Sydney-Noumea-Fiji-Tahiti-USA-Paris

TAI, with DC8 Jet Aircraft

Dep. Paris Mon. 5 p.m., eastbound for Athens, Beirut, Karachi, Bangkok, Saigon, Darwin, Sydney (arr. Wed. 8.25 a.m.).
Dep. Sydney Wed. 9.40 a.m. for Noumea (arr. 1.25 p.m., dep. 3.30 p.m.), Nadi (arr. 6.15 p.m., dep. 7.05 p.m.), cross International Dateline, Papeete (arr. Wed. 1.10 a.m., dep. alt. Wed. (Dec. 19, Jan. 2, 16, 30, Feb. 13, 27, etc.) and Fri. 10 a.m.), Los Angeles, Montreal, Paris (arr. Sun. 8.15 a.m.).
Dep. Paris Fri. 5.30 p.m. westbound for Montreal, Los Angeles (dep. alt. Thurs. (Dec. 20, Jan. 3, 17, 31, Feb. 14, 28, etc.) and Sat. 1 a.m.), Papeete (arr. alt. Thurs. and Sat. 7.25 p.m., dep. Sun. 1.40 a.m.), cross International Dateline, Nadi (arr. Mon. 4.25 a.m., dep. 5.25 a.m.), Noumea (arr. Mon. 6.30 a.m., dep. 9.10 a.m.), Sydney (arr. Mon. 11 a.m.).
Dep. Sydney Mon. 1 p.m. for Darwin, Saigon, Rangoon, Karachi, Teheran, Rome, Paris (arr. Tues. 2.15 p.m.).

7A. Tahiti-Hawaii

TAI, with DC8 Jet Aircraft

Alt. Wed. (Dec. 12, 26, Jan. 9, 23, Feb. 6, 20, etc.): Dep. Papeete for Honolulu, arr. 9.05 p.m.
Alt. Thurs. (Dec. 13, 27, Jan. 10, 24, Feb. 7, 21, etc.): Dep. Honolulu 11.45 p.m. for Papeete, arr. alt. Fri. 5.20 a.m.

7B. Tahiti-USA

TAI, with DC8 Jet Aircraft

Fri. and alt. Wed. (Dec. 19, Jan. 2, 16, 30, Feb. 13, 20, etc.): Dep. Papeete 12 noon for Los Angles, arr. 10.10 p.m.
Sat. and alt. Thurs. (Dec. 20, Jan. 3, 17, 31, Feb. 14, 28, etc.): Dep. Los Angeles 1.30 p.m. for Papeete, arr. 7.55 a.m.

8. Sydney-Lord Howe Is.

Airlines of N.S.W.
with Sandringham Flying-boats

Regular return flight from Rose Bay base each Tues. and Sat. (with extra flight Thurs. as required).

9. Sydney-Norfolk Is.

QANTAS, with Skymaster DC4 Aircraft

Every Sat.: Dep. Sydney 8 a.m., arr. NI 2.45 p.m.; dep. NI next day, Sun., 2.45 p.m. for Sydney, arr. 6.45 p.m. Flight extends NI-Auckland-NI. (See table 12).

10. New Caledonia-New Hebrides

TAI with DC4 Aircraft

Thurs., Sat.: Dep. Noumea 8 a.m. for Vila (arr. 9.55 a.m., dep. 10.30 a.m.), Santo (arr. 11.45 a.m., dep. 1.15 p.m.), Vila (arr. 2.30 p.m., dep. 3.05 p.m.), Noumea (arr. 5 p.m.).

11. Noumea-Wallis Is.-Tahiti

TAI with DC4 Aircraft

Monthly (second Sunday), dep. Noumea, Dec. 9, Jan. 13, Feb. 10, etc.
Dep. Noumea, Sun., 11 p.m. for Wallis Is. (arr. Mon., 6.30 a.m., dep. 8 a.m.), crosses International Dateline, Papeete (arr. Sun., 7.05 p.m.).
Dep. Papeete, Tues., 8.30 a.m., crosses International Dateline, Wallis Is. (arr. Wed., 3.15 p.m., dep. 4.45 p.m.), Noumea (arr. 10.15 p.m.).

12. Norfolk Is.-Auckland

TEAL, by Qantas Skymaster (Charter)

Every Sat.: Dep. Norfolk 4 p.m., arr. Auckland 7.45 p.m. Ret. next day, Sun.: dep. Auckland 10.30 a.m., arr. Norfolk 1.30 p.m. (See Table 9).

13. Sydney-Auckland

QANTAS and TEAL jointly, with Electra International Mk. II's

Daily: Dep. Auckland 9 a.m., arr. Sydney 11.05 a.m.
Fri., Sat., Sun.: Dep. Auckland 1.30 p.m., arr. Sydney 3.35 p.m.
Daily: Dep. Sydney 1 p.m., arr. Auckland 6.35 p.m.
Fri., Sat., Sun.: Dep. Sydney 4.30 p.m., arr. Auckland 8.05 p.m.
(Note: Additional services will be operated to meet traffic requirement throughout December for this and all other Australia-NZ routes.)

14. Sydney-Christchurch

QANTAS and TEAL jointly, with Electra International Mk. II's

Wed., Thurs., Sun.: Dep. Sydney 9 a.m., arr. Christchurch 2.50 p.m.
Sat.: Dep. Sydney 12.15 p.m., arr. Christchurch 6.05 p.m.
Mon., Tues., Thurs., Fri., Sat.: Dep. Christchurch 7 p.m., arr. Sydney 9.05 p.m.

15. Christchurch-Melbourne

QANTAS and TEAL jointly, with Electra International Mk. II's.

Wed., Thurs., Sun.: Dep. Christchurch 4 p.m., arr. Melbourne 6.55 p.m.
Tues., Fri.: Dep. Melbourne 11.30 a.m., arr. Christchurch 5.40 p.m.

16. Sydney-Wellington

QANTAS and TEAL jointly, with Electra International Mk. II's.

Daily: Dep. Sydney 9.30 a.m., arr. Wellington 3.30 p.m.
Daily: Dep. Wellington 4.30 p.m., arr. Sydney 6.50 p.m.

17. Auckland-Melbourne

QANTAS and TEAL jointly, with Electra International Mk. II

Tues., Fri., Sun.: Dep. Auckland 8.30 a.m., arr. Melbourne 11.30 a.m.
Tues., Fri., Sun.: Dep. Melbourne 12.30 p.m., arr. Auckland 7 p.m.

18. Auckland-Brisbane

QANTAS and TEAL jointly, with Electra International Mk. II

Sat.: Dep. Auckland 11 a.m., arr. Brisbane 1.30 p.m.
Sat.: Dep. Brisbane 3 p.m., arr. Auckland 8.45 p.m.

19. Auckland-Fiji

TEAL, with Electra International Mk. II's

Daily (except Mon.)*: Dep. Auckland 8.30 p.m., arr. Nadi 12.15 a.m.
Tues.: Dep. Nadi 1.30 p.m., arr. Auckland 5.20 p.m.
Wed., Fri., Sun.: Dep. Nadi 8.45 a.m., arr. Auckland 12.35 p.m. **(Over)**

nla.obj-324458459
National Library of Australia

Thurs.*, Sat.*: Dep. Nadi 5.45 a.m., arr. Auckland 9.35 a.m.
* Wed., Fri., flights ex-Auckland, and Thurs., Sat., flights ex-Nadi are operated by Qantas under charter to TEAL.

20. Fiji-Am. Samoa-Tahiti

TEAL, with Electra International Mk. II

Mon.: Dep. Nadi 3.30 a.m., cross International Dateline, arr. Pago Pago Sun. 7.10 a.m., dep. 7.45 a.m., arr. Papeete Sun. 12.50 p.m.

Mon.: Dep. Papeete 7 a.m., arr. Pago Pago 10.25 a.m., dep. 11 a.m., cross International Dateline, arr. Nadi Tues. 12.40 p.m.

21. Fiji-New Zealand

PAA, with DC7C Aircraft

Sun., Thurs.: Dep. Nadi 5.30 a.m. for Auckland, arr. 10.15 a.m.

Sun., Thurs.: Dep. Auckland 5.30 p.m. for Nadi, arr. 10.15 p.m.

21A. Fiji-Am. Samoa

PAA, with DC7C Aircraft

Mon.: Dep. Nadi 12 noon, cross International Dateline, arr. Pago Pago (Am. Samoa) 4.05 p.m. Sun.

Tues.: Dep. Pago Pago 9.30 a.m., cross International Dateline, arr. Nadi 11.40 a.m. Wed.

22. Fiji Internal Services

Fiji Airways, Ltd., with Heron and Drover Aircraft

Suva-Nadi-Suva: Two flights daily (Wed., Fri. and Sun. morning timetables 30 mins. earlier): Dep. Suva 8 a.m., arr Nadi 8.45 a.m., dep. Nadi 9.15 a.m., arr. Suva 10.05 a.m.; and dep. Suva 3 p.m., arr. Nadi 3.45 p.m., dep. Nadi 4.10 p.m., arr. Suva 5 p.m.

Suva-Labasa-Suva: Dep. 11 a.m. Wed., Thurs., Fri. and Sat.

Suva-Labasa-Savusavu-Labasa-Suva: Dep. 11 a.m. Tues.

Suva-Savusavu-Matei-Suva: Dep. 11 a.m. Mon.

Suva-Ura-Savusavu-Suva: Dep. 7.20 a.m., Wed.

Suva - Savusavu - Labasa - Savusavu - Suva: Dep. 11 a.m. Thurs., Sat., Sun.

Suva-Ura-Suva: Dep. 7.20 a.m., Sun.

Suva-Labasa-Matei-Labasa-Suva: Dep. 11 a.m. Mon.

Suva-Matei-Labasa-Matei-Suva: Dep. 11 a.m. Fri.

Suva-Savusavu-Suva: Dep. 11 a.m., Wed.

Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

23. Fiji-Tonga

Fiji Airways, Ltd., with Heron Aircraft

Alt. Thurs.: Dep. Suva (Nausori) 7 a.m., arr. Nukualofa (Fua'amotu airfield, Tongatapu) 11.15 a.m. (Dec. 13, 27, Jan. 10, 24, Feb. 7, 21, etc.).

Alt. Sat.: Dep. Nukualofa 9.30 a.m., arr. Suva 11.45 a.m. (Dec. 15, 29, Jan. 12, 26, Feb. 9, 23, etc.).

Alt. Sat.: Dep. Suva 7 a.m., Nukualofa arr. 11.15 a.m., dep. 12.30 p.m., arr. Suva 2.45 p.m. (Dec. 22, Jan. 5, 19, Feb. 2, 26, etc.).

Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

24. Fiji-Western Samoa

Fiji Airways, Ltd., with Heron Aircraft

Alt. Thurs. (Dec. 20, Jan. 3, 17, 31, Feb. 14, 28, etc.): Dep. Nadi 6.15 a.m., Nausori (Suva) arr. 7.05 a.m., dep. 7.45 a.m., cross International Dateline, arr. Apia (Faleolo Airfield, Upolu) 1.25 p.m. alt. Wed. (Dec. 19, Jan. 2, 16, 30, Feb. 13, 27, etc.).

Alt. Thurs. (Dec. 20, Jan. 3, 17, 31, Feb. 14, 28, etc.): Dep. Apia 10 a.m., cross International Dateline, arr. Suva, alt. Fri. (Dec. 21, Jan. 4, 18, Feb. 1, 15, Mar. 1), 1.40 p.m., dep. 3 p.m., Nadi arr. 3.45 p.m.

25. Fiji-New Hebrides-BSI

Fiji Airways, Ltd., with Heron Aircraft

Three flights per month during Dec., Jan., and Feb.—thence weekly.

Sun. (except Dec. 23, Jan. 20, Feb. 17): Dep. Nausori 8.30 a.m., Nadi arr. 9.15 a.m., dep. 10 a.m., Vila arr. 1 p.m. Next day, Mon. (except Dec. 24, Jan. 21, Feb. 18), dep. Vila 8 a.m., Santo arr. 9.20 a.m., dep. 10 a.m., Honiara arr. 2.45 p.m.

Tues. (execpt Dec. 25, Jan. 22, Feb. 19): Dep. Honiara 8 a.m., Santo arr. 12.25 p.m., dep. 1 p.m., Vila arr. 2.20 p.m. Next day, Wed. (except Dec. 26, Jan. 23, Feb. 20), dep. Vila 8 a.m., Nadi arr. 1 p.m., dep. 1.30 p.m., Nausori arr. 2.10 p.m.

26. Hawaii-Tahiti-Am. Samoa

South Pacific Air Lines with Super-G Constellation Aircraft

Weekly from Honolulu to Faaa International Airport, Papeete; fortnightly via Pago Pago (Am. Samoa).

Wed.: Dep. Honolulu 11 p.m., arr. Papeete Thurs. 8 a.m.

Thurs.: Dep. Papeete 10 p.m., arr. Honolulu Fri. 7 a.m.

Alt. Sun. (Dec. 23, Jan. 6, 20, Feb. 3, 17, etc.): Dep. Honolulu 11 p.m., Pago Pago arr. Mon. 7 a.m.

Alt. Tues. (Dec. 25, Jan. 8, 22, Feb. 5, 19, etc.): Dep. Pago Pago 10 a.m., Honolulu arr. Tues. 10 p.m.

Details from South Pacific Air Lines, 311 California St., San Francisco, USA.

27. New Caledonia-NZ

TAI with DC4 Aircraft

Fri.: Dep. Noumea 8.30 a.m. for Auckland, arr. 3.10 p.m.

Fri.: Dep. Auckland 5 p.m. for Noumea arr. 10 p.m.

28. Samoan Inter-Island

Polynesian Airlines Ltd., with Percival Prince Aircraft

Between Western Samoa (Faleolo airfield) and American Samoa (Pago Pago) —flight time is 45 minutes.

Dep. Faleolo (W. Samoa): Sun. 7 a.m., 2 p.m.; Mon. 7 a.m., 9.15 a.m., 2 p.m.; Tues. 7 a.m.; Wed., Thurs., Fri., Sat. 9.15 a.m.

Dep. Pago Pago (Am. Samoa): Sun. 8.15 a.m., 4.30 p.m.; Mon. 8.15 a.m., 10.30 a.m., 3.15 p.m.; Tues. 8.15 a.m.; Wed., Thurs., Fri., Sat. 10.30 a.m.

Booking agents: Gold Star Transport Co. Ltd., Apia; R. E. Pritchard, Pago Pago.

29. French Polynesia

RAI, with DC4 Aircraft

Services to the Leeward Group (Isles Sous le Vent), Society Islands.

Sun., Mon., Tues., Fri.: Dep. Papeete 7.30 a.m., Raiatea arr. 8.20 a.m., dep. 8.50 a.m., Bora Bora arr. 9.10 a.m., dep. 4.30 p.m., Raiatea arr. 4.50 p.m., dep. 5.10 p.m., Papeete arr. 6 p.m.

Thurs.: Dep. Papeete 7.20 a.m., Bora Bora arr. 8.20 a.m., dep. 8.50 a.m., Raiatea arr. 9.10 a.m., dep. 9.30 a.m., Papeete arr. 10.20 a.m.

Thurs.: Dep. Papeete 1.30 p.m., Raiatea arr. 2.20 p.m., dep. 2.40 p.m., Bora Bora arr. 3 p.m., dep. 4.30 p.m. Raiatea arr. 4.50 p.m., dep. 5.10 p.m. Papeete arr. 6 p.m.

Other local RAI inter-island service are operated with Bermuda flying-boat.

Details from RAI, Quai Bir Hakeim Papeete, or any TAI office.

30. New Caledonia

TRANSPAC, with Herons and Rapides

Noumea-Mare: Tues., Fri. dep. Noumea p.m. for Mare, Noumea, arr. 4 p.m.

Noumea-Lifou: Tues., Wed., Fri. dep. Noumea 8 a.m. for Lifou, Noumea, arr. 10 a.m. Sat.: Dep. Noumea 2 p.m. for Lifou, Noumea, arr. 4 p.m.

Noumea-Ouvea: Tues. dep. Noumea 1 a.m. for Ouvea, Noumea, arr. 1.30 p.m. Sat.: Dep. Noumea 8 a.m. for Ouvea Noumea, arr. 10 a.m.

Noumea-Houailou-Koumac: Wed., Sat. dep. Noumea 1 p.m. for Houailou and Koumac, Noumea, arr. 4.25 p.m.

Noumea-Isle of Pines: Mon., Wed., Fri. Sat. dep. Noumea 10.45 a.m. for Isle of Pines, Noumea, arr. 12 noon. Sun. Dep. Noumea 8 a.m. for Isle of Pines Noumea arr. 5 p.m.

31. Micronesia

PAA, with Albatross Flying-boats

Using Grumman Albatross twin-motored amphibian flying-boats, PAA operates service throughout the Trust Territory of Micronesia (Caroline, Marshall and Mariana Groups) for US Government.

Details from High Commissioner of the Trust Territory, Box 542, Agana, Guam

PACIFIC AIR FARES

(APPROXIMATE ONLY)

FROM SYDNEY (Aust. currency) TO—

	Single £ s. d.	Return £ s. d.	Table No.
Moresby	48 14 0	92 5 0	2
Lae	60 4 0	115 5 0	2
Rabaul	70 9 0	135 15 0	2.
Noumea	56 18 0	102 8 0	6.
Honiara	92 4 0	179 5 0	2.
Norfolk Is.	27 10 0	49 10 0	9
Lord Howe	16 9 0	32 18 0	8
Nadi	85 9 0	153 17 0	1, 1A, 7
Suva	92 0 0	167 0 0	1-2
Auckland	53 15 0	96 15 0	13
Christchurch	53 15 0	96 15 0	14
Wellington	53 15 0	96 15 0	16
Pago Pago	110 17 0	199 11 0	1, 1A
Honolulu	282 12 0	508 14 0	1, 1A, *
San Francisco	350 0 0	630 17 0	1, 1A
Vancouver	350 9 0	630 17 0	1, 1A
Papeete	181 5 0	325 5 0	1-20,
Biak	103 15 0	186 15 0	4

FROM AUCKLAND (NZ currency) TO—

Nadi	41 7 0	74 0 0	19
Norfolk Is.	19 15 0	35 11 0	12
Papeete	114 10 0	206 2 0	19-2
Noumea	45 10 0	81 18 0	27

FROM SUVA (Fiji currency) TO—

Nadi	5 16 0	11 12 0	22
Nukualofa	18 10 0	34 0 0	23
Apia	25 0 0	45 0 0	24
Honiara	67 10 0	121 10 0	25
Vila	30 13 0	55 4 0	25
Santo	39 14 0	71 9 0	25

FROM NADI (Fiji currency) TO—

Pago Pago	28 18 0	51 19 0	21A
Noumea	32 13 0	58 16 0	7
Papeete	87 5 0	157 1 0	7,

Fares quoted are First Class.

nla.obj-324458587
National Library of Australia

Pacific Commerce and Produce

Remarkable Growth Of W. R. Carpenter Empire

The consolidated balance sheet of W. R. Carpenter Holdings Ltd. for the year ended September 30 last shows that assets now reach the staggering total of £19,039,888 — an increase of nearly £5 million in one year.

THIS is another of the Australian corporations which commenced their trading in the South Pacific Islands and which, as the result of forward management, plus the inflationary movements following two world wars, have grown enormously in strength and influence. Sydney merchants, more than any other single sector, established Australia's domination in the South Pacific during the first half-century.

For comparison, we reproduce below the figures of W. R. Carpenter & Co. Ltd. for the year ended June 30, 1934; in the table, we have placed them beside the figures for the whole Carpenter group for the year ended Sept. 30, 1962:

During the year, the Holdings company took over Claude Neon Industries Ltd., for a share issue of 2,126,409.

The company made a net profit, after tax, of £702,687, and paid a dividend of 15 per cent. on its issued capital.

Directors of the Holding Company now are Messrs. R. B. Carpenter (chairman and managing director), H. V. Carpenter (vice-chairman and managing director), W. S. Bennett, B. B. Perriman, W. G. Johnson, C. D. Brownhill, H. E. Bell, G. C. Remington and W. A. Lee.

	1962	*1934*
Issued capital	3,933,093	339,788
Reserves and unappropriated profits	12,341,605	252,000
Internal reserves	2,178,185	—
Land and buildings	4,819,416	—
Shipping property, motors	1,660,388	28,155
Investments	4,891,540	140,617
Trade Debtors	2,593,734	21,284
Branch balances	—	418,667
Stocks	4,412,762	—
Total assets	19,039,888	609,999

SUBSIDIARIES OF CARPENTER HOLDINGS LTD.

IN AUSTRALIA

W. R. Carpenter & Co. Ltd.
Southern Pacific Insurance Co. Ltd.
Morris Hedstrom (Aust.) Pty. Ltd.
American Trading & Shipping Co. Pty. Ltd.
M. G. B. Jefferson Pty. Ltd.
Claude Neon Industries Ltd.
Claude Neon Ltd.
Claude Neon Lights (Vic.) Ltd.
L. G. Burley Pty. Ltd.
Marvelcraft Pty. Ltd.
Scanlans New Neon Ltd.
Neon Holdings Ltd.
Consolidated Neon Ltd.
Endurance Electric Pty. Ltd.
Motor Services (Gladesville) Pty. Ltd.
Ionlite (Queensland) Pty. Ltd.
Neon Supplies Pty. Ltd.
Neon Luminous Products Pty. Ltd.
Neon Signs Ltd.
W. R. Carpenter & Co. (Solomon Is.) Pty. Ltd.
J. B. Carpenter & Sons Ltd. (Non-op.)
Artcraft Neon Signs Pty. Ltd.
T. E. Page & Company Ltd.
On Chong & Company Ltd. (Non-op.)

IN PAPUA AND NEW GUINEA

Pacific Trading Co. Ltd.
New Guinea Co. Ltd.
Coconut Products Ltd.
Island Estates Ltd.
Garua Plantations Ltd.
Tovaruru Plantations Ltd.
Repairs & Sales Ltd.
W. R. Carpenter (New Guinea) Ltd. (Non-op.)
W. R. Carpenter Oversea Shipping Ltd. (Non-op.)
Island Transports (New Guinea) Ltd. (Non-op.)
Island Products Ltd.
Southern Cross Marine Insurance Co. Ltd.

IN FIJI

Pacific Products Ltd.
Morris Hedstrom Ltd.
Island Industries Ltd.
W. R. Carpenter & Co. (Fiji) Ltd.
Millers Ltd.
Suva Motors Ltd.
Pacific Shipowners Ltd.
The Lau Traders Ltd.
Fiji Pastoral Co. Ltd.
Cicia Plantations Ltd.
Kanacea Ltd.
Austral Motors Ltd.
Island Transport Ltd.
Fiji Hire-Drive Ltd. (In Liq.)

IN NEW ZEALAND

Paramics Ltd.

IN WESTERN SAMOA

A. G. Smyth Ltd. (In Liq.)

IN CANADA

B.C. Ship Chartering Co. Ltd.

IN UNITED KINGDOM

W. R. Carpenter & Co. (London) Ltd.

Carpenters' Share In Woolworths

The W. R. Carpenter chairman, Mr. R. B. Carpenter, announced at the annual meeting on November 23 that Carpenters are purchasing the shares held by Rockman interests—about 5,000,000—in the Woolworth chain-store company and are issuing some new capital to take care of the deal—which might require £3 million. The price being paid for each 5/- share was not stated—some financial writers guess it is about 12/-, compared with the current market price of around 13/6. The deal will bring the Carpenter issued capital to over £20 millions.

It is a curious coincidence that the two biggest Islands trading corporations—Burns Philp and Carpenters—will now be large shareholders in Australia's two largest chain store companies—Burns Philp in Coles, and Carpenters in Woolworths; and in each case the holding is around 10 per cent.

nla.obj-324458715
National Library of Australia

Steamships on the Up-and-Up

THE annual accounts and the report of the chairman (Mr. H. D. Underwood) of Steamships Trading Co. Ltd., of Papua, indicate that this 39-years-old trading and planting corporation is going on from strength to strength. It made a record profit of £263,454 in the year ended June 30, and it has increased its dividend from 12½ to 13-1/3 per cent. What it lost on the depressed copra swings, it gained on the rubber and general trading merry-go-rounds.

The holders of the old 7 per cent. cumulative preference shares were invited to the picnic. They were allowed to convert their Prefs to Ordinaries on the basis of 5 Prefs for 4 Ords which, under present conditions, doubled their earning power.

The issued capital of the Company at the close of accounts was £1,289,316 in ordinary shares, and this since has been increased by £192,709 of new shares issued for the purchase of Colyer Watson (New Guinea) Ltd.

The chairman disclosed that the Company's assets recently had been re-valued, and it appeared that the assets were £685,500 greater than appeared in the balance-sheet.

Little wonder that the shareholders at the meeting on October 29 refused to be perturbed by the political horrors with which the seat of their enterprise (Papua and New Guinea) is supposed to be surrounded. Their £1 share in March last was quoted at 39/6. Four 5/- units today are—despite slumps in the share market—worth around 46/6.

NG Goldfields Ltd. Shows 40 Per Cent. Profit Rise

In the year to June 30 last, New Guinea Goldfields Ltd. made a net profit of £84,922—a lift of £24,315 (40 per cent.) on the 1961 profit of £60,607. Profit was after providing for directors' fees £2,500, depreciation £19,447, and P-NG income tax £2,700.

Goldmining returned a profit of £40,621, but trading profit declined from £65,394 to £44,514. Gold subsidy for the year was £28,874.

Dividend of 3d per share, payable on December 14, will absorb £55,904.

Papuan Apinaipi In A Wide Field

The services of a patient stockbroker-cum-accountant would be needed to explain fully the present structure of Papuan Apinaipi Petroleum Co. Ltd., whose annual report for year ended June 30 has just been circulated.

Papuan Apinaipi was formed in the 'thirties, to drill for oil in a small area in Papua, northwest of Port Moresby. Operations produced much optimism, but no payable oil, and most people supposed that would be the end of the enterprise. But the directors proved to be tenacious people, and they kept the company alive through many years of tribulation; and in more recent times they have teamed up with other oil-seeking enterprises, through a series of agreements.

A map published in the last annual report shows that the Company's interests now cover not only an extended area in central Papua, but also about 10 large areas in Queensland, Northern Territory, New South Wales and West Australia, where searches for oil are either proceeding, or contemplated. A very wide field now is covered by Papuan Apinaipi; but the chances of hitting the oil jackpot are of course correspondingly increased.

The Company's issued capital is shown as £1,890,000 in 5/- shares; and the hopes of the organisation are reflected in the Stock Exchange quotations—the 5/- shares there are valued at between 3/- and 4/-.

Bali Plantations To Try Share-Split Again

Last December, Bali Plantations Ltd., cocoa and copra planters, New Guinea, held two extraordinary meetings on the 15th and 29th to split the 10/- shares into 5/- stock units—and Sydney Stock Exchange has been quoting on the basis of 5/- ever since. It now transpires that the plan to split the shares was void because, under the P-NG compani ordinance, 14 clear days were required b tween the meetings. So Bali will n hold another two extraordinary meetin wider spaced, to make the share-sp valid. In the meantime, Sydney Sto Exchange is regarding the shares as pa to 5/-.

Depressed Rubber Prices Lower Mariboi's Profit

The present depressed price of Papu rubber lowered Mariboi Rubber Ltd profit for the year to June 30, 1962, fr £47,530 to £30,588—the average pri realised by the company was 29.07d p lb. c.i.f., Australian port, a decrease 6½d lb against the previous year.

Rubber production during 1961-62, ho ever, was a record 1,009,632 lb, said M H. D. Underwood (chairman) at t annual meeting in Port Moresby October 19.

Economic Outlook

THE passing of the immediate thre of an East-West shooting war ov Cuba and the end of the US Navy's fo weeks blockade eased international tensi in late November, but world stock marke showed no immediate reaction to t situation.

Sydney Stock Exchange trading has be slow and uncertain throughout the mont Because a number of blue-chip stoc are down to low levels, some stockbroke have been advising clients to buy in current prices, and market observe predict that a sustained rally may not far away.

SYDNEY SALES PRICES

	Oct. 22	Nov. 22
Bali Plantations . .	4/-	4/-
Burns Philp	95/-	78/-
Ditto New	—	78/-
Burns Philp (SS) .	47/-	47/-
Choiseul Plntn. . .	200/-	190/-
C.S.R. Co.	54/-	50/6
Dylup Plantations .	5/6	5/1
Fiji Industries . .	12/-	11/6
Hackshall's	14/3	15/3
Kauri Timber . . .	6/3	8/-
Kerema Rubber . .	5/-	4/9
Koitaki Rubber . .	12/4	12/6
Lolorua Rubber . .	8/-	7/9
Makurapau Plntn. .	2/1	2/3
Mariboi Rubber . .	5/2	5/1
Norfolk Is. Whaling .	8½d	8d
Pacific Is. Timbers .	2/6	2/6
Palgrave	2/4	2/9
Plantation Holdings .	2/10	2/6
Queensland Insurance	115/-	120/-
Rubberlands	4/6	4/-
Sandy Creek	8d	8d
Sangara	6d	11d
Sogeri Rubber . . .	5/6	5/3
Sthn. Pac. Insurance	23/3	25/6
Steamships Trading	11/3	11/3
W. R. Carpenter Hold	31/3	26/6
Ditto Rights	—	13/5
Watkins Consolidated	3/9	3/5

OIL AND MINING SHARES

	Dec. 4, '58	Oct. 22	Nov. 22
Emperor . .	b9/-	b5/3	b5/8
Loloma . .	b30/-	b51/-	s53/6
Bulolo G.D.	b32/-	s54/-	b51/-
N.G.G. Ltd.	b2/3	b1/9	b2/-
Oil Search .	b9/9	b2/10	b3/1
Ent. of N.G.	s11d	b4d	b5d
Pac. I. Mines	—	b1/2	b1/6
Ditto Options .	—	—	b3d
Papuan Apin.	b4/6	b3/-	b3/6
Placer Dev.	b91/-	b197/-	b128/
Timor Oil .	n.q.	b1/9	s1/4

CLARENCE DEGENHARDT & CO.
Stock & Share Brokers
J. W. DUNCAN
MEMBER OF THE SYDNEY STOCK EXCHANGE
Mercantile Mutual Building, 117 Pitt Street, Sydney.
Telephones: BW 1751 (5 lines), BL 3327 (3 lines)
Telegrams: WARDANKO, Sydney. Cable Address: OGIANI, Sydney

A. B. S. WHITE & CO.
Stock and Sharebrokers
H. S. LLOYD, E. C. S. WHITE, O. B. LLOYD, J. L. KING,
K. H. WATERHOUSE, P. C. WOLFE.
MEMBERS OF THE SYDNEY STOCK EXCHANGE
16 O'Connell Street, Sydney. BL 6111
181 Church Street, Parramatta. 635-5078
CABLES & TELEGRAMS: "WHITLOYD", SYDNEY.

SLANDS PRODUCE

(Unless otherwise stated, quotations are Australian currency. Aust. £ equals proximately 16/- Stg., NZ, or W. noa; 18/- Fiji; 20/- Tonga, Solomons WPHC areas; 196 Pac. Frs.; $US2.25.)

COPRA

APUA-NEW GUINEA:—All production delivered to Copra Marketing Board, trolled by six members, including three nters' representatives; and the Board ects distribution and sales, and makes ments to the producers. Production s mainly to (a) Unilever, in UK, (b) stralia for local consumption, (c) shing-mill in Rabaul, and (d) Japan rplus as available). Prices generally y with ruling rate in Philippines, with miums for hot-air dried.

-NG Board's Tentative Purchase es for copra delivered main ports are: -Air Dried, £54/10/- per ton; FMS, 3 per ton; Smoke-Dried, £52 per

IJI:—No Government control—pro- ers sell where they wish. Bulk of ra goes to crushing-mills in Suva. November 24 prices were HAD 49/5/-, FM £F46/15/- (exclusive of a a delivery bonus of £F1 per ton).

ESTERN SAMOA:—Official Copra rd takes all production, sells same makes payments to producers. It s mainly to Abels Ltd., NZ crushers, to Unilever, UK. Local price re- tly has been £56/12/6 Samoan, first de.

ONGA:—Sales are under Government trol. Part of production goes to ope, under arrangement with Unilever trolled by Philippines prices, and part to open market.

OLOMON IS.:—All production marketed ough official BSI Copra Board, at es based on Philippines rates. Output s to Unilever, UK; to Australian shers; and the balance on to the open ket. Local price for November was: grade, £48/-/-; 2nd grade, £46/10/-; grade, £44/-/- per ton, f.o.b., BSIP s (Honiara, Yandina and Gizo).

ILBERT AND ELLICE:—Production keted in Europe through official Copra rd, at prices based on Philippines s less freight, etc. The Government sidy to producers is: £7/15/5 per ton 1st grade, and £3/14/7 for 2nd grade.

EW HEBRIDES:—On Nov. 28, the a price was approximately £42/10/- 00 Pac. francs) per ton delivered /Santo. French price then was 85½ vy francs per metric ton, c.i.f., seilles.

OOK IS.: Copra goes to Abels, Ltd., Auckland, who operate the only NZ a crushing mill. Price paid is average don price for previous three months, handling charges. Price for final rter of 1962 is £NZ50/3/11 1st le, £NZ48/18/11 standard grade—both ., Rarotonga.

OTHER PRODUCE

OCOA:—Islands prices are usually d on the rates for Ghana cocoa which Nov. 22 had recovered to g.168/10/- per ton, c.i.f., Sydney.

-N.G.: Sydney buyers on Nov. 22 re- ed: Quote No. 1: In store, Rabaul, rt quality £200 per ton or on wharf ey, according to quality: £180-£200; e No. 2: Best quality, on wharf Syd., ., £190; in store, N.G. ports, £170 £180.

SAMOA:—Nominal prices quoted in ey in mid-Nov. were: Grade 1, g.220; grade 2, £Stg.215, f.o.b., Apia.

COFFEE.—P.-N.G.: Nov. 23, good quality A grade, per lb, 4/- to 4/2; B grade, 3/9 to 4/-; C grade, 2/9 to 3/4, c.i.f., Sydney.

Overseas c.i.f. coffee prices were reported on Nov. 22 as: Kenya A, f.a.q., £Stg.375, B £Stg.325, C £Stg.315; U/G £Stg.260; Tanganyika AA £Stg.340, A £Stg.325, B £Stg.310; Uganda Robusta £Stg.174.

PEANUTS: P.-N.G.: Sydney agents quoted Nov. 23:—F.o.b., Lae: Kernels—White Spanish, 1/4 lb; Red Spanish, 1/2; Virginia Bunch, 1/7, in shell 1/1.

RUBBER:—P.-N.G. price is based on Singapore rate, which on Nov. 22 was: No. 1, RSS, Spot, 80½ Straits cents per lb (27.07d Aust.).

VANILLA BEANS: Victor Karp Tulk & Co. Sydney, reported Nov. 23: White and yellow label processed, standard packs, 38/-, green label 37/-, c.i.f., Sydney.

RICE (Aust.): Prices until April 30, 1963—**P.-N.G.:** Dry brown and dressed, 112 lb bags, 5 tons and over, £59/-/- per ton, f.o.w.; under 5 tons £59/10/-. Vitamised and enriched white, 112 lb bags, 5 tons and over, £65/15/- f.o.w., under 5 tons, £66/5/-. **Other Pac. Islands:** Dry, white or brown, etc., £67/10/- (any quantity), f.o.w., Sydney or Melbourne.

PEARL SHELL.—Quotations for **Australian M.O.P. Shell** in mid-Nov. by Sydney independent shell agents were: Sound £825, D £550, E £300, EE £190 (in store Sydney). **Cook Islands: Penrhyn** £NZ500 (approx.), f.o.b., Rarotonga.

TROCHUS.—Sydney buyers in late Nov. indicated the following quotations to Islands producers: No. 1.—**Papua**—nominally £115 per ton, f.o.b., Papuan ports; **N.G.**—£95, c.i.f., Sydney; **B.S.I.**—£115, f.o.b., Honiara. No. 2.—**Papua**—£100 per ton; **N.G., B.S.I.**—£90 per ton.

GREEN SNAIL SHELL.—Sydney buyers quoted on Nov. 23: No. 1: £300-£320 per ton, f.o.b., Islands port. No. 2: £280 (best quality), on wharf, Sydney; or £290, f.o.b., Islands port.

CROCODILE SKINS.—On Nov. 23 Sydney buyers quoted for 12 in. and over, first grade quality as follows: **P.-N.G.**—16/- per in., f.o.b. P-NG ports, small scale (salt water); large scale (fresh water) 10/- per in. **B.S.I.**—16/- per in. (small scale) del. Sydney.

PAPUAN GUM: £82/15/- f.o.b. Islands port.

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote F2/- (4 in. to 7 in.) to F3/- (9 in. to 11 in.) lb for well processed commercial varieties.

SHARK FINS: Suva mechants offer F4/6 per lb for well-dried fins of commercial quality.

London and US Quotations

Copra: LONDON, Nov. 22, Philippines, in bulk $176 US per long ton, c.i.f., UK/Nth. European ports. Malayan, FMS, delivered weights, c.i.f. UK/Nth. European ports,, not quoted on London market since late Oct. when price was £Stg.60/10/- per long ton. NEW YORK: Nov. 22, Philippines, $156 US per short ton, c.i.f., Pacific Coast ports. CEYLON: 870 Rupees per ton c.i.f.

Coconut Oil: LONDON, Nov. 22, Ceylon, 1% in bulk, £Stg.95/10/- per ton, c.i.f., UK/North European ports. Straits, 3%, not quoted on London market since late Oct. when price was £Stg.91, c.i.f.

Rubber: LONDON, Nov. 22, c.i.f., RSS No. 1 Spot, 24d Stg. lb (nominal), Dec. shipment 23-13/16d. Stg. lb, Sept. shipment 23½d. Stg. lb.

(£1 Australian is equal to about 2.25 US Dollars or 10½ Rupees).

RALPH W. KING & YUILL
Members of Sydney Stock Exchange
W. KEITH YUILL—KEITH C. PHILLIPS—IAN C. WALTON
GORDON G. KING—WALTER I. SUMMONS
WILLIAM S. SHUGG
33 BLIGH STREET. 2-0137
84 William St., Melb. 67-5089. 340 Queen St., Brisbane. 31-2191
Telegrams and Cables: "Ralphking"
Sydney, Melbourne, Brisbane, Grafton and Tamworth

VENTURA TRADING CO. PTY. LTD.
247 GEORGE STREET, SYDNEY
Island Merchants and Buying Agents
SOLE AGENTS FOR:
- ARMSTRONG SIDDELEY DIESEL ENGINES
- AJAX LIQUID ALARM RELAYS
- NORMAN PETROL ENGINES
- DUNEDIN ENGINE TESTING EQUIPMENT
- HOLLANDIA CANNED FISH

Distributors for all plantation, farm, trade requirements and merchandise.
Highest Prices obtained for Cocoa, Coffee, Shell and other produce handled on consignment.
Write direct to our Islands Export Manager with over 35 years experience in the Islands.
CABLES: VENTURA SYDNEY

Classified Advertisements

Per line, 4/3; Minimum rate, 4 lines.

TENDERS FOR LAND

TENDERS are invited from persons eligible under regulation 46 of the Treaty of Peace Regulations for the cash purchase of a block of land known as "Kavavar", formerly used as a trading station.

The land has an area of 55 acres, 17 square metres more or less and is situated in the Rakunai District on the Gazelle Peninsula about 14 miles from Rabaul on the western boundary of the road from Rakunai to Kurakakaul distant approximately 150 metres northerly from its junction with the road from Rakunai to Kabaira. Further particulars as to location may be obtained from the District Office, Rabaul.

Title: A freehold title has been restored under the New Guinea Land Titles Restoration Ordinance in the name of the Custodian of Expropriated Property.

Terms: The property will be sold, subject to the consent of the Administrator of the Territory of Papua and New Guinea. A tender shall be accompanied by a remittance representing ten per centum of the tender price as a deposit. The balance of the purchase money shall be paid within one month of the acceptance of the offer.

Each tender shall contain a statement that the tenderer is prepared to purchase the property with all its faults (if any). On payment of the full amount of the purchase money, a proper transfer and title to the property will be executed to the purchaser at the expense of the purchaser.

The highest or any tender will not necessarily be accepted.

A tender shall be enclosed in a sealed envelope endorsed "Tender-Kavavar", and should reach the Custodian of Expropriated Property, Canberra, A.C.T., by 12 noon, on February 1, 1963.

(C. R. Lambert),
Custodian of Expropriated Property

Regulation 46 of the Treaty of Peace Regulations reads as follows:—

". . . the Custodian shall not unless by direction of the Governor-General, sell any property to any purchaser other than to—

(a) A person who is an Australian soldier, or who is a natural-born British subject;

(b) A company in which at least two-thirds of the shares issued by the company are held by persons who are natural-born British subjects and of which the Articles of Association contain a provision prohibiting the sale or transfer of shares in the company to persons who are not natural-born British subjects;

(c) A company registered in any part of Her Majesty's Dominions, in which at least two-thirds of the shares issued by the company are held by persons who are natural-born British subjects and which is approved by the Attorney-General."

FOR SALE

SHIPBROKERS (AUCKLAND) LTD. Sale and Purchase Brokers for Island passenger and trading craft, tugs, lighters and pleasure craft. **Box 1679, Auckland. Cables: "Shipsales". T. B. Blakey, Agent, Phone 4850, Suva.**

FOR SALE

FLEETS, new 32 ft. workboat hull, planked, decked, wheelhouse fitted, no machinery, £1,400. 66 ft. landing barge, 50 ft., 60 ft., 66 ft. diesel workboats tugs, cargo ships, all tonnage. **FLEETS**, Rowe's Bldg., Edward St., Brisbane, Qld., Australia. Cable: **"Fleets", Brisbane.**

"SAMOAN SONGS OF LOVE AND DANCING". 33-1/3 LP record containing 14 of the most melodic Samoan songs—recorded in Apia. £2/10/- Samoan currency, post paid. **Samoa Records, P.O. Box 139, Apia, Western Samoa.**

REFRIGERATORS guaranteed completely reconditioned Kerosene Electrolux, Hallstrom, 12 months free service. Electric SEALED units only, four years free service from £24/10/-, Aust., F.O.B. Leaflets **EAST COAST AGENCY PTY. LTD.**, Box 4809, G.P.O., Sydney.

FIJI ISLANDS.—Delightful beach residence, 3 miles along main road from famous "Beachcomber" Tourist Hotel, Deuba. Recently completed from specially selected durable Fijian timber on concrete, 1,400 sq./ft. Large lounge, 3 bedrooms, kitchen, bathroom, and toilet. Completely furnished, including gas stove, large 'fridge, and electric light. Out buildings: boathouse (boat with outboard engine), wash-house, garage/workshop. ¾-acre garden. 75 years lease. Excellent sea, underwater fishing and fascinating coral gardens on the doorstep. Photographs supplied on request. A sound investment at £F5,000, or best offer. Owner transferred. Enquiries to: **J. Derbyshire**, Forestry Dept., Suva, Fiji.

STEEL CARGO VESSEL, 387 tons d.w., length 142.2 ft. by 27 ft. by 8.5 ft. beam. 250 bhp diesel engine—£Stg.22,100. Steel cargo vessel, 1.462 tons d.w., 148 ft. x 27 ft. x 11 ft. Diesel engine—£Stg.20,500. Steel cargo vessel, 1,648 tons d.w., 163.8 ft. x 26.4 ft. x 11.1 ft. Diesel engine 400 bhp—£Stg.33,000. For further particulars write to: **A. Jalil Brothers**, P.O., Tavua, Fiji Islands.

STAMPS

TOP PRICES PAID FOR ISLAND STAMPS. Current issues, old accumulations (used or unused), covers, collections. **Seven Seas Stamps Pty. Ltd., Sterling Street, Dubbo, N.S.W., Aust.**

TRADE ENQUIRIES

MAIL ORDER. Whatever you might w from Hong Kong (Photographic and C Equipment, Transistor Radios, Househ Appliances, Chinese Brocades, Pla Flowers, Cultured Pearls, etc.) we supply you. Right prices and persc care assured. Please write us quotations. **Filmo Depot Ltd.,** Marina House, Hong Kong. Establis in Hong Kong since 1936.

WANTED TO BUY. Native Art, har crafts, weapons, musical instruments, shells, etc., from Pacific area. Cont **South Pacific Traders,** Box 127, Broadw Sydney, Australia.

MERCANTILE TRADING CO., 10th Fl Alexandra House, Hong Kong, accept r purchases, camera, transistor, binocu and general merchandises, wholesale pr

C. S. & JOHNSON YOUNG CO., P.O. 3038, Hong Kong. Export Hong K Chinese manufactured goods. Imp Island produce. Enquiries welcome.

ACCOMMODATION

FURNISHED FLATS, Cremorne, Sydn Water frontage, large, comfortable, bedrooms, linen and cutlery, 10 minu to city. Enquiries: Nelson & Robert Pty. Ltd., G.P.O. Box 5316, Sydney, A

SEA SHELLS

WANTED TO BUY good quality specir shells for collectors, make offer, w prices and quantity. Enquiries: **No.** C/- Box 3408, G.P.O., Sydney, Austra

BOOKS, MAGAZINES

ALL BOOKS AND JOURNALS ON A TRALASIA AND THE PACIFIC BOUG AND SOLD. Catalogues issued and free on application. Correspondence vited. **Berkelouw, 114 King St., Sydn Telephone: BW 7874.**

POWER FARMING TECHNICAL ANNU Just issued. Complete data on your p tation machinery in 1962-63. 508 page fully illustrated. 17/6 per copy, post f

ORDER FROM "POWER FARMING", G.P.O. BOX 1813, SYDNEY.

WANTED

BUTTERFLIES AND THE LARGER MOTHS

From all Islands in INDO-AUSTRALIA, NEW GUINEA INDONESIA, BORNEO, MALAYA, CELEBES ISLANDS INDIA, PHILIPPINES, or any FAR OFF ISLANDS. Those interested, please write for free instruction on how to earn money in spare time collecting butterflies for us. Please write your name and address clearly.

A. GLANZ, BUTTERFLY WORLD
295 East 98th Street, Brooklyn. 12., N.Y., U.S.A.

nla.obj-324459104
National Library of Australia

Index to Advertisers

ams Industries
23, 33, 38, 69, 95, 105, 141
woods Ltd. 32
gliss, W. & Co. 60
sett-A.N.A. 144
nott, Wm. Pty. Ltd. .. 58
mo Cigars 69
stralian National Industries 46
strimex (Nederland) NV .. 43

.L.M. Paints Pty. Ltd. .. 64
lina Slipway & Eng. Co. 104
k of N.S.W. 39
ec 80
hell, Gwyn & Co. Ltd. 145
.A.C. 92
ybon Bros. Pty. Ltd. .. 20
ckwoldt & Co., Wm. .. 22
h Ltd. 43
tish Paints Ltd. 4
nton & Co. 107
. .. 35, 82, 135, cov. iii
ness, J. (Travel) Pty. Ltd. 143

lbury-Fry-Pascall Pty. Ltd. 140
lton & United Breweries
td. 40
nation Company Pty. Ltd. 137
penter, Ltd.
112, 115, 160, cov. iv
ricorn Charters 100
oy Lee Shipyard 103
yer Watson (NG) Ltd. .. 61
mmond Radio Co. 72
sader Shipping Co. .. 148
mmins Diesel Sales &
ervice (Aust.) Pty. Ltd. 102

.K. 80
enhardt, C., & Co. .. 154
ka Pty. Ltd. 81
ald, A. B., Ltd. 105

Douglass, W. C. Ltd. 65
Dunlite Electrical Co. Ltd. 14
Ferrier & Dickinson Pty. Ltd. 100, 108
Filmo Depot Ltd. 71
Fisher & Co. 120
Flick, W. A. & Co. Pty. Ltd. 50
Frigate Rum 53

Gilbey, W. & A., Ltd. .. 138
Gillespie Bros. Pty. Ltd. .. 88
Gillespie, R., Pty. Ltd. .. 1
Glaxo Lab. (NZ) Ltd. .. 113
Goodyear Tyre & Rubber Co. (Aust.) Ltd. 122
Grocery Wholesalers Pty. Ltd. 73
Grove, W. H. & Sons Ltd. 70, 120

Halvorsen, B., Ltd. 106
Handi-Works Co. 157
Hastings, Deering Ltd. .. 124
Hellaby, R. & W., Ltd. 75, 127
Hongkong & Whampoa Dock Co. Ltd. 107
Hotel Metropole 143

International Harvester Co. 36, 37
Invincible Motors Pty. Ltd. 18

Kanimbla Hall 77
Kerr Bros. Pty. Ltd. 53
King, Ralph W. & Yuill .. 155
Kodak (A'sia.) Pty. Ltd. .. 76
Kopsen & Co. Pty. Ltd. .. 159
Kraft Foods Ltd. . .. 26, 136
Kriewaldt, E. E. & Co. Ltd. 139

Lane's Pty. Ltd. 2
Lawrence, Alfred, & Co. P/L 76
Love, J. R., & Co. Pty. Ltd. 116

Mac. Robertson Pty. Ltd. .. 16
Malleys Ltd. 30
Matt Taylor & Co. 103
Millers Ltd. 109
Mitszumi, Jiro & Co. Ltd. 33
Mobil Oil Aust. Pty. Ltd. .. 126
Mono Pumps (Aust.) Pty. Ltd. 54
Morris Hedstrom Ltd. . 12, 59
Mungo Scott Pty. Ltd. .. 128

Nederland Line & Royal Rotterdam Lloyd 118
Nelson & Robertson Pty. Ltd. 101
Nestle Co. (Aust.), The 45, 132
N.G. Aust. Line 79
Nicholson's Pty. Ltd. 56

Ogden Industries Pty. Ltd. 134

Pabco Products Pty. Ltd. .. 50
Pacific Islands Society .. 86
Pacific Islands Transport Line 145
Parke, Davis & Co. .. 128, 131
Philips Electrical Industries Pty. Ltd. 52, 55
Piccaninny Manufacturing Co. 24
Polarizers International Ltd. 60

Qantas 158
Qld. Insurance Co. Ltd. .. 71

Seward Ltd. 95
Shaw Savill & Albion Co. Ltd. 147
Shipbrokers (Auckland) Ltd. 156
Smith, Markwell Pty. Ltd. .. 110
South Pacific Brewery . .. 67
Stapleton, J. T., Pty. Ltd. .. 141
Steamships Trading Co. Ltd. 66
Stewarts & Lloyd Pty. Ltd. 129

Stipplecote Products Ltd. .. 22
Sthn. Pac. Ins. Co. 86
Sullivan Ltd. 54
Suncharm 80
Swallow's Biscuits Pty. Ltd. 62

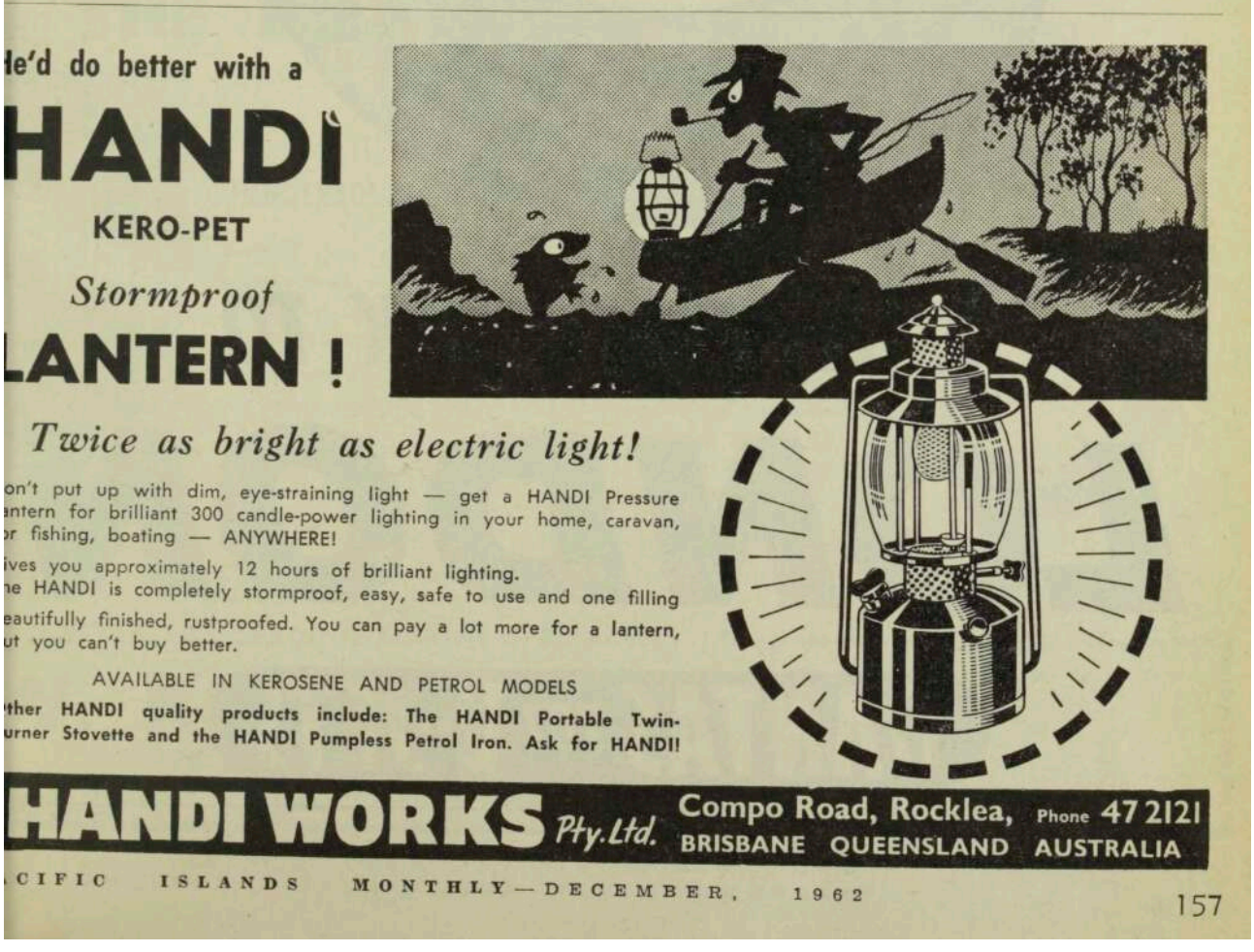
T.A.A. .. .. cov. ii
Taikoo Dockyard 98
Tait, W. S. & Co. P/L .. 106
Tatham, S. E., & Co. P/L .. 88
Taubman's Ltd. 74
T.E.A.L. 48
Tooth & Co. Ltd. 70
Thornburgh & Blackheath Colleges 41
Turners Supply Co. Ltd. .. 129

United Insurance 57
Union Steam Ship Co. of N.Z. Ltd. 149
University of Sydney 35

Ventura Trading Co. P/L .. 155
Victa Mowers 111

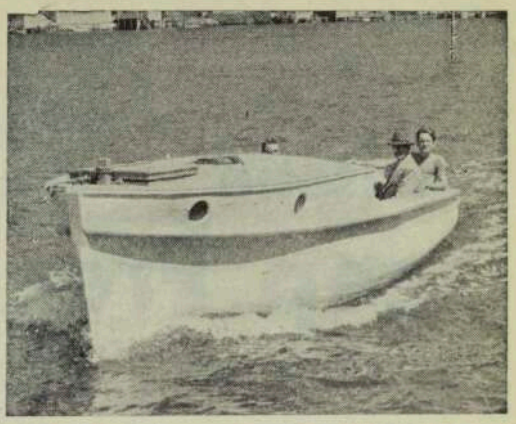
Walpamur Co. (NG) Ltd., The 130
Watkins, Ivon Ltd. 77
Warnock Bros. Ltd. 44
Westfield Freezing Co. Ltd. 28
Weymark Pty. Ltd. 55
Whites Aviation 86
White Rose Flour & Milling Co. Pty. Ltd. 66
White, A. B. S., & Co. .. 154
Wilhelmsen, W., Agency, P/L 62
Woolf, J. C., Typewriters, Pty. Ltd. 77
Wunderlich Ltd. 42

Yardley of London (Aust.) Pty. Ltd. 51
Yorkshire Insurance Co. Ltd. 31



nla.obj-324459360
National Library of Australia

ISLAND WORKBOAT



THE 22 FOOT
KOPSEN WORKBOAT

The ideal Rugged workboat built especially for the Islands—with—

- STORAGE SPACE FOR 2 TONS
- PLUS 10 PASSENGERS

It has a draught of 2 ft. and a beam of 8 ft. It can be installed with Petrol or Diesel Marine Engine and extras are available.

W. KOPSEN & CO. PTY. LTD.

THE BOATMAN

(1)

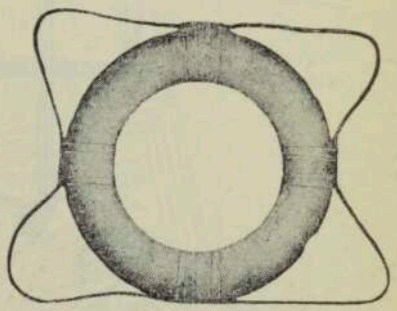
HENDERSON PUMPS

The high capacity marine bilge pump capable of dealing with 7½ gals. of water per minute. An English diaphragm pump that is self-priming, lightweight and non-corrosive. Approved for lifeboats and small boats.

(2)

SEKURA LIFEBUOYS

Super lightweight plastic foam, canvas covered Lifebuoys that supersede cork. **Sizes:** 24 in., 28 in. German made. Approved.



(3) TRAKMARK:
ne unique canvas-backed, embossed plastic sheeting for cks and cabin top. New deck covering from the U.K.

(4) PAINS DISTRESS SIGNALS
For safety on your boat you need a set of Pains distress rockets and flares. Approved.

AUSTRALIA'S LEADING MARINE SPECIALISTS ★

W. KOPSEN & CO. PTY. LTD.

376-382 Kent St., Sydney

hone: 29-6331 (11 lines). Cables: "Kopsen" Sydney.

COUPON

Please post further details on: The K Workboat or Item Nos. 1 [ ] 2 [ ] 3 [ ] 4 [ ] to

NAME .....

ADDRESS .....

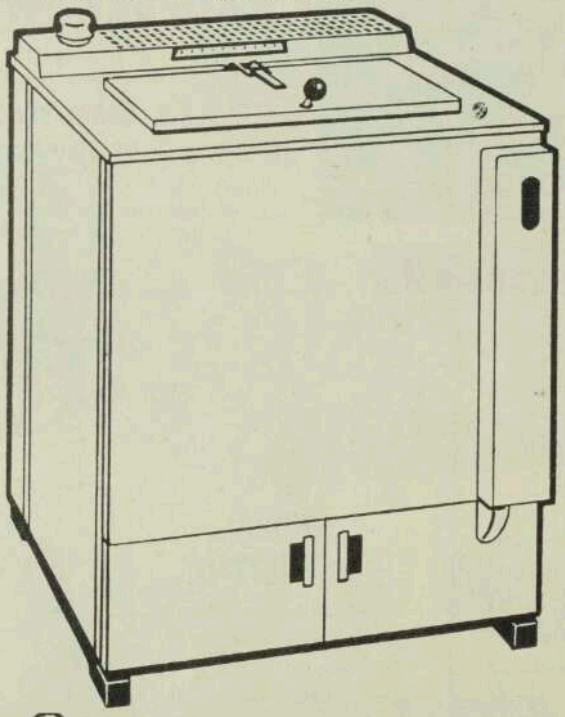
..... P.I.M.

nla.obj-324459519
National Library of Australia

Electrolux

Kerosene
Deep Freezer

Electrolux kerosene-operated deep freezer conserves up to 100 lb. dry weight of pre-frozen packaged foods for many weeks in tropical ambient temperatures as high as 100 deg. Fahr. (38 deg. Cent.) or even higher, provided there is a drop at night. Even fresh foods (meat, game, fish, vegetables, butter, etc.) may be kept for several weeks or many times longer in C 80 than in an ordinary refrigerator. Uses no ice or electricity. The Electrolux C 80 operates anywhere by kerosene, economically and with high efficiency.



Anywhere in the Tropics . . .

NEW GUINEA CO. LTD.
Rabaul, Madang, Lae, Kavieng, Kokopo
S.C.I.E., Noumea
BURNS PHILP (N.H.) LTD., Vila, Santo

ISLAND PRODUCTS LTD
Port Moresby
B.S.I.P. TRADING CORP., Honiara Gizo
F.J.R. SIMMONDS, Norfolk Island

Published by PACIFIC PUBLICATIONS PTY. LTD., 29 Alberta Street, Sydney. (Telephone: MA 9197). Wholly set up and printed in Australia by the Sydney and Melbourne Publishing Co. Pty. Ltd., 29 Alberta Street, Sydney.

nla.obj-324459725
National Library of Australia

BURNS PHILP (NEW GUINEA) LTD.

GENERAL MERCHANTS
GENERAL SHIPPING
& CUSTOMS AGENTS

Agents for:

Burns Philp (South Sea) Co. Ltd.
Burns Philp (New Hebrides) Ltd.
Burns Philp Trust Co. Ltd.
Queensland Insurance Co. Ltd.
The Shell Co. of Australia Ltd.
Lloyds of London
Stewarts & Lloyds (Distributors) Pty. Ltd.

Australian Agents:

Burns, Philp & Co. Ltd. (All States)

London Agents:

Burns Philp & Co. Ltd., London, E.C.3.

San Francisco Agents:

Burns Philp Co. of San Francisco

EXPORTERS OF:

COFFEE BEANS, COCOA BEANS, PEANUTS, RUBBER and TROCAS SHELL

OVERSEAS TRADE ENQUIRIES INVITED

DEPOTS:
Kainantu
Popondetta

BURNS PHILP (NEW GUINEA) LTD.

nla.obj-324459989
National Library of Australia

NATIONAL LIBRARY OF AUSTRALIA
18 DEC 1962

W.R.Carpenter & Co Ltd

CAPITAL £10,000,000

GENERAL MERCHANTS

Forty-eight years of Development and Service in the Pacific Islands

Wholesalers and Retailers. Buyers for Island trade of all classes of merchandise from World Markets. Buyers of Island Produce: Copra, Cocoa and Coffee-beans, etc.

Agents for Australia, European and America, Manufacturers includin Electrolux, Chrysler, For McCallum's Whisky, Vic Mowers, Enfield Engine

ASSOCIATED COMPANIES:

NEW GUINEA:
New Guinea Co. Ltd., Rabaul, Madang, Lae, Kavieng
Coconut Products Ltd., Rabaul

PAPUA:
Island Products Ltd., Port Moresby

FIJI:
W. R. Carpenter & Co. (Fiji) Ltd
Morris Hedstrom Ltd., Suva
Suva Motors Ltd., Suva
Island Industries Ltd., Suva

Established 1914

BUYING ENQUIRIES

LONDON: Morris Hedstrom Ltd., 73 Cheapside, London, E.C.2.

SYDNEY: Morris Hedstrom (Australia) Pty. Ltd., 27 O'Conn St., Sydney.

W. R. CARPENTER & CO. LTD

27 O'Connell St., Sydney, Australia

Cable Address: "CAMOHE"
Telephone: BL 5421
Postal Address: G.P.O. Box 168, Sydb

nla.obj-324437061
National Library of Australia